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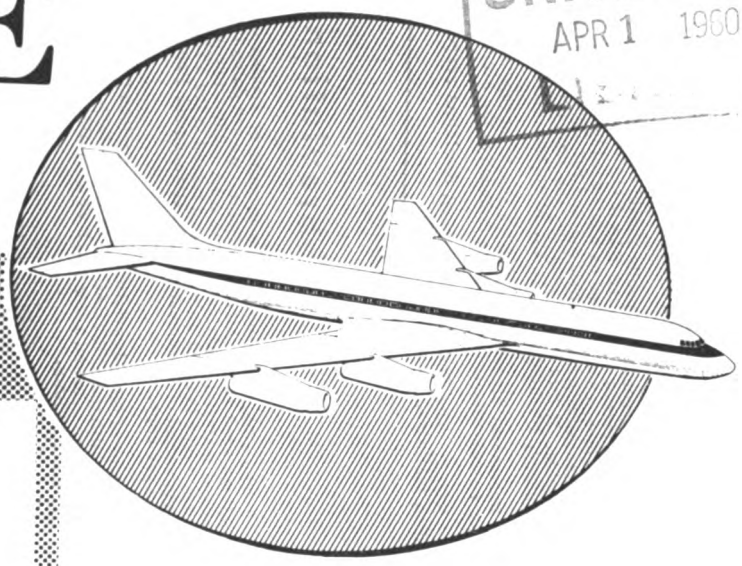
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MARCH 15, 1960

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
APR 1 1960



special notices

Retain Airman's Guide Issues: 14#23 & 26; 15#1

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VOR Changeover Points p 77

AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

Radar-Radio Listings page 3

NOTAMS page 34

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FEDERAL AVIATION AGENCY

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Inportant or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

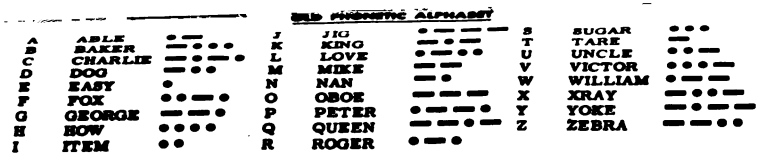
adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

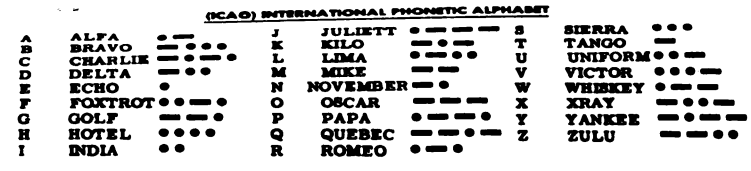
Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 40 cents.

ALWAYS CHECK NOTICES TO AIRMEN SECTION





ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAR). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
➔ = New or revised data
■ = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . . Distantly controlled
DME . . . . . Distance Measuring Equipment
DMET . . . . . TACAN compatible DME
FM . . . . . VHF fan marker (100 watts)
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . . Instrument Landing System (voice on localizer channel)
J . . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM . . . . . VHF fan marker, low powered (5 watts)
LMM . . . . . Compass locator station when installed at middle marker site
LOM . . . . . Compass locator station when installed at outer marker site
MA . . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . . Range (loop radiators), power less than 50 watts
MM . . . . . VHF middle marker
MRA . . . . . Range (adcock, vertical radiators), power 50 watts or more, but less than 150 watts
MRL . . . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
RA . . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE — How and Where

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification.
7. Civil aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped civil aircraft entering a United States domestic control area from outside the United States will advise of availability of such equipment when making the first radio report to the United States air traffic control center by adding the word "transponder" to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. " (Mesa Rica)	1190, 120.6, 125.3, 269.2, 301.4, 311.8, 317.6	ARSR	
Albuquerque-Kirtland AFB, N. Mex.	110.3, 121.1, 123.9, 124.3, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8 2758 2630	ASR-PAR BCN	
Atlanta, Ga.	124.1 327 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc, Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.18, 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore-Friendship Arpt., Md.	257, 281; 115.8, 109.7, 118.7, 119.3, 1204, 1268, 2578, 3486, 3608, 3814	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 124.5, 124.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1194, 1203, 121.5, 124.4, 125.2, 243.0, 301.4, 324.7, 319 2, 132.3, 307.9, 3537, 1198, 3630, 3406, 1206, 124.5, 3792, 2504.	ARSR BCN	
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 119.1, 126.5, 126.18, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo-Greater Buffalo Arpt., N. Y.	278; 120.5; 110.3, 119.8, 126.5 126.18, 243.0, 257.8, 338.6	ASR	

STATION	TRANSMITS	RADAR FACILS	REMARKS
Burbank-Lockheed Air Terminal, Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317; 110.3, 118.5, 119.8, 125.9, 126.18, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 123.7, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8, 385.4	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 327.1	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332; 109.7, 118.1, 125.4, 119.0, 126.18 236.6, 2430 3486 3638 3838 1257, 1250	ASR BCN	Gds 122.6 mc.
Cincinnati-Greater Cincinnati, Arpt., Ohio	317; 109.9, 112.9, 118.3, 124.7, 126.18 243.0, 257.8, 323.8 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1, 1244, 125.0, 125.2, 284.6	ARSR	
(Brecksville)	120.2, 124.3, 283.7, 317.7	ARSR	
Cleveland-Hopkins Arpt., Ohio	269; 109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.18, 275.1, 348.6, 275.1	ASR	
Columbus-Port Columbus Arpt., Ohio	278; [redacted], 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	

Arpt. N. Y.	126.18, 243.0, 257.8, 336.6		
Columbus-Port Columbus Arpt., Ohio	278; [redacted], 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0,	ASR	

FAA OPERATED RADAR UNITS

(15 March 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas-Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.18, 134.1, 136.8, 137.88 139.32, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486, 3134	ASR BCN	Radar Surveillance apchs unavbl Gds 122.7 mc. Arr & Dptr ctl avbl FFO, DWF, DAY, Piqua Arpt.
Denver, Colo.	118;9, 119.3, 124.1, 125.0, 243.0, 126.6 301.4, 319.2, 324.7, 379.9, 285.5	ARSR&BCN	
Denver-Stapleton Fld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124.8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 126.1, 126.4, 243.0 3630, 269.2, 2696, 3014, 3104, 317.5, 319.9, 3356, 3438, 351.9, 360.7 354.1	ARSR	
Detroit-Willow Run Arpt., Mich.	332; 109.5, 118.4, 121.3, 123.7, 124.9, 14274, 243.0, 257.8, 263.0, 290.3, 355.8, 2854	ASR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 260.7, 270.6 275.8, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209, 1194, 1255, 1203, 3606, 3232, 3791, 3537	ARSR	
Ft Worth-Carter Fld., Texas	317; 109.5, 118.1, 118.9, 123.9, 126.18, 2706 263.6, 2430, 2578, 2630, 3079, 3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265, 1239, 2430, 2846, 3014, 3072, 3230	ARSR	Arr. Ctl unavbl.
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Arpt., Texas	278; 109.9, 118.1, 118.3, 1187, 123.7, 126.18, 257.8, 284.6, 290.3, 312.6, 348.6	ASR	
Indianapolis, Ind.	12085 119.3, 120.1, 125.3, 312.6, 319.8, 2694	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278; 109.3, 118.1, 119.9, 121.3, 126.18, 243.0, 257.8, 355.8, 284.6, 290.3, 121.1, 348.6	ASR	
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6	ASR	
Kansas City, Mo.	1189 123.6, 1197, 125.1, 317.5, 335.6, 326.2, 381.4	ARSR	
Kansas City Arpt., Mo.	299, 359; 109.9, 112.6, 118.1, 118.3, 119.5, 126.18, 243.0, 250.4, 257.8, 269.2, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville-McGhee Tyson Arpt., Tenn.	278; 110.3, 116.4, 118.1, 118.7, 123.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 3608	ASR	
Lake Charles-Chennault AFB, La.	119.1, 119.3, 126.18, 134.1, 136.8, 3414 137.88, 142.02, 236.6, 243.0, 225.4, 270.6, 2758, 2894, 3358, 3638, 3794, 3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242; 110.3, 119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379, 1198 3382	ASR	Dprt ctl unavbl.
Los Angeles Intl Arpt., Calif.	109.9, 124.8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville-Standiford Fld, Ky.	317; 110.3, 119.0, 120.3, 126.18, 243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 1197, 1268, 2430, 2578, 291.6 3406, 3486	ASR	
Miami, Florida	1189, 1203, 124.7, 1250, 1254, 1258, 291.6, 301.4, 311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt., Fla.	1181, 118.3, 1197, 121.6, 1237, 126.18, 263.0, 1239, 2430, 2502, 2578, 3386, 3486	ASR	
Milwaukee-General Mitchell Fld., Wis.	243, 278; 110.3, 119.1, 124.1, 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203, 124.7, 1255, 301.4, 3192, 324.7, 343.6	ARSR	
Minneapolis-St. Paul Intnl Arpt., Minn.	266, 278, 1103, 1173, 1187, 1193, 1185, 126.18 2430, 2578, 2630, 2908, 3054, 3382, 3486	ASR-PAR	Rnwy 29L. Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3, 118.5, 123.7, 125.7, 126.18 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1, 136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4, 12618	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville-Berry Fld., Tenn.	278; 109.9, 114.1, 119.9, 119.1, 123.7 126.18, 243.0 257.8, 348.6, 383.8 284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 126.5, 126.18, 257.8	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9, 323.8	ARSR	Dptr Ctl unavbl.
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6 1255, 284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 120.8, 120.9, 123.6, 124.1, 124.7, 125.1, 1253, 1254, 125.5, 125.6, 1259, 132.3, 3788, 2430, 2854, 3014, 306.3, 3104, 355.8, 363.1, 381.6, 1332	ARSR BCN	
" (Palermo, N. J.)	126.8 118.8	ARSR	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362 1099, 1265, 1187, 1189, 1204, 1257, 2430, 2630, 274.3, 3814, 121.3	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1252, 118.5, 119.9, 120.7, 124.1, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 348.6, 124.2, 342.2	ARSR	Does not guard 120.7 & 135.0 mcs.
Norfolk Arpt., Va.	281; 1168 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2, 135.0. mc
Oakland, Calif.	120.4, 123.8, 1242, 124.6, 1258, 2430 12515, 3792 271.2, 291.7, 3014, 3134, 3356, 3799, 3854	ARSR	
Oakland Arpt., Calif.	341, 362; 109.9, 118.1, 118.3, 119.3, 123.9, 126.18, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	[redacted] 120.2, 121.1, 124.1, 126.18, 134.1, 1368, 13788, 142.02, 236.6, 243.0, 2554, 263.0, 2706, 2894, 3054, 3358, 3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 121.1, 137.88, 243.0, 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 132.3, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8, 3606, 3623, 1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	1172, 119.0, 123.9, 13 2.3, 134.1, 134.64, 1368, 137.88, 1420 2, 1436 4, 2430, 2636, 2708, 2894, 2996, 3068, 3108, 3148, 3188, 3220 3556, 3284.		Does not gd 3023.5kc; 117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	278; 109.3 124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona	124.5, 125.4, 126.6, 275.1, 279.6, 1237, 2430 285 301.4, 2696, 1198, 121.5, 2690, 2502	ARSR	

FAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 121.1, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR	
Portland Intl Arpt.,	278;109.9, 118.1, 124.9, 126.18, 290.3, 119.8, 243.0, 284.6, 3054, 3486, 2504	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 132.3, 126.18, 1208 121.2, 1199	ASR BCN	Does not gd 3023.5kc: gds 122.5mc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7	ARSR	Gds 122.5 mc. Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 138.42, 142.02, 243.0, 270.6, 263.0, 289.4, 335.8, 363.8, 252.6	BCN	Arr & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, 307.2, 319.2 121.0	ARSR & BCN	Arr. ctl unavbl.
St. Louis-Lambert Fld., Mo.	278, 103, 117.4, 1181, 1185, 1199, 12618 2578, 342.2, 3382, 3486, 3606, 3791, 121.1	ASR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206, 123.6, 243.0, 2692, 2783	ARSR & BCN	Arr. ctl unavbl.
Salt Lake City Arpt., Utah 2502	278;116.8, 109.5, 118.3, 119.5, 12019, 126.18, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex.	118.2, 119.7, 120.5, 291.7, 335.6, 3631, 323.8, 121.2, 278.3, 285.4, 322.5	ARSR	Arrival Ctl unavbl
San Antonio Arpt., Texas	278;109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	119.7, 1249, 1253, 126.18, 1323, 13788, 1257, 2430, 2636, 3004, 3044, 3074, 3172, 3638, Tsmt only: 134, 13464, 143.64, 2662, 142.02, 2708, 2894, 313.2, 3140, 3204, 3252, 3480, 3556, 3636, 3820, 385.2	ASR-BCN	Gds 122.1mc. Does not gd 3023.5kc ASR apchs avbl mil acft rnwy 24R; Lindbergh N. Island NAS Brown NAS Flds.
San Francisco Arpt., Calif.	379;109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201;120.1, 121.3, 123.7, 132.3, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.18, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc.
Seattle, Wash. 1206	120.3, 121.2, 124.6 125.1, 243.0, 283.7, 301.4, 317.6, 3192, 311.8, 2855, 2904, 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash.	323, 110.3, 118.5, 1195, 1259, 3486, 126.18, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34
Sherman-Perrin AFB, Tex.	109.6; 135.0, 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd 135.0 mc.
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 269.2, 275.1, 291.6, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0: 270.6 262.5, 289.4 294.8 301.4 3358 3638 Req: 236.6, 275.8, 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 269.6, 237.5 2706, 2758, 2894, 323.2, 3358, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 3023.5 kc.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts, ASR apchs rnwy 4
Tucson-Davis Monthan AFB, Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB, Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 306.3 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.18, 137.88, 225.4, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	119.7, 120.3, 120.5, 124.0, 124.4, 123.9, 132.3, 137.88 3182 3539 362.3 378.8, 385.4, 243.0	ARSR	Call Washington Center
Washington National Arpt., D.C.	278;109.9, 118.1, 118.3, 119.1, 125.1, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332;109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.

INSTRUMENT LANDING SYSTEMS

(15 March 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG., DEG. MAG.	MM alter * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile-Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery-Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock-Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Meadows Fld	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident
						(LIM)			LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.7	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International(Rnwy 25R)(L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey-Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland-Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco (L7)	109.5	SFO	332.6	281	0.66	379 FO	6.4	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the
Denver-Stapleton Fld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	LMM ident
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington-New Castle Co. (L7)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee-Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	308 TL	4.7	375 AT	DME
Augusta-Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran Fld (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah-Travis Fld (L7)	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	97	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	LMIX ILS only.
Chicago-O'Hare Intl, Rnwy 14L	110.1	OHA	334.4		0.72		6.7	368 OH	
Moline-Quad City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.5!	341 IN	DME
South Bend-St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	233 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	243 LEX	LOM is HW facil
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	219 CH	6.29	227 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland (L7)	110.3	PWM	335	112	0.66	326 WM	6.2	391 PW	BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course **BC-restricted = Not suitable for approaches**

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. ▸ & ▬ **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore-Friendship Intl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.88	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intnl (Rnwy 4) ➤	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.71	219 ST	DME
MONTANA: Billings-Logan (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno ➤	109.3	RNO			2.6	254 NO	6.4	216 RN	LMM is LFR.
NEW JERSEY: Atlantic City, Pomona (NAFEC) (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	all day Sun, MM,OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lclzr&glide slope monitored auto shutdown 2400-0800Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lclzr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM,OM & MM unmonitored 2400-0 700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy22R	110.9	IWY	330.8	223	0.64		5.5		rnwy 4R or 22R. Simultaneous opern not avbl.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock Fld (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington-New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 HL	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield	110.9	MFD	330.8	319	0.71 ➤	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L7)	109.5	EUG	332.6	158	0.71		4.31	379 EU	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

0.6 second. * -Automatic voice identification. ** -Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(15 March 1960)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. *& — **miles (statute)	LMM Freq /Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable
Harrisburg-State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls-Foss Fld. (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW unusable above 6000'. Lclzr/glide slope
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville-Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.67		4.68	338 TDW	LOM is Tradewind MHW facil
Austin-Mueller (L7)	109.5	AUS	332.6	305	0.60		5.5	338 AU	
Beaumont-Jefferson Co. (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love Fld (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.7	SAT	333.5	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	64	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk (L7)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.96	224 SE	BC-unusable
Spokane-Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima (L7)	110.1	YKM	334.4	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling - Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison-Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell Fld (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	M-BVOR-DTV	ANB	116.2V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-3023.5req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 124.9, 305.4, 385.6, 124.5, 3198	(2), #	
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;120.7,243.0,255.4 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2V;120.7,243.0,255.4,272.7	(3), #	FSS-Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5,#	
(1)Huntsville	M-BVOR	HSV	112.3;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3V;120.7,243.0,255.4,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
"Bates	C(g)		385;118.3,126.18,257.8,243.0,348.6	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108.4		
(1)Montgomery	H-BVORTAC	MGM	112.1;V;255.4, 243.0; 120.7 272.7	(3)-3023.5req,#	DME
" Dannelly	DTV				
" Maxwell AFB	C(g)		396;119.7, 126.18,243.0,257.8,348.6	(2), #	
" " "	SBRAZ	MXF	362		30 A 86 N
	CM		362		180 A 266 N
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	L-*BVOR-DTV	MSL	1096;V;255.4, 243.0 120.7 ,272.7	(3)-3023.5req,#	
Ozark-	MHVT	OKB	410		
Cairns AAF	MRLWZ	OZR	212		60 A 114 N
" "	MHW	ETP	308		240 A 294 N
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 127.4 /1225,2344,2410,2482	2416	Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MH	ITS	407		
Selma, Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-18
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-3023.5req, #	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3V;120.7,243.0,255.4,272.7	(3)-3023.5req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9V;243.0,255.4,120.7,272.7	(3)-3023.5, #	DME-FSS-Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	114.8V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	'SMRAWZ'	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ;120.7, 272.7	(3)-3023.5req,#	
(3)Drake	M-VORW	DRK	113.1		
Ft. Hauchuca-	HW	FHU	410		
Libby AAF	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5req,#	67 N 166 A 262 N 346 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(1)Gila Bend	M-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 243.0		DME
" Sky Harbor	AC(g)		278;118.1,118.7,120.2,126.18,257.8,348.6,353.8	(2), #	
"	Center		120.1,120.85, 243.0, 125.0,123.95	#	125.95,317.7,275.1,285.4,319.2
121.25,124.5,269.6,300.7 290.3 126.0,126.6,126.4,125.4,123.7,279.6,283.7,301.4,271.2,281.5,269.0,119.8,250.2					
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7 243.0,272.7	(3)-3023.5req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVOR-DTV	SJN	112.3V;120.7,243.0,255.4,272.7	(3)-3023 prior req,#	FSS-Zuni, NMex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Arpt	C(g)		371;118.3,243.0,2578,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7.	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVOR	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-3023.5req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290; 119.1, 126.18, 243.0, 340.2,360.2	(2), #	
ARKANSAS					
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7 ,272.7	(3)-3023.5, req,#	DME
"	BMH	ELD	368		
(1)Fayetteville	M-BVOR-DTV	FYV	114.9V;120.7,243.0,255.4,272.7	(3)-3023.5, #	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req, #	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Arpt	AC(g)		269;118.3,126.18,257.8,243.0,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4,120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVOR	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1)Walnut Ridge	M-BVOR-DTV	ARG	112.8;V;207,243.0,255.4,272.7	(3)-3023.5,req,#	DME
CALIFORNIA					
(1)Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3), #	
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	4 A 94 N 184 A 274 N
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1)Avenal	M-BVOR-DTV	AVE	117.1;V;243.0,255.4,120.7,272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7,272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g)		278;118.1,126.18,243.0,257.8,123.7,269.6,348.6	(2), #	
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4,120.7 272.7	(3)-3023.5,req,#	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6, 118.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.18, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1)Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272 ;120.7,272.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5,req,#	68 A 165 N 248 A 345 N
(1)El Centro	M-BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	M-BVOR-DTV	FIM	112.5;V;207,243.0,255.4	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4,120.7 , 272.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	M-VORW	FJS	114.3		
(1)Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4 , 120.7 272.7,243.0	(3)-3023.5,req,#	DME
Fremont	MHW	FFX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4 , 120.7 272.7	(3), #	76 A 136 N 256 A 316 N
1) "	M-BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0,121.1,257.8,348.6,317.7	(2), #	
Fullerton Arpt	C(g.7)		212;119.1, 243.0,257.8,348.6	#,122.5	(0700-2300)
1)Gaviota	M-BVOR-DTV	GVO	112.3;V;207,243.0,255.4,272.7	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
3)Goffs	L-VORW	GFS	108.2		
1)Gorman	L-BVORTAC-DTV	GMN	109.0;V;243.0,255.4,120.7,272.7	(3), #	FSS-Bakersfield
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Arpt	C		219;118.9,126.18,137.88,236.6,243.0,295.4	(2), #	
(3)Hector	H-VORW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(3) "	M-VORW	JLI	114.0		
(1)Lake Hughes	L-VORW	LHS	108.4		
(1)Linden	M-BVOR-DTV	LIN	115.5;V;243.0,255.4,120.7,272.7	(3)-3023.5,req,#	FSS-Stockton
Lompoc-Vandenburg(A)	HW	VBG	524		
Long Beach, FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 119.8, 243.0, 257.8, 348.6,379.1, 336.2	(1),122.6, #	
"	VHF/DF		Gds: 118.9,119.3,119.5,122.1,120.5,121.1,122.5,126.18,143.64 122.6,122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) "	H-BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278:124.8,118.9, 119.3, 121.1,243.0,118.5,324.7,263.0,291.6,348.6,269.0,307.0	(1), #, 122.7	
"	Center	IFF bcn	119.9, 120.0, 124.0, 124.1, 3079,124.95,119.0,275.1,353.9,124.5, 125.1, 125.9, 301.4, 126.4, 123.9, 125.2,379.2 285.5,290.8 3104.125.6 124.3,306.2,380.1, 243.0, 311.8, 318.2, 323.2 124.4, 125.4, 121.0,126.6 385.6 323.8,381.6,360.7,362.3 354.1,340.6, 352.0 119.6, 120.6, 124.2, 124.6,120.8,121.2,120.4 300.7	# 353.5,269.4,278.3,281.4,285.6	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 118.9,119.3,119.5,120.3,121.1,122.1,122.5,122.7,124.8,126.18,135.9		
(1)Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305;V;243.0,255.4,120.7,272.7	(3), #	
(1)Maxwell	L-BVOR-DTV	MXW	112.5;V;207,243.0,255.4,272.7	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
	CM		118.9	122.5	
[redacted]					
Montague	BH-DTV	SIY	388;V;243.0,255.4,120.7,272.7	(3), #	
(3)Monterey	M-VORW	MRY	114.0		
" NAAS	MHZ	NSU	356		Cont excp VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
Napa	M-BVOR-DTV	APC	110.8;V;207,243.0,255.4	(3), #	FSS Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7,272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	H*BVORTAC	OAK	116.8		DME
"	AC(g.7)		341;118.1,1183,1193,1239, 1261.8 2504,2578,2692,2743,3054,3791	(1), #, 122.6	
"	Center		119.7, 120.3, 1204, 285.4, 343.8, 285.5,378.8,281.5, 380.3, 250.2, 290.8, 350.2, 385.4, 360.8, 291.7, 120.8, 125.7, 312.9, 313.4, 271.2, 125.0, 124.3, 1194, 126.0, 126.5, 243.0, 301.4, 317.5, 121.2, 124.2, 125.5, 300.7, 290.4, 363.0, 353.8, 119.2, 120.4, 326.2, 335.6, 125.6, 355.8, 123.8, 124.6, 125.9, 322.5, 125.8, 126.4, 124.1, 120.2, 124.0, 126.6, 118.8 125.5, 379.2	#	118.2 126.8
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.18, 126.7		
"	UHF/DF		Gds: 243.0, 250.4, 257.8, 269.2, 274.3, 305.4		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	115.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	FSS- San Deigo
(1)Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7, 272.7	(3), #	DME
" Intnl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
(1) "	L-VORW	OXR	108.2		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req #	44 A 102 N 217 A 288 N
(1) "	H-BVOR	PMD	112.2		
" Arpt	C(g)		120.5, 126.18, 243.0, 257.8, 348.6	122.5, #	Official Business Only
(1)Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req #	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Pt. Mugu NAS	HW	NTD	532; 391; 118.5, 126.18	(2)	
(1)Point Reyes	M-VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3)Rice	H-VORW	RCE	117.7		
Richmond (A)	MHWZ	RMN	265		Unmonitored
Riverside (S)	L-VORW	RAL	111.4		
Riverside FSS -Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7, 272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7, 272.7	(3), #	19 A 116 N 203 A 296 N
(1) "	H-BVOR	SAC	115.2		DME
"	C(g)		260; 119.5, 126.18, 243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	M-BVOR-DTV	SNS	117.3;V;207, 243.0, 255.4, 272.7	(3)-30235 prior req #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	L-VOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	57 A 145 N 263 A 319 N
(1) "	H-BVOR	DEG	114.5		
" Lindbergh	C(g)		278; 183, 126.18, 257.8, 348.6, 243.0, 363.1	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NK1	239		
San Francisco " Arpt	AC(g)		379; 185, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.8, 290.3, 307.2	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds: 118.5, 124.8, 120.5, 120.9, 122.7, 126.18, req: 120.1, 120.3, 122.1, 126.7, 135.9		
San Francisco Gap	MHWZ	SFG	332		
(1)San Jose	L-VOR	SJC	108.2		
" " Arpt	C(g.7)		227; 119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 120.1, 121.3, 123.7, 122.5, 132.3, 136.8 (req 100-155)		
" " "	UHF/DF		Gds: 120.1, 121.3, 123.7, 122.5, 132.3, 136.8 (req 225.0-399.9)		
(1)San Luis Obispo	M-BVOR-DTV	SBP	112.4;V;207, 243.0, 255.4, 272.7	(3)-30235 req #	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
SanRafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C		290; 121.3, 243.0, 257.8, 348.6 121.8	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410; 126.18, 233.8, 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 120.7 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	M-BVORTAC	SBA	114.9		DME
(1)Santa Catalina	L-BVOR-DTV	SXC	111.6;V;243.0, 255.4, 120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" "	C(g)		201; 120.3, 126.18, 243.0, 257.8	(1), #, 122.6	(0700-2300)
Sausalito	L-VORW	SAU	110.4		
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	65 A 147 N 245 A 327 N
(1) "	H-BVOR	SCK	116.0		
"	C(g)		299; 118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	M-BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance	CI		221; 118.1	(2), #	10-sunset wkdays 09-sunset Sat,Sun,hdays
(3)Twenty Nine Palms	M-VORW	TNP	114.2		
(1)Ukiah	M-BVOR-TVBJ	UKI	112.3;V;243.0, 255.4; 120.7, 278, 272.7	(3), #	DME
Van Nuys	C(g)		271; 120.1, 126.18, 243.0, 258.8, 275.8	(2), #	(0600-2200)
" "	UHF/DF		Gds: 243.0, 257.8, 275.8		(0600-2200)
Victorville, Geo.AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams FSS-Marysville	SBMRAZ-DTV	ILA	326;V;243.0, 255.4, 120.7, 272.7	(3), #	75 A 156 N 266 A 354 N
(1) "	M-BVORTAC	ILA	114.4		
(1)Woodside	L-BVOR-DTV	OSI	111.4;V;243.0, 255.4, 120.7	(3), #	DME FSS-OAK
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	M-VORW	ALS	113.9		
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVOR	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215;118.5,1199,1202,12618,2430,2578,2743,3486,275.1	(2), #	
" "	VHF/DF		Gds: 1185,1199,1202,1221,1225,1259,126.18,1266,1267		
Denver	SBMRAZ-DTXV	DEN	379;V:1207,2430,2554,2727 Trans wea bcst 379	(3)-3023.5req,#	59 N 168 A 239 N 335 A
(1) "	M-BVOR	DEN	116.3		DME
" Stapleton	AC(g)		118.3,1195,1248,1205, 126.18,13788,2430, 2578,,307.0,343.6,348.6, 363.8	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 250.2,124.6,124.7,125.1,125.6,125.9,126.6,126.4,120.4,124.1,269.6,243.0,290.8,326.2, 281.4,281.5,2854,300.7,3014,307.9,319.2,379.1,324.7,338.2,120.8,1265,322.5,123.8,125.0,353.7,278.3	#	338.2,2856,285.5
"	VHF/DF		Gds: 118.1 118.3 119.3 1195,120.5,120.9,122.1,126.18,135.9,137.88		
(1)Dove Creek	M-BVOR-DTV	DVC	114.4;V:2430,2554,1207,272.7	(3)-3023.5,req,#	FSS-Farmington,NM.
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V;243.0, 255.4;391;120.7	(3)-3023.5req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1)Gill	M-BVOR-DTV	GLL	112.5;V:2430,2554,1207,272.7	(3)-3023.5,req,#	FSS-Denver
(1)Grand Junction	H-BVOR-DTVBJ	GJT	112.4;V;243.0, 255.4, 278;120.7, 272.7	(3)-3023.5,prior req., #	DME
(1)Gunnison	L-BVOR-DTV	GUC	114.9;V:2430,2554,1207,2727	(3)-3023.5,req,#	FSS Grand Jct
Hanover	MHW	HNR	356		
(3)Hugo	M-VORW	HGO	108.4		
(1)Kiowa FSS-Denver	M-BVOR-DTV	IOC	114.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1)Kremmling FSS-Eagle	M-BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391;120.7	(3)-3023.5req,#	
(1)Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8;V:243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	DME
(1)Meeker	M-BVOR-DTV	EKR	115.7;V:1207,2430,2554	(3)-3023.5req,#	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V;243.0, 255.4 120.7,272.7	(3), #	79 A 164 N 259 A 329 N
(1) " Arpt	M-BVOR	PUB	116.7		
	AC(g)		396;119.1,126.18,2430,2578	(2), #	
(3)Thurman	M-VORW	TXC	112.9		
(3)Tobe	M-VORW	TBE	113.4		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,120.7 272.7	(3)-3023.5,req,#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Arpt	C(g)		203;120.9,2578,243.0	(2), #	
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford FSS	SBMRAZ-DTV	HFD	329;V:2430,2554,1207,272.7	(3), #	64 A 143 N 244 A 323 N
(1) " Windsor Locks	L-BVOR	HFD	111.4		
(3)New Haven (P)	L-VOR	HVN	111.2		
(1)Norwich	L-BVORTAC-DTV	ORW	109.8;V:243.0,2554,1207	(3), #	DME FSS-PVD
(1)Putnam	M-BVORTAC-DTV	PUT	113.8;V;1207, ,255.4	(3), #	FSS-Worcester,Mass
(1)Wilton FSS-Idlewild	M-BVOR-DTXV	ILT	113.6;V;255.4, 120.7 243.0	(3)-3023.5, #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks-Bradley Fld	AC(g)		284;119.5,124.2,12618,263.0,2430,2758	(2), #	124.6,3232,3854
	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(1)Kenton (Millville,N.J. FSS)	H-BVOR-DTV	ENO	114.8;V:2430,2554,1207,272.7	(3), #	DME
New Castle	MRLWZ DTV	ILG	350		18 A 108 N
(1) FSS-N.Phila.Pa.	L-BVORTAC	EWT	112.4;V:1207,2430,2554,2727	(3), #	198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;324.7,121.1,126.18,136.8, 243.0,257.8,305.4,275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;V:255.4, 120.7 272.7 Trans wea bcst 332 (Wash., D.C.)	(3), #	18 A 140 N 214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-*VOR	DCA	112.3		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 125.1, 126.5, 134.64, 243.0, 121.7,257.8,269.0,291.6,307.0,311.8	(1), #, 122.7	
"	VHF/DF(Chtr)		Gds: 119.7, 120.3,120.5, 124.0,124.4,125.1,132.3		
"	Center		1192,1197,1205,124.5,1239, 124.0,124.4, 132.3,1256,119.6, 1247 137.88, 243.0, 301.4, 271.2, 323.8, 353.7 279.6, 318.2, 353.9,124.3,120.8, 3856 326.2,3788, 385.4, 1202,1264,1194,269.2,3630	#	Call Washington Center
" " "	VHF/DF(twr)		Gds: 1181,1183,1191,1239,122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1;V:1207,2430,2554,2727	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7, 272.7	(3), #	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req:12618,137.88,1368,134.1)		
"	UHF/DF		Gds:243.0,255.4,2727,3054,(Req: 363.8,3014,279.6,3502,2366,3854)		
Cross City	SBMRAZ-DTV	CTY	269;V:243.0, 255.4,120.7 272.7	(3)-3023.5req,#	32 A 124 N 212 A 315 N
(1) "	M-BVOR	CTY	112.0		
Daytona Beach	SBMLZ-DTV	DAB	284;V;243.0, 255.4 120.7, 272.7	(3), #	16 A 101 N 196 A 281 N
(1) "	M-BVOR	DAB	112.5		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C		272;121.3	(2), #	
Ft. Myers	BH-DTV	FMY	34;V:1207,2430,255.4,272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville FSS-Cross City	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7,272.7	(3)-30235req,#	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7,272.7	(3),#	90 N 192 A 269 N 338 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8,2504,2692,3486,124.9, 317.7	(2),#	
	Center		119.7,124.3,124.7,2430,284.6,322.5,275.1, 1238, 1200, 1190, 318.2,3238,1255,381.4,1236,3788,2694,3535,2904,291.7, 2690,1188,301.4,317.5,3632,1260,124.0, 124.6,1198,353.8,2696,120.1,2837,1208,2743	#	1204,307.2
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.18, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-1	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332;V;207,243.0,255.4,272.7	(3),#	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" Arpt NAS	CM		396,118.7,126.18,132.3,263.6,305.2	(2),#	
(1)LaBelle	M-BVOR-DTV	LEL	112.9;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	FSS-Ft Meyers
(1)Lakeland	H-BVOR-DTV	LAL	116.0;V;255.4,120.7,272.7	(3),#	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req,#	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7	(3)-30235,req,#	68 A 158 N 248 A 342 N
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7 ,272.7	(3),#	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intnl	AC(g)		278;118.1, 118.3,119.7,123.7, 121.6,338.6,123.9,263.0,126.18,243.0,250.2,257.8,348.6	(1),#,122.7	
"	Center		118.9,120.3,120.9,124.0,124.1, 124.2,124.5,124.7,125.0,125.1,125.2, 125.6,125.8,125.9,243.0,281.4,269.0, 269.6,275.1,271.2,285.4,285.6,291.6,301.4,311.8,340.6,351.9,355.8,360.3,285.5,319.9	#	
"	VHF/DF(Twr)		Gds: 118.1,118.3,119.7,122.7,123.7,123.9,126.18		
" Tamiami	C(g.7)		121.1	122.6,#	(0600-2200)
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Cross City	M-BVOR-DTV	OCF	112.8;V;120.7,243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1)Orlando	H-BVOR-DTV	ORL	112.2;V;207,243.0,255.4,272.7	(3)-30235req	DME
" Arpt	AC(g)		278,187,126.18,243.0,290.8,257.8,119.4,348.6	(2),#	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVOR-DTV	PHK	112.4;V;207,255.4,272.7	(3),#	FSS-W.Palm Beach
Panama City, Tyndall AFB	SMRAZ	PAM	275	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	396		
" " "	M-VORW	PAM	112.4		
	CM		275;119.1	122.5,#	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7,272.7	(3)-30235req,#	78 A 161 N 232 A 341 N
" Arpt	C(g)		305.4,119.9,126.18,243.0,257.8,348.6	(2),#	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VOR	NUN	117.2		
"	MRLWZ	NUN	227		35 A 110 N
" "	MHW	NUN	293		215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVOR-DTV	PIE	116.4;V;255.4,120.7 272.7	(3),#	DME
St. Petersburg Clearwater Intn'l	C(g.7)		317;118.3,257.8,348.6,243.0	#,122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P) "Bradenton	MH	SRQ	323		
	C(g)		272,120.1,257.8,243.0,348.6	#,122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	9 A 116 N 189 A 266 N
(1) "	M-BVORTAC	TLH	117.5		DME
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6, 118.1, 318.2	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3),#	30 A 175 N 235 A 315 N
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2),#	
Vero Beach	BMH-TV	VRB	209;V;207,243.0, 255.4,272.7	(3)-30235,req,#	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4,120.7 272.7	(3),#	89 A 176 N 269 A 356 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intnl	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6,318.2,118.0	(1),#,122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req,#	9 A 90 N 189 A 270 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7 , 272.7	(3)-30235,req,#	47 A 139 N 227 A 324 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson,S.C	L-BVOR-DTV	AHN	109.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7 , 272.7	(3)-30235,req,#	50 A 154 N 235 A 324 N
"	H-BVORTAC	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.18, 243.0,123.7 257.8,271.2,290.8,338.2, 343.6, 348.6,121.6	(1),#, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118.1, 119.1, 119.3, 122.7, 125.7, 126.18, 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		119.2, 118.9, 120.3, 120.9, 119.2, 250.2, 290.3, 324.7, 281.4, 343.8, 379.2, 360.7, 319.9, 300.7, 285.6, 125.5, 250.4, 243.0, 307.9, 1208 124.2, 125.4, 120.0, 123.8, 301.4, 311.8, 353.8, 269.6, 278.3, 125.2, 119.6, 125.8, 124.9, 353.7, 360.6, 120.6, 317.6, 118.8, 126.4, 124.1, 126.5, 121.0, 3262	#	1250, 3356, 1208
" Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1) Columbus	H-BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Muscogee Co.	AC(g)		287; 125.3, 257.8	(2), #	
Doles (A)	MHW	DLE	400		
Hinesville-Ft. Stewart	MHW	HIN	407		
(1) La Grange	M-BVOR-DTV	LGC	115.6; V; 243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	24 A 146 N 204 A 324 N
(1) "	L-BVOR TAC	MCN	110.8		DME
" Cochran Fld	AC(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2)-3023.5, #	
(1) McDonough	M-BVOR-DTV	MDU	113.6; V; 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1) Norcross FSS-Atlanta	M-BVOR-DTV	OCR	116.6; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278; 191, 126.18, 257.8, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1) Toccoa	L-BVOR-DTV	TOC	109.8; V; 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Anderson S.C.
(1) Valdosta	M-BVOR-DTV	VLD	113.7; V; 243.0, 255.4, 272.7	(3)-3023.5 req, #	
" Moody AFB	MHW	VMY	284		
(1) Vienna	M-BVOR-DTV	VNA	116.1; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7, 272.7	(3), #	27 A 122 N 207 A 291 N
(1) "	H-BVORTAC	BOI	113.3		DME
Boise Air Term.	AC(g.7)		278; 118.5, 126.18, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 305.4, 348.6		
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		DME
Gooding	BH-DTV	GNG	215; V; 255.4, 120.7	(3), #	FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7, 272.7	(3), #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N 270 A 331 N
(1) "	H-BVOR	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
Mullan Pass	BMRLZ-DTV	MLP	206; V; 243.0, 255.4, 120.7	(3)-30235 #	4 A 94 N 184 A 274 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N 236 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1) Twin Falls	M-BVOR	TWF	115.8		Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	L-VOR	BLV	112.2		
" "	MHZ	BVX	362		
(3) Bible Grove	L-VORW	BIB	109.0		
(1) Bradford	M-BVOR	BDF	114.7 (122.1 ctld Peoria CS/T)		DME
(3) Centralia	M-VORW	ENL	108.8		
(3) Champaign	L-VORW	CMI	110.0		
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350; V; 120.7, 243.0, 255.4, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C(g)		206, 121.3, 257.8, 243.0	(2), #	(0600-2200)
"Midway	AC(g.7)		278, 118.4, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8, 119.2	(1), #, 122.7	
" "	VHF/DF(twr)	Gds:	118.4, 118.7, 119.5, 122.7, 123.7, 126.18, 119.9, (req 121.3, 126.7, 135.9, 126.5)		
"	Center		119.7, 120.2, 120.5, 120.9, #, 123.6, 124.2, 124.5, 118.2, 124.3, 124.7, 125.1, 285.6, 124.6, 126.5, 243.0, 250.2, 119.4, 301.4, 300.7, 323.2, 124.0, , , , 290.8, 317.6, 360.8, 311.8, , 362.3, 118.6, 353.8, 306.3, 379.1, 353.5, 378.8, , 307.2, 382.2, 120.6, 121.2, 285.5, 318.2		
" O'Hare	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 1250, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	L-VOR	ORD	111.6		
" "	VHF/DF	Gds:	118.1, 119.0, 122.6, 124.5, 125.7, 126.18, (req 122.1, 126.7, 123.1, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	109.4V1207,2430,2554,2727	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V1207,2430,2554,2727 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVOR	JOT	112.3		
"	VHF/DF		Gds: 126.7,135.9; req 100-160		
Moline	SBMRAZ-DTV	MLI	224;V1207,2430,2554,272.7	(3), #	85 A 174 N 265 A 354 N.
(1) "	M-BVOR	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	116.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVOR-DTV	OBK	113.0V1207,2430,2554,2727	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Arpt	AC(g)		278;119,126,18,257.8,348.6	(2), #	
"	UHF/DF		Gds: 257.8,255.4,272.7,243.0; req: 305.4,353.5,285.6		
(1)Peotone	M-BVOR-DTV	EON	116.5V1207,2430,2554,272.7	(3), #	FSS-Joliet
(1)Polo	M-BVOR-DTV	PLL	113.8V2430,2554,1207,272.7	(3)-3023.5 req, #	FSS-Rockford
(1)Pontiac FSS Peoria	L-BVOR-DTV	PNT	109.6V2430,2554,1207,2727	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	115.6V1207,2430,2554,272.7	(3)-3023.5, req, #	
"	BMH	UIN	293		
Rantoul Chanute AFB	HW	RAN	281		
	M-VORW	RAN	117.2		
(3)Roberts	M-VORW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVOR-DTV	RFD	110.8V2430,2554,1207,2727	(3)-3023.5, req, #	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,257.8	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	M-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,305.4,348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	M-BVOR-DTV	TOY	116.0V1207,2430,2554,2727	(3), #	FSS-St. Louis, Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0,1207,2554,2727	(3)-3023.5 req, #	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-Bakalar AFB	MHW	BAK	298		
(1)Evansville	M-BVOR-DTV	EVV	113.3V1207,2430,2554,272.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	113.9		
" Baer	AC(g)	278	348 6 19.1,126.18,255,257.8,338.2	(2), #	
"	UHF/DF		Gds: 243.0,255.4,257.8,338.2 348.6, On req: 300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266V120.7,243.0,255.4,272.7 Trans wea bcst 266 kc.	(3)-3023.5 req, #	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 118.5, 121.3, (1), 122.7, # 121.1,126.18,243.0,257.8,355.8,284.6,290.3,348.6		
"	Center		119.3, 119.7, 120.1, 124.1, 120.85 271.2, 291.7, 125.3, 301.4, 126.4, 123.8, 312.6, 319.8, 338.6, 118.2, 124.9, 385.4,275.1,290.4,269.6, 380.1, 353.5, 281.5, 278.3, 134.8, 121.2, 120.9, 125.6, 353.7, 385.6,126.0, 125.4, 125.2, 118.3, 352.0,124.4,120.5,342.2,285.4, 318.2	#,	
"	VHF/DF(Twr)		Gds 118.1,118.5,119.9,121.1,122.5,126.18; req 122.1,125.3,126.7,135.9		
	VHF/DF(Ctr)		Gds:119.3,120.85,120.1,124.9,125.3; req 122.1,122.5,126.18,126.7,135.9		
(1)Knox	M-BVOR-DTV	OXI	117.1V2430,2554,1207,272.7	(3)-3023.5 req, #	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	109.8V1207,2430,2554,272.7	(3)-3023.5 req, #	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V120.7,2430,2554,2727	(3)-3023.5 req, #	
(1)Lewis	M-VORW	LEU	112.4	#	
McCool	MHW	MCL	359		
(1)Nabb FSS-Louisville,Ky	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7, 272.7	(3), #	
Richmond	MHW	RID	385		
(3) "	M-VORW	RID	116.1		
(1)Scotland	L-BVOR-DTV	SCJ	111.2V1207,2430,2554,2727	(3)-3023.5 req, #	DME/FSS-Terre Haute
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V1207,2430,2554,2727	(3)-3023.5 req, #	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7, 272.7	(3)-3023.5 req, #	02 A 96 N 182 A 255 N
(1) "	M-BVOR	SBN	115.4		DME
" St. Joseph	AC(g)		278;118.9, 243.0, 257.8	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman	AC(g)		278;183,126.18,257.8,243.0,263.0	(2), #	
" "	UHF/DF		Gds: 243.0,255.4,257.8,263.0,272.7; req: 275.2,305.4		
(1)West Point	L-BVOR-DTV	EPT	110.4V1207,2430,2554,2727	(3)-3023.5 req, #	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
Cedar Rapids	BMH-DTV	CID	248V1207,2430,255.4,272.7	(3)-3023.5 req, #	
(1) "	L-BVORTAC	CID	111.8		
"Arpt	AC(g)	278	119 118.7,257.8,291.6,243.0	122.5, #,	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7 272.7	(3), #	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Arpt	AC(g)	278	183,1249,26.18,243.0,257.8,348.6,338.6	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1)Iowa City FSS-Cedar Rapids	M-BVOR-DTV	IOW	117.6;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275;120.7, 272.7	(3)-3023.5 req, #	
(1)Mason City	M-BVORTAC-DTV	MCW	114.9;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
(1)Neola FSS-Omaha, Nebr	M-BVOR-DTV	EOL	117.1;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	
(1)Newton	L-BVOR-DTV	TNU	112.2V1207,2430,2554,2727	(3), #	FSS-Des Moines (3)-3023.5 prior req, #
(1)Ottumwa	L-BVOR-DTV	OTM	111.6V1207,2430,2554,2727	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.5		DME
" Arpt	AC(g)		396;187,126.18,243.0,257.8,305.4,348.6	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.18,135.9		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	L-BVOR-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
"	MHW	ALO	382		
" Arpt	AC(g)		278; 118.1, 257.8	(2), #	
(1) Waukon	L-BVOR-DTV	UKN	1096;V;207,243.0,255.4,272.7	(3)-3023.5 req.#	FSS-LaCrosse, Wis
KANSAS					
(1) Anthony FSS-Wichita	L-BVOR-DTV	ANY	110.6;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7, 272.7	(3), #	101 N 179 A 281 N 356 A
(1) "	M-BVOR	CNU	114.6		
"					
(1) Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	DME
(1) Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req. #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req.#	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1) Goodland	H-BVOR-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req. #	DME
(1) Hill City	H-BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299;120.7, 272.7	(3)-3023.5 req. #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	H-BVORTAC	HUT	116.8		
" Arpt	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax	C(g.7)		278;119.1126.18, 243.0 257.8	(2), #	
(1) Liberal FSS-Garden City	M-BVOR-DTV	LBL	1166;V;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	
(3) Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	M-BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
(1) Salina	M-BVORTAC-DTVBJ	SLN	115.3;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5, req.#	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3, 126.18	#, 122.5	Apch Ctl avail.
(1) Topeka	M-BVORTAC-DTV	TOP	117.8;V;255.4,120.7 272.7	(3), #	DME
Topeka	MHW	TOP	304		
"Philip Billard	C(g)		278;187,126.18,243.0,257.8	(2), #	
"Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	46 A 161 N 226 A 347 N
(1) "	M-BVOR	ICT	113.8		DME
" Arpt	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1) Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1) Falmouth FSS-Cinn, Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	H	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVOR-DTV	LEX	115.9;V;243.0, 255.4,120.7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;119.1,121.1,243.0,257.8,269.0	(2), #	
London	BMH-DTV	LOZ	263;V;120.7,243.0,255.4,272.7	(3)-3023.5 req.#	
(1) "	M-BVOR	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman	C(g)		278;119.5,126.18,243.0,257.8	(2), #	
" Standiford	AC(g.7)		317;119.0,124.5,126.18,120.3, 348.6 243.0, 257.8, 326.2, 381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
(1) Mystic	L-BVOR-DTV	MYS	108.2;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Louisville
(1) New Hope	L-BVOR-DTV	EWO	1108;V;243.0,255.4,120.7,272.7	(3)-3023.5 #	FSS-Louisville
Owensboro-Daviess Co. (P	L-VOR	OWB	108.6		(0800-2000)
(1) Paducah	M-BVOR-DTV	PUK	117.3;207,243.0,255.4,272.7	(3)-3023.5 req.#	
"	BMH	PUK	356		
(1) York	L-VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 126.18, 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	54 A 119 N 234 A 299 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 243.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3), #	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	92 A 173 N 253 A 351 N
(1) "	H-BVOR	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
	Center		307.9, 118.9, 120.3, 124.0, 124.3, 124.7, 1184, 313.4, 290.8, 283.7, 323.8, 123.6, 124.1, 271.2, 281.7, 327.1, 281.5, 124.8, 125.0, 291.6, 126.1, 125.4, 126.1, 243.0, 274.3, 279.6, 301.4, 300.7, 380.1, 350.2, 385.4, 125.2	#	124.2, 124.6
" Callender NAS	CM		118.7	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6, 1255, 284.6	(1), #, 122.7	
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.18, 132.0,		122.1, 122.5
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6, 263.0	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.0;V 243.0, 120.7, 255.4, 272.7	(3)-30235 req, #	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH-1	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-30235 req, #	15 N 129 A 195 N 309 A
(1) "	L-*BVOR-	HUL	108.2		DME
(1) Kennebunk FSS -Portland	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME
Limestone-LoringAFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	338;V 243.0, 255.4, 301.4, 120.7, 272.7,	(3)-30235 req, #	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BAL	257;V-122.2, 255.4 120.7	(3)-3023.5, #	14 A 109 N 194 A 289 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 1204, 2578, 3486, 3608, 3814	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun 08-2330 T, W & Th)
" " (P)	H	MTN	528		
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Morgantown, W.Va
Hagerstown	CI		203;126.18, 257.8 req 118.5	(2), #	(0730-2000 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326, 120.7, 272.7	(3)-30235 req, #	DME
(1) Shadyside	L-BVOR-DTV	SHZ	110.8;V 255.4, 120.7, 272.7	(3), #	FSS-Wash., D.C.
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash, D.C.	L-BVOR-DTV	EMI	109.4V-122.2, 255.4 120.7	(3)-30235, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, # Trans wea bcst 382 kc.	58 A 118 N 211 A 293 N
(1) "	H-*BVOR	BOS	117.7		
"	Center		120.3, 120.6, 124.9, 125.9, 124.8, 380.3, 126.6, 342.2, 354.1, 269.2, 125.2, 301.4, 243.0, 1245, 379.2, 118.6, 275.1, 379.1, 124.2, 307.9, 319.2, 324.7, 353.7, 119.8, 118.4, 352.0,	# 124.0, 119.0, 119.4, 250.4, 353.9, 378.8 379.2 291.6, 125.8 125.0, 126.0, 269.6

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.9 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0	#, 122.5	
Bedford (Hanscom)			1244, 2366, 257.8, 305.4, 348.6	3023.5 req	
" "	VHF/DF		Gds: 124.4, 121.9, 122.5, 126.18, 123.7 (100-156 req)		
" "	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6, 2366		
" Logan	AC(g)		278; 118.1, 118.3, 119.1, 121.7, 126.18, 126.5, 137.88, 2430, 2578, 2630, 2712, 2908, 3436, 3486	(1) req, #, 1225	
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1) Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6; V: 243.0, 255.4, 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1) Gardner	L-BVORTAC-DTV	GDM	110.6; V; , 255.4, 120.7	(3), #	DME
FSS-Worcester					
Hyannis	MHW-DV	HYA	239; V:	#, 122.1	Ctld from Nantucket
Lawrence (P)	MHW	LWM	245		
Martha's Vineyard	MHW-DV	MVY	388; V:	#, 122.1	Ctld from Nantucket
(1) Nantucket	H-BVOR-DTVJ	ACK	112.7; V; 243.0, 255.4; 281; 120.7, 272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	C(g)		254; 121.3, 257.8, 2430, 3486	(2), -3023.5, #	
Orange (P)	MHW	ORE	365		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323		
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230; V; 243.0, 255.4 272.7, 120.7	(1) (3), #	Clsd Sun 10-1100 23 A 113 N 203 A 293 N
(1) Westfield	M-BVOR-DTV	BAF	113.0 V 243.0, 255.4, 272.7, 120.7	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212; 121.3, 126.18, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 348.6		
Worcester Arpt	C(g)		281; 1205, 243.0, 257.8	(2), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272; V; 243.0, 255.4, 120.7 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg Arpt	AC(g)		396; 118.3, 118.5, 257.8	(1), 122.7, #	
"	UHF/DF		Gds: 257.8, 2554, 272.7, 2430, req 307.9, 2696, 3199, 3607, 3054		
(1) Carleton FSS-Detroit	M-BVORTAC DTV	CRL	113.8; V: 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	DME
Detroit	SBRAZ-DTV	DTW	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278; 118.7, 120.0, 243.0, 257.8, 323.8	(2), #	
" "	VHF/DF		Gds: 118.7, 122.5, 1200, 123.1 req: 126.7, 135.9, 121.3, 126.18, 122.7, 121.1, 125.3		
" Metropolitan Wayne Co.	C(g.7)		245; 121.1, 126.18, 243.0, 257.8, 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.3, 120.3, 123.9, 124.5, 125.6, 126.4; req 121.1, 122.1, 122.7, 126.7		
"	UHF/DF		Gds: 243.0, 257.8, 348.6; req 255.4, 272.7, 263.0, 381.4, 323.8, 354.1,		
	Center		118.9, 1203, 1204, 1239, 1256	#	
			1253, 3438, 3541, 2340, 3630, 2692, 3014, 2696, 3175, 3262, 3356, 1248, 1188, 1261, 3519, 2814, 2751, 2690, 2904, 3622, 3199, 1264, 1198, 1244, 3104, 1245, 1186, 1266, 3607, 1259		
(1) " Willow Run	L-VOR	YIP	111.4		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Detroit	AC(g)		332; 118.4, 1237, 1213, 1249, 2430, 2578, 2630, 142.74, 290.3,	(2), # 355.8 285.4	
" Willow Run					
" " "	VHF/DF		Gds: 121.3, 122.5, 1237, 124.9, 126.18, req: 121.1, 122.1, 1187, 1267, 1359		
(1) Flint	L-BVOR-DTV	FNT	111.6 V; 2554, 1207, 272.7	(3), #	
" Bishop	AC(g)		278; 119.5, 243.0, 257.8	(2), #	
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257 V 243.0, 2554, 1207, 272.7	(3)-30235, req, #	
Grand Marais	RLW	GMI	341		22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329; V; 255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278; 1193, 1252, 257.8, 307.9	(2), #	
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227 V 243.0, 2554, 1207, 272.7	(3), #	18 A 108 N 198 A 288 N
(1) "	M-BVOR	CMX	112.8		
Jackson	BMH-TV	JXN	281 V 243.0, 2554, 1207, 2727	(3), #	
(1) "	L-BVOR	JXN	109.6		
(1) Kalamazoo	L-BVOR-DTV	AZO	1090 V 1207, 2430, 2554, 2727	(3), #	
(1) Keeler FSS-South Bend, Ind.	M-BVOR-DTV	ELX	115.1; V; 243.0, 255.4, 120.7, 272.7	(3) 30235, req, #	FSS-BattleCreek
Lansing	SBMRAZ-DTV	LAN	206; V; 243.0, 255.4 272.7, 120.7	(3)-30235, req, #	100 A 155 N 281 A 335 N
(1) "	L-BVOR	LAN	110.8		DME
" Capital	AC(g)		245; 119.9, 243.0, 257.8	(2), #	
(1) Litchfield	L-BVOR-DTV	LFD	1118 V 1207, 2430, 2554, 2727	(3), #	FSS-Jackson DME
Marquette-Sawer(A)	H	SAW	359		
" "	CM		119.1	122.5	Apch ctl avbl.
Mount Clemens Selfridge AFB	SRAZ	MTC	230		4 A 116 N 184 A 296 N
	M-VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263; V; 243.0, 255.4, 120.7, 272.7	(3), #	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" Arpt	AC(g)		362; 121.1, 257.8	(2), #	
(1) Peck	H-BVOR-DTV	PEK	114.9 V 2554, 1207, 272.7	(3), #	
Pellston	BMH-TV	PLN	332 V 1207, 2430, 2554, 272.7	(3)-30235, req, #	FSS-Flint
(1) "	L-BVOR	PLN	111.8		
(3) Pullman	H-VORW	PMM	112.1		
Reed City (P)	MH	XRC	275		DME
Saginaw	BMH-TV	MBS	212 V 1207, 2430, 2554, 272.7	(3), #	
(1) "	M-BVOR	MBS	112.9		
(1) Salem	M-BVOR-DTV	SVM	117.8 V 2430, 2554, 1207, 2727	(3)-30235, req, #	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400 V 2430, 2554, 1207, 2727	(3), #	32 A 105 N 212 A 298 N
(1) " " "	M-BVOR	SSM	112.2		
" "	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365; V; 243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1) White Cloud	M-*BVOR-DTV	HIC	114.5 V 2430, 2554, 1207, 272.7	(3), #	
Wurthsmith AFB	H	OSC	236		FSS-Muskegon
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239; V; 243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		
(3) Austin (S)	L-VOR	AUM	108.8		DME
(3) Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0800-1700
(3) Brainerd (S FSS	L-VOR	BRD	109.2	122.1	V-0515-1213-19 20-2315
(1) Darwin, Minneapolis	L-BVOR-DTV	DWN	1090 V 2430, 2554, 1207, 2727	3-30235 req, #	V-05-23 wkdays 05-1915 Sat 09-23 Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc; (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
"Arpt	AC(g)		278;183.26.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9, 122.1, 122.5, 126.18, 126.7, 135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7;V;207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Minneapolis
(3)Intnl Falls (S)	L-VOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	59 A 119 N 193 A 299 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(1), #, 122.7	291.7, 300.7
"	Center		269.4, 250.2, 120.3, 120.6, 264.4, 124.7, 125.2, 125.5# 118.5, 119.4, 284.6, 275.1, 278.3, 243.0, 301.4, 319.2, 352.0, 343.6, 125.4, 124.6, 120.8, 324.7, 269.2, 281.5 1259, 360.7, 269.6, 283.7, 250.4, 124.2, 124.8, 118.4, 121.0, 123.8, 125.3, 118.6, 120.8, 125.6, 125.0, 124.4		363.0, 281.4, 274.3
"	VHF/DF		Gds: 118.7, 122.7, 119.3, 119.5, 120.3, 122.1, 122.5, 126.7, 126.18, 132.0, 135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.9;V;120.7, 243.0, 255.4, 272.7	(3)-30235, req#	DME FSS-La Crosse, Wisc.
(1)Redwood Falls	M-BVOR-DTV	RWF	113.3;V;207, 243.0, 255.4, 272.7	(3)-30235, req, #	
Rochester	SBMRLZ-DTV	RST	404;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	M-BVOR	RST	112.0		
" Arpt	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7, 272.7	(3)-30235 req, #	
Columbus AFB	MRLWZ	CBM	320	122.5	85 N 175 A 265 N 355 A
" "	CM		118.1		
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7, 272.7	(3)-30235 prior req, #	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	108.8;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Mobile, Ala.
(1)Holly Springs	M-BVOR-DTV	HLI	112.4;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-30235, #	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins	AC(g)		278;120.9, 317.7, 118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
"	[redacted]				
Meridian	SBMRAZ-DTV	MEI	308;V;207, 243.0, 255.4, 272.7	(3)-30235, #	83 A 154 N 263 A 334 N
"	HW	MDA	356		
(1) "	M-BVORTAC	MEI	115.4		DME
" Key Fld	CI		278, 118.2, 126.18, 236.6, 243.0	#-1182, 1225	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2;V;207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-NewOrleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-VORW	BSP	113.6		
(1)Butler	H-BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391;120.7, 272.7	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	96 A 169 N 269 A 349 N
(1) "	M-BVOR	CBI	115.4		DME
Farley	MHW	FRY	290		
(1)Farmington	H-BVOR-DTVBJ	FAM	115.7;V;243.0, 255.4; 269;120.7, 272.7	(3)-30235 req, #	DME
Kansas City	SBRAZ-DTV	MKC	359;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	44 A 148 N 232 A 328 N
(1) "	H-*BVOR	MKC	112.6		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 195, 121.1, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(1), #, 122.7	
"	Center		118.2, 118.8, 118.9, 119.2, 119.6, 119.7, # 385.4, 119.8, 380.3, 385.6		
"			323.2, 124.2, 317.7, 350.2, 119.0, 119.4, 121.0, 120.0, 120.4, 120.2, 121.2, 123.6, 123.8, 118.9, 125.0, 125.1, 125.2, 323.8, 355.8, 125.3, 125.4, 125.6, 125.8, 125.9, 126.4, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 290.8, 381.4, 283.7, 285.4, 290.3, 291.6, 301.4, 307.2, 310.4, 311.8, 312.6, 306.3, 318.2, 326.2, 335.4, 382.2		
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.1, 122.5, 126.7, 126.18, 132.0, 135.9, 122.7		
(1)Kirksville	L-BVOR-DTV	IRK	108.4;V;207, 243.0, 255.4, 272.7	(3)-30235 req, #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9;V;207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Kirksville
(1)Malden	L-BVOR-DTVBJ	MAW	111.2;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req, #	
(3)Maples	L-VORW	MAP	114.2		
(3)Marshall	L-VORW	MHL	109.6		
(1)Maryland Heights	L-BVOR-DTV	MTS	110.8;V;207, 243.0, 255.4, 272.7	(3), #	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0, 255.4, 257.8, (req 272.7, 305.4, 362.3)		
St. Louis	SBRAZ-DTXV	STL	338;V;243.0, 255.4, 120.7, 272.7	(3), #	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
" Lambert	AC(g)		278;118.1, 118.5, 119.9, 121.1, 126.18, 243.0, 257.8, 342.2, 338.2, 348.6, 360.6, 381.6	(2), #	
"	Center		118.4, 120.3, 123.7, 124.9, # 379.9, 125.9, 126.6, 380.1 121.0, 317.5, 379.2, 125.5, 125.7, 125.8, 243.0, 301.4, 307.9, 271.2, 275.1, 283.7, 290.4, 269.0 124.4, 278.3, 291.7, 319.2, 324.7, 343.6, 379.9, 353.8, 124.6, 123.9, 269.4, 313.4, 126.6, 126.4, 281.5, 353.7, 120.8, 124.1, 118.8, 120.4, 124.3, 120.6, 125.2, 124.8, 363.1 322.5, 360.7		
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 125.0, 126.18, 122.5, 125.5 req, 122.1, 126.7, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7, 272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.7;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan	AC(g)		278, 118.3, 243.0, 257.8, 348.6	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 126.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 140 N 248 A 320 N
(1) "	M-*BVOR	BZN	112.2		DME
(1)Butte →	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req. #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 148 N 229 A 310 N
(1) "	M-BVOR	CTB	114.4		DME
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 186 A 258 N 330 A
(1) "	H-BVORTAC	DLN	113.0		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7, 272.7	(3)-30235, prior req., #	6 A 96 N 186 A 253 N
(1) "	M-BVOR	DRU	117.1		DME
→ Glasgow (A)	H	GGW	236		
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7, 272.7	(3), #	23 A 131 N 198 A 270 N
(1) "	H-BVOR	GTF	115.1		
" Intnl	C(g)		278, 127, 1268, 2430, 2578, 3486	(2), #	
"	Center		1198, 126.5, 1239, 124.6, 1258, 2430, 1250, 301.4, 312.6, 323.0, 284.6, 281.4, 291.7, 250.4, 307.2	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7, 272.7	(3), #	72 N 166 A 280 N 358 A
(1) "	M-BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 88 N 198 A 271 N
(1) "	H-BVOR	LWT	112.0		DME
Livingston	BH-DTV	LVM	224;V;207, 243.0, 255.4, 272.7	(3)-30235 req. #	
(1) "	H-BVORTAC	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, prior req., #	55 A 142 N 238 A 326 N
(1) "	M-BVORTAC	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7, 272.7	(3), #	96 A 154 N 276 A 334 N
(1) "	M-BVOR	MSO	112.8		DME
Whitehall FSS -Butte	SBRAZ-DTV	HIA	284;V-122.2, 120.7, 255.4	(3)-3023.5, #	4 A 96 N 173 A 257 N
(1) "	M-BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	L-VOR	ANW	112.7	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	1134;V;2430, 2554, 1207, 272.7	(3)-30235 req. #	
" (S)	HW	CDR	206		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req., #	69 A 165 N 249 A 345 N
(1) "	M-BVOR	GRI	112.0		DME
(1)Hayes Center	M-VORW	HCT	112.2		DME
Imperial (S)	BH-DTV	IML	353;V;2430, 1207, 2554, 272.7	122.1, #	FSS-FAA Imperia

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;207, 2430, 2554, 272.7	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	L-VOR	MCK	110.0	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5, 122.1, 126.7	
(Monitoring category (1) 0530-2130 & (3) 2130-0530; Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7, 272.7	(3)-30235 req. #	80 N 172 A 260 N 347 A
(1) "	H-BVORTAC	LBF	117.4		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235 req. #	70 A 154 N 256 A 326 N
(1) "	M-BVORTAC	OMA	116.3		DME
"	C(g)		278, 1191, 1268, 2430, 2578,	(2), #	
" Offutt AFB	MHW	OFF	296		
" " "	CM		296	(1)	
(1)Oneill	M-BVOR-DTV	ONL	1139;V;207, 2430, 2554, 272.7	(3)-30235 req. #	FSS-Grand Is.
(1)Pawnee City →	M-BVORTAC-DTV	PWE	112.4;V;207, 2430, 2554, 272.7	(3), #	FSS-Lincoln
(1) Raymond	M-BVORTAC-DTV	RAY	116.0;V;207, 2430, 2554, 272.7	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235 req. #	25 A 121 N 205 A 301 N
(1) "	M-BVOR	BFF	112.1		
(1)Sidney	L-BVOR-DTV	SNY	1082;V;207, 2430, 2554, 272.7	(3)-30235 req. #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1) Wolbach	H-BVOR-DTV	OBH	1164;V;2430, 2554, 1207, 272.7	(3)-30235 req. #	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 272.7 120.7	(3)-30235 req. #	49 A 121 N 229 A 301 N
(1) "	L-BVOR	BAM	109.6		DME
(3) Beatty	M-VORW	BTY	114.7		
(1) Coaldale →	M-BVORTAC-DTV	OAL	1154;V;2430, 2554, 1207	(3)-30235 req. #	FSS-Tonopah
(3) Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 220 A 321 N
(1) "	M-BVOR	EKO	114.5		DME
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
IndianSprings AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7	(3), #	23 A 112 N 208 A 282 N
(1) "	H-BVOR	LAS	116.9		DME
" McCarran	AC(g)		278, 284.6, 118.3, 137.8, 121.1, 257.8, 2430, 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req. #	48 A 138 N 228 A 318 N
(1) "	L-BVORTAC	LOL	109.0		DME
(3) Mina	M-VORW	MVA	113.1		
(3) Mormon Mesa	L-VORW	MMM	108.6		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4 ,1207	(3), #	49 A 162 N 229 A 342 N
(1) "	H-BVOR	RNO	113.9	1193.3, 192	DME
" Arpt	AC(g)		278, 1183, 3788, 2430, 2578, 3486	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TPH	221V2430,2554,120.7	(3)-30235 req#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235,#	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req., #	72 A 152 N 252 A 344 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109.4V;120.7,243.0,255.4,272.7	(3)-30235 prior req.,#	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209V;120.7,243.0, 255.4,272.7	(3)-30235 req.,#	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) " FSS-Concord	M-BVOR-DTV	MHT	113.9V;120.7,243.0,255.4, 272.7	(3)-30235 prior req., #	
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM		126.18	#,122.5	
Whitefield (S)	MHW	HIE	275.		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VOR	ACY	110.2		
" Pomona NAFEC	AC(g)		275;195,126.18,132.3,14274, 2366,2430,257.8,360.2,263.6 3486	(2), #	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3, 126.3, 126.2	(1), #	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck FSS-Idlewild	M-BVOR-DTXV	COL	115.1;V;255.4,120.7 243.0	(3)-3023.5,#	DME
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Medford Lakes (A)	MHW	MFK	269		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,#	72 A 157 N 243 A 324 N
Morristown	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark FSS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3,119.2,120.6,121.4, 126.18, 118.1, 257.8,243.0	(1)req,#,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 126.5, 122.7		
Paterson	MHW	PNJ	347		
(3)Robbinsville	L-VORW	RBV	109.0		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Solberg FSS-Idlewild, NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4,	(3)-3023.5,#	DME
(1)Sparta	L-BVOR-DTV	SAX	108.2V2554,120.7	(3),#	FSS-Allentown, Pa.
(1)Stillwater	M-BVOR-DTV	STW	115.4V255.4, 120.7	(3),#	FSS-Allentown, Pa.
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2),#	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7,272.7	(3),#	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	AC(g)		*278;118.3,121.1,123.9,124.3, 263.0 275.8, 126.18,13 4.1,136.8,137.88,142.02,243.0,257.8,270.6,289.4,348.6,335.8,363.8	(2), #	
" 1206,2814 281.5,250.2,290.4,306.3,307.2, 124.7, 126.0, 269.4,284.6,301.4,125.5, 317.6, 121.2, 126.4, 125.3, 125.7, 125.2	Center	119.0,120.0,119.7,120.3,123.7,243.0,319.8,310.4,	# 291.6,269.2,311.8,319.9,353.8,124.9		
	UHF/DF		Gds: 243.0,270.6,289.4,305.4,335.8,363.8		
(1)Anton Chico	L-BVOR-DTV	ACH	110.0V243.0,255.4,120.7,272.7	(3) -30235 req.#	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	109.2V;120.7,243.0,255.4,272.7	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
Clovis-Cannon AFB	HW	CVS	272		
(1)Carlsbad	M-BVOR-DTV	CNM	116.3;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 prior req, #	DME
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7, 272.7	(3),#	82 N 170 A 258 N 350 A
(1) "	L-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235 prior req, #	78 N 168 A 258 N 348 A
(1)Farmington	H-BVORTAC-DTV	FMN	115.3V2430,2554,120.7,2727	(3)-30235 req, #	
(1)Grants	H-BVOR-DTV	GNT	116.5;V;120.7,243.0, 255.4,272.7	(3)-3023.5,#	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co. Arpt	C(g)		215;118.3,126.18,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235 req,#	21 A 109 N 201 A 289 N
(1) "	H-BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
(3)Raton	M-VORW	RTN	115.9		DME
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7,272.7	(3) 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DTV	SAF	110.6V;120.7,243.0,255.4,272.7	(3)-30235, #	DME
" Co. Mun	C(g)		245;119.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DTV	ONM	112.5V2430,2554,120.7,272.7	(3), #	FSS-Albuquerque
(3)Texico	L-VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272.7	(3)-30235 prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7,272.7	(3)-30235 req#	77 A 167 N 257 A 347 N
(1) "	L-BVOR	TCC	113.8		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	1084;V120.7,243.0,255.4,272.7*	(3)-3023.5 prior req.#	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req.,#	15 A 113 N 208 A 293 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18,142.74, 340.2	(2),#	(0800-1830 Mon-Fri)
(1)Binghamton	M-BVOR-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3),#	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260:V;243.0, 255.4,120.7 272.7	(3)-30235,req.#	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intnl	AC(g)		278;120.5, 126.18, 119.8, 3486,2578,1265,2430, 338.6	(2),#	
"	VHF/DF		Gds: 122.5,120.5,126.18, 126.5,119.8		
Calverton, Peconic River	CI(g)		323;121.3, 126.18,142.74 340.2	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3),#	
(1)Dunkirk	L-BVOR-DTV	DKK	111.8;V;120.7,243.0,255.4,272.7	(3)-30235,req.#	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;121.1, 243.0, 257.8	(2),#	
Farmingdale Republic	CI		371;121.3;126.18, 257.8	1225,2578, 126.18	(0700-1530 Mon - Fri)
(1)Geneseo	L-BVORTAC-DTV	GEE	111.8;V;120.7,243.0,255.4,272.7	(3)-30235req.#	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0,255.4,120.7,272.7	(3),#	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1)Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235,#	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	M-BVOR-DTV	HUO	112.8;V;255.4,120.7,272.7	(3),#	FSS-Wilkes-Barre,Pa.
Islip, MacArthur	CI(g)		257;126.18, 121.5,119.3	(2),#	(0800-2400)
(1)Ithaca	L-BVOR-DTV	ITH	1094;V;120.7,243.0,255.4,272.7	(3)-30235,req.#	FSS-Elmira
(3)Jamestown	L-VORW	JHW	110.8		
Lido	MHW	LDO	239		
(1)Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 243;120.7, 272.7	(3)-30235,req.#	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1)Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5,#	DME
" "	MHW	IDL	373		
New York, Idlewild	AC(g)		119.1, 121.1, 121.6, 123.7, 123.9, 119.7, 132.3, 134.1, 134.64, 136.8, 137.88, 142.7 , 243.0, 257.8, 269.2, 269.0, 290.3, 269.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		1188, 1196,1198,1200,1201,1208 # 121.0,1202,121.2,123.6,123.8,1241, 124.3, 124.5, 124.8,124.9,125.1,125.3, 125.4,125.5, 125.6,2904, 125.9 126.0,1264,132.3,137.88,243.0,2504,2696, 301.4,317.5, 3063,3014, 362.3,335.6,335.6,317.6,3438,355.8, 363.1, 381.6, 278.3,323.8, 360.7,285.5,353.5,3007,3199,1332, 327.1		
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 27.		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209V2430,2554,1207 Trans wea bcst 209 kc.	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia Fld	AC(g.7)		362;1265, 118.7, 118.9 120.4, 125.7, 243.0, 263.0, 274.3,1213, 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,1189,1204,122.7,1257,1265		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1)Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4 ,120.7	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req.#	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1)Riverhead FSS, Idlewild	M-BVOR-DTV	RVH	1172;V;1207,2430,2554	(3)-3023.5,#	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3),#	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
"Arpt	AC(g)		278;118.3, 243.0, 257.8	(2),#	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2),#	0700-2300& req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3),#	5 A 97 N 194 A 290 N
(1) "	H-BVOR	SYR	117.0		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 263.0 , 348.6 305.4	(2),#	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	MHW	UTI	275		
(1) "	L-BVOR-DTV	UCA	112.4V2430,2554,1207,272.7	(3),#	
" Oneida Co.	C(g)		332;118.1, 243.0, 257.8 348.6	(2),#	
(1)Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224;120.7, 272.7	(3),#	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc., (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3) Watkins Glen	L-VORW	ATE	117.6		
(1) Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	116.0;V;243.0,255.4, 120.7,272.7	(3)-30235 req,#	
White Plains Westchester Co.	AC(g)		260;185,1244,1261,8,14832,2630,2430,319.8 Gds: 243.0,	(2)-3023.5 req#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7,272.7	(3)-30235 req,#	
(1) "	M-BVOR	AVL	112.4		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2)-30235 req,#	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CLT	307;V;120.7	(3)-30235 req# 255.4	88 A 178 N 268 A 358 N
" Douglas	AC(g)		263;118.1, 123.7, 126.18 124.0 307.0 381.4 120.5 243.0, 257.8, 335 6, 348 6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;243.0	#	63 A 140 N 243 A 320 N
"	H	NKT	245		
"	M-BVOR	NKT	115.4		
"	CM			(1)	
(1) Cofield	L-BVOR-DTV	CVI	116.2;V;120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Eliz. City
(1) Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req,#	DME
Fayetteville	MHW	FAY	209		
" "	TV		V;255.4, 120.7,272.7	(3), #	
" Grannis Arpt	C(g.7)		278;183,1206,2430,2578,3486	(2), #	
Ft. Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7,272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	115.8		DME
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1) Hickory	M-BVOR-TVJ	HKY	110.0;V;323;120.7	(3)-30235 req #, 255.4	
Lumberton	MHW	LBT	359		
(3) "	VORW	LBT	117.0	Test basis	Unmonitored
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1) Pinehurst	BVOR-DTV	SOP	111.8;V;255.4,120.7,272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4 120.7, 272.7	(3)-30235 req,#	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,243.0,2578, 1253,3486,133.2,13 68,2783,3104,341,13788,3072, 1206,3638 281.4	(2)-3023.5 #	
(1) Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5,#	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4, 120.7,272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;187,1198,1261,8,2430,2578,3486	(1),122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	115.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353;V;243.0, 255.4, 120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 120.7,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1) Williston	M-BVOR-DTV	ISN	116.3;V;120.7,243.0,255.4,272.7	(3), #	FSS-Minot
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7,272.7	(3), #	21 A 110 N 202 A 290 N
(1) "	L-BVOR	ACO	1084		
" Arpt	C(g.7)		272;1195,2430,2578	(1), #, 122.7	
" Canton	AC(g)		278;118.3, 126.18, 243.0, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1) Appleton FSS-Columbus	H-BVOR-DTV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
(1) Attica	L-BVOR-DTV	ATO	114.4;V;120.7,243.0,255.4	(3)-30235 req,#	FSS-Mansfield
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1) Chardon	L-BVOR-DTXV	CXR	109.8;V;243.0,255.4,120.7,272.7	(3)-30235 req,#	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req,#	47 A 122 N 224 A 296 N
(1) "	M-*BVOR	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,121.0,126.18,124.7, 257.8,243.0, 3238,3606	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.18		
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	96 A 145 N 280 A 325 N
(1) " Trans wea bcs on 344kc.	M-BVOR	CLE	113.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6, 307.0, 348.6	(2), #	
" "	VHF/DF		Gds: 1193, 1185 1199 121.0 122.5 126.18		
"	Center		120.5, 124.2, 124.3 124.4	#	350.2 353.7 125.2 306 3,307.2 379.2 379 9 380 3, 319 8, 124.6 318.2, 125.5, 125.9, 243.0, 284.6, 301.4, 311.8, 318.2 124.0 119.6 269 4 283 7 317.7 285.5 120.8 124.1, 323.2, 340.6, 118.6, 125.7, 120.2, 323.0, 125.0, 119.2 125.8.
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req.#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278 109.5, [redacted] 121.1, 121.3, 126.18, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6	(2), #	
" "	VHF/DF		Gds: 121.1 121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.1, 305.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	115.0 V; 243.0 255.4 120.7 272.7	(3)-30235 req.#	DME
" Arpt	C(g)		278 119.5, 348.6 126.18, 243.0, 257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2 V 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209 V 120.7, 243.0, 255.4, 272.7	(3), #	
(1) "	M-BVOR	FDY	117.3		
Hubbard	MHW	HBD	408		DME
(1) Jefferson →	L-BVOR-DTV	JFN	115.2 V 243.0 255.4 120.7 272.7	(3), #	FSS-Youngstown
Mansfield →	MHW	MFD	330 [redacted]		
(1) " →	L-BVORTAC-DTV	MFD	116.0 V 120.7, 243.0, 255.4	(3)-30235 req.#	
"	AC(g)		278 381.6 124.7 126.5, 257.8, 275.8	(2)-30235 req.#	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DTV	AVR	112.4 V 255.4, 120.7	(3), #	FSS-Akron
(3) Newcomerstown	L-VORW	CTW	111.8		
Perry	MHW	PEX	333		
(1) Sandusky →	L-BVORTAC-DTV	SKY	109.2 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Cleveland
(1) Rosewood → FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(1) Tiverton	L-VORW	TVT	115.8		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396 1238, 126.18, 243.0, 257.8, 383.8, 348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1) Waterville	M-BVORTAC-DTV	VWV	113.1 V 255.4, 120.7	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3), #	4 A 100 N 184 A 280 N
(1) "	M-BVOR	YNG	114.7		DME
" Arpt	AC(g)		278 125.5, 126.18, 243.0, 257.8, 119.0, 275.8, 381.4	(2), #	
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-DTV	ZZV	275 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) "	M-BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	388 ; 118.5, 126.18, 122.2	(1), #; 122.2/1221	DME ctld Tulsa
(1) "	M-BVOR-DTV	BVO	117.9 V; 255.4, 120.7, 272.7	(3)-30235 req.#	FSS-Tulsa
Enid, Vance AFB	HWZ	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 134 N 224 A 314 N
(1) "	M-BVOR	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; ;120.7, 272.7	(3)-30235 req.#	
(1) Kingfisher	L-BVOR-DTV	IFI	114.2 V 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308; 118.6 121.3 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0 ; V; 243.0, 255.4; 120.7, 272.7	(3)-30235 req.#	
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350; V; 243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272 183, 137 88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	108.2 V 120.7, 243.0 255.4, 272.7	(3)-30235 req.#	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	L-BVOR-DTV	PGO	111.2 V 120.7, 255.4, 243.0, 272.7	(3)-3023.5, #	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	115.2 V 243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245; V; 255.4, 120.7 272.7	(3)-30235, req.#	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Arpt	AC(g)		278 118.7, 119.1, 126.18, 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221; V; 243.0, 255.4, 301.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248; V; 243.0, 255.4, 120.7, 272.7	(3), #	64 N 176 A 244 N 330 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242; V; 243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284 1185, 126.18, 257.8, 348.6	#, 122.5	
(3) Lakeview	M-BVOR-DTV	LKV	112.0 V 243.0, 255.4, 120.7, 272.7	(3), #	FSS-Klamath Falls
Medford	SBRAZ-DTV	MFR	263; V; 255.4, 120.7 272.7	(3), #	75 A 152 N 255 A 338 N
(1) "	H-BVOR	MFR	113.6		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 2366, 2430	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7 272.7	(3)-30235req,#	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.18, 243.0 257.8, 383.8, 119.9, 119.1	(2), # 348.6, 284.6	
"	VHF/DF		Gds:118.5 119.1, 120.3, 122.1, 123.7, 122.5, 126.8, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7, 272.7	(3), #	65 A 155 N 245 A 335 N
(1) "	M-BVOR	TRI	114.6		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18, 257.8, 348.6	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7, 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.1, 126.18, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
Addison (P)	L-VOR	ADS	111.4		
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7 243.0, 272.7	(3)-30235req,#	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 243.0, 255.4 272.7	(3)-30235,req,#	77 N 179 A 257 N 359 A
(1) "	M-BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6, 307.0, 290.3, 119.5, 121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235,req,#	
(1) "	H-BVOR	AUS	112.5		DME
" Mueller	C(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	MHW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7, 272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7, 272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVOR-DTV	BPR	116.5;V;120.7, 243.0, 255.4	(3)-30235,req,#	FSS-Ft Worth
(1)Britton	M-BVOR-DTV	BRT	117.0;V;120.7, 243.0, 255.4	(3)-30235,req,#	FSS-Ft.Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
Brownsville Intnl Arpt	AC(g)		278;118.7, 126.18, 119.5, 250.2, 257.8, 348.6	(2), #	
(1)Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6;V;243.0, 255.4, 120.7	(3)-30235,req,#	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1)Childress	M-BVOR-DTV	CDS	117.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1)College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
" Easterwood	C(g)		272;118.5, 126.18 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req,#	51 A 139 N 219 A 319 N
(1) "	M-BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
(1)Culberson	M-VORW	CXN	113.4		DME
(1)Dalhart	L-BVOR-DTV	DHT	114.9;V;243.0, 255.4 120.7, 272.7	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6, 119.8, 123.7	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7, 120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intnl	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 125.6 243.0, 250.4, 301.4, 125.4, 269.0, 271.2, 275.1 323.0, 124.4 124.6, 124.2, 269.2, 363.1, 278.3, 281.4	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4, 120.7	(3)-30235 req,#	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317;118.1,118.9,123.9,126.18, 263.6, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5req, #, 122.7	
" "	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 122.5, 126.18, 132.0, 142.74, 119.6, 123.9		
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0700-2300)
" 291.7, 1255, 1205, 2504, 2856, 3007, 2837, 124.1, 1246, 3014, 3537, 306.3, 360.6, 351.9	Center		119.4, 269.4, 120.3, 120.8, 120.9, 125.5, 243.0	363 291.7, 250.2, 343.6, 269.2, 285.5 # 323.2, 126.1, 326.2, 124.8, 126.0	
"	VHF/DF(ctr)		Gds: 118.3, 120.3, 120.9, 121.1, 125.5, 126.18, 126.7, 132.0, 135.9, 142.74, 122.1		
"Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req, #	
" Longview	AC(g)		347 118.1 257.8 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
Harlingen AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	M-VORW	HUP	115.0		DME
(1)Junction	M-BVOR-DTV	JCT	116 0;V;1207, 2430, 2554, 2727	(3)-3023.5, #	
"	BMH	JCT	275		
Kelly FSS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4, 120.7, 272.7	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVOR-DTV	LRD	113.9;V;122.2, 120.7, 255.4	(3)-3023.5, #	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1)La Vernia	L-BVOR-DTV	LVR	108 4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 prior req.	FSS-San Antonio
(1)Leona	M-BVOR-DTV	LOA	108;V;1207, 2430, 2554, 2727	(3)-30235 req #	FSS-College Station
(1)Llano	L-BVOR-DTV	LLO	108 2;V;1207, 2430, 2554, 2727	(3)-30235 req #	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4, 120.7, 272.7	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	M-BVOR	LBB	116.4		
" Arpt	AC(g)		278;119.9, 126.18, 257.8, 348.6, 118.1, 335.6	(2), #	
(1)Lometa	M-BVORTAC-DTV	MTA	117.9;V;1207, 2430, 2554, 272.7	(3)-3023.5req,#	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1;V;1207, 2430, 2554, 2727	(3)-30235, req, #	DME
(1)McAllen	L-BVOR-DTV	MFE	109.8;V;1207, 2430, 2554	(3), #	FSS-Brownsville
(3)Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;1207, 2430, 2554, 2727	(3)-30235 prior req,#	
(1) "	M-BVORTAC	MWL	115.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	407		
(1)Newman FSS-El Paso	M-BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	109.0;V;1207, 2430, 2554, 2727	(3), #	FSS-Junction
(1)Sabine Pass	M-BVOR-DTV	SBI	115.4;V;1207, 2430, 2554, 272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335;V;243.0, 255.4, 120.7	(3), -3023.5, #	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1)San Angelo	H-BVOR-DTV	SJT	115.1;V;255.4, 120.7 272.7	(3), #	
" Mathis	AC(g)		272;118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, prior req, #	84 N 174 A 264 N 354 A
(1) "	M-BVORTAC	SAT	116.8		DME
" Intnl	AC(g)		278; 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 381.4,	(2), #, 126.18, 307.0, 317.5	
"	Center		119.7, 120.1, 120.5, 121.0, 121.2, 290.4, 323.8, 124.4, 119.4, 124.0, 269.6, 124.8, 269.0, 124.6, 243.0, 125.0, 126.4 123.8, 125.8, 124.2, 269.2, 326.2, 311.8, 300.7, 291.6, 281.5, 271.2, 118.2, 125.2, 301.4, 291.7, 363.1, 124.1, 291.4, 335.6, 124.7, 119.2, 322.5, 120.6, 275.1, 278.3, 285.4, 322.5	#	
" "	VHF/DF		Gds: 118.9, 119.5, 122.1, 122.5, 123.9, 124.3, 126.18, 126.7, 132.0, 135.9, 137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.0;V;243.0,255.4,120.7,272.7	(3)-3023.5, prior req, #	FSS-San Antonio
(1)Sulphur Springs	M-VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;120.7,255.4,272.7	(3), #	
" Pounds Fld	AC(g)		272;119.1,243.0,257.8,348.6	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Palacios
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVOR	ACT	115.3		DME
" Arpt	C(g)		278;119.9, 126.18, 115.3 257.8, 348.6	(2), #	
Wichita Falls	H-BVOR-DTV	SPS	1127;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	
(1) "	HW	SPS	296		
" Arpt	AC(g)		278;119.1,126.18,243.0,257.8,348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	81 N 168 A 240 N 332 A
(1) "	M-BVOR	INK	112.1		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4, 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req, #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVOR-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
(1) LaSal	M-BVOR-DTV	LXL	1129;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3) "	H-*VORW	LCU	115.6		
(1)Milford	H-*BVORTAC-DTV	MLF	112.1;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-VORW	PVU	116.6		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4. 120.7, 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18,243.0,250.2,257.8,305.4,348.6	(2), #	
" "	VHF/DF		Gds: 119.5 (req 1209.120.1,120.3,121.9,122.1,1225,126.18,1267,1359)		
" "	Center		1244, 124.5,1258,125.1,243.0,1266,120.3,3519,2916,2904,2696, 3104,3175,2856,121.3,120.0,120.6,274.3,3014, 319.8,124.2,124.8,1253, 1265,269.2, 123.6,278.3, 311.8,275.1,269.0		
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ-DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8;V;243.0,255.4,120.7,272.7	(3), #	FSS-Glens Falls, N.Y.
Burlington	SBRAZ-DTV	BTV	323;V;255.4, 120.7	(3), #	30 A 169 N 210 A 331 N
(1) "	L-BVOR	BTV	111.2		
" Arpt	AC(g)		278;118.3, 126.18,243.0 348.6,353.3,121.1,119.2,360.8,257.8,363.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-3023.5 req, #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8;V;120.7,255.4,272.7	(3), #	FSS-Wash., D.C.
(1)Cape Charles	L-BVORTAC-DTV	CCV	109.0;V;243.0,255.4,120.7,272.7	(3)-3023.5 #	FSS-Newport News
(1)Casanova	L-BVOR-DTXV	CSN	109.6;V;120.7,255.4,272.7	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
Ft Eustis, Felker AAF	CM		126.3	# (0730-2330 Mon-Sat)	
(1)Franklin	L-BVOR-DTV	FKN	1106;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Richmond
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7, 272.7	(3), #	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	67 A 136 N 247 A 316 N
(1) "	H-BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	1163;V;255.4, 120.7, 272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HIS	111.4;V;120.7, 255.4 272.7	(3)-3023.5 req, #	
(1)Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9;V;243.0,255.4,120.7,272.7	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(3)Linden	M-VORW	LDN	114.3		
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
(1) "	L-BVOR	LYH	109.2		
" Preston Glenn	C(g)		287;118.1, 243.0, 257.8	(2), #	
Manakin	MHW	MNV	341		
(1)Montebello FSS-Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4. 120.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Newport News Patrick Henry	C(g)		317;118.7,243.0,257.8 3486	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Arpt	AC(g)		396;121.1,137.88,132.3, 257.8, 348.6 1252	(2), #	
"	Center		125.2,118.5,118.9, 120.3,124.9, 124.1, 132.3 323.0 124.2 342.2 137.88 3606 301.4 3198 383.8 284.6	#	
"	VHF/DF		Gds: 1252, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	M-BVOR	PSK	115.2		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd	AC(g)		396;190,1195,12618,2578,3486,3558,3512	(2), #	
" "	UHF/DF		Gds: 2430,2578,348.6		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7, 272.7	(3)-3023.5 req#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,119.9,243.0,257.8	(2)-3023.5 req#	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-VORW	SBV	110.4		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	1084		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V;122;120.7,2554	(3)-3023.5,#	90 N 175 A 229 N 346 A
(1) "	M-BVOR	ELN	117.9		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 156 N 229 A 336 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Everett Paine AFB	HW	PAE	396		
"	CM		347	122.5req.,(1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7,272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L*BVOR-D	OLM	108.2		FSS-Seattle
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;121.3	(2), #	(0800-2400)
Richland	CI		126.18, 121.5 121.3 364.2 req	(1),2430 req.#	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7,272.7	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 121.2 125.3 291.7, 243.0, 285.4, 1250 281.5, 300.7, 311.8, 310.4, 1206 2837, 2855, 301.4, 317.6, 319.2, 124.1, 125.5, 123.8, 124.2, 2783, 3063 2904, 3134, 324.7, 124.4, 307.9, 124.5, 119.2, 124.6, 125.1, 1256, 343.6	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9, 120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	H-*BVOR	SEA	114.5		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 2578, 3486 271.2, 290.8, 338.2, 125.9	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7,272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8 348.6	(2), #	
"	Center		125.2,125.7,126.0,126.4,250.2,269.2, 275.1, 291.6,301.4,352.0 req:121.5,243.0	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Ctc ctl zone)
"	CM		272	(2)	
" Gray AAF	H	GRF	216		
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4. 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
(1) "	L-BVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2	(1), #	41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 March 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1 120.2,2690,2578,3486	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V1207,2430,2554,272.7	(3), #	FSS-Charleston
(1)Bluefield	M-BVOR-DTV	BLF	1133;V1207,2430,2554	122.1, #	135.0,135.9 unavail.
Charleston	SBRAZ-DTV	CRW	400;V1207,2430,2554,272.7	(3)-30235 prior req #	101 A 179 N 277 A 359 N
(1) "	M-BVORTAC	CRW	115.4		
" Kanawha Co.	AC(g)		317;118.5,119,125.9,126.18,257.8,383.8	(2), #	
" "	VHF/DF		Gds: 1185,1198,122.5,1259,1268		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7,272.7	(3)-30235 req #	82 A 173 N 269 A 353 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVOR-DTV	HNN	111.2;V1207,2430,2554,272.7	(3)-30235 prior req, #	FSS-Huntington
Huntington	BH-DTV	HTW	323;V1207,2430,2554,272.7	(3)-30235 prior req, #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7,272.7	(3), #	35 A 101 N 215 A 281 N
(1) "	M-BVOR	MRB	113.8		DME
" Arpt	CI		126.18,236.6,243.0,121.5 req	#,122.5	(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	36 A 140 N 216 A 320 N
(1) "	H-BVOR	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.1;V;243.0, 255.4; 359;120.7,272.7	(3)-30235 req #	DME
(3)Rainelle	L-VORW	RNL	108.8		
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(P)	H	SSU	406	(2), 122.1	(0800-sunset)
(3)" " "	L-BVOR-DIV	SSU	1084;V2554,1207,272.7	(3)-30235 req #	FSS-Roanoke,Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5 req #	
(1)Green Bay	H-BVORTAC-DIV	GRB	170;V2430,2554,1207,2727	(3)-30235 req #	
" "	MHW	XGB	396		FSS-Rockford Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V1207,2430,2554,272.7	(3)-30235 req #	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7 , 272.7	(3)-30235 req #	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7 , 272.7	(3)-30235 req #	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4 , 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18,120.1,243.0,257.8,363.8,323.8	(2), #	
" "	VHF/DF		Gds: 119.3,121.9,122.1,122.5,126.18,135.0,135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 272.7 , 120.7	(3)-30235 req #	100 A 173 N 258 A 359 N
(1) "	H-BVOR	MKE	116.4		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18,243.0,257.8,263.0,285.4,123.8,291.7	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
Milwaukee Mitchell	VHF/DF		Gds: 119.1,122.5,124.1,124.9,126.18,(Req 119.3 ,121.1,122.1,126.7,135.9		
	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh FSS - Green Bay	L-BVOR-DTV	OSH	111.8;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5 req #	
(3)Rewey	M-VORW	RWY	115.8		
(1)Stevens Point	L-BVOR-DTV	STE	1106;V2430,2554,1207,272.7	(3)-30235 req #	FSS-Wausau
(1)Wausau	M-BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	(0800-sunset other hrs. req.
WYOMING					
(3)Big Piney	M-VORW	BPI	116.5		
(1)Boysen Reservoir	M-BVORTAC	BOY	114.2;V;122.2,2430,2554,1207	(3)-30235 req #	FSS-Casper
Casper	SBRAZ-DTV	CPR	269;V, -122.2;243.0 255.4 ;120.7,2 72.7	(3)-30235 req #	76 A 159 N 256 A 335 N
(1) "	H-BVOR	CPR	116.2		
" Air Term.	AC(g)		278;118.3,126.18,257.8,348.6	(2), #	
(1)Cherokee FSS-Rawlins	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4. 120.7,272.7	(3)-30235 req #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7 , 272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVOR	CYS	113.1		DME
" Arpt	AC(g)		201;118.7,119.9,126.18,257.8,263.0,348.6	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	1142;V1207,2430,2554,272.7	(3)-3023.5 req, #	DME/ FSS Sheridan
(1)Douglas	L-BVOR-DTV	DGW	1086;V-122.2; 243.0, 255.4 ,120.7	(3)-3023.5, #	
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger FSS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4 , 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7 , 272.7	(3), #	47 A 137 N 227 A 317 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River FSS-Laramie	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4 , 120.7 , 272.7	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7 , 272.7	(3)-30235 req #	28 A 118 N 208 A 298 N
(1) "	H-BVOR	SHR	115.3		
Sinclair FSS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7 , 272.7	(3)-30235 req #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7,126.18,233.8,257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SWAN ISLAND					
Swan Island	HHW	SWA	407;121.5	#, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	#, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 243.0 255.4	(3)-3023.5 req #	
" "	M-BVOR	STT	108.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

[redacted]: ALBERTVILLE ARPT: 150' lgtd temp twr erected aprx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)
BIRMINGHAM RADIO: Caution- E course LF rng has severe multiples.
BIRMINGHAM ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day and ngt rnwy lowered to 200'-1/2.
GADSDEN RADIO: About May 5, VOR will be comsnd. Freq: 112.0 mc Ident: GAD. Lctd lat 33-58-33, long. 86-05-05. Class: M-VORW. (2-24)
GADSDEN ARPT: 150' unlgtd temp twr erected aprx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)
MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)
MOBILE, BATES FLD TOWER: ILS glide slope relctd to lat 30-41-36, long. 88-14-41 and operg on test basis. Dist from end rnwy 14-32 is 750'; from end rnwy 14-32 to touchdown point 500'. Elev at end rnwy 216' at glide slope site 211.5'. Glide slope angle: 2.94°. Elev OM/H facil 220'; alt over OM/H 1400'; procedure turn over OM/H facil 1400'MSL.
**MOBILE, BATES FLD: 900' extn rnwy 32 open to tfc btn hrs SR-SS only. (11-25) Hi-intensity apch lgt system configuration A without sequence flashers comsnd. (2-10)
MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)
**MOBILE, BROOKLEY AFB SPECIAL NOTICE: Flight Test Area described as follows: beginning at lat 30-30, long. 87-57; to 30-07, 88-54; 30-05, 88-54; 30-17, 87-47 to point of beginning. Time: Dalgt hrs. Altitudes: 5000 to 50,000'. Used by: Mobile Air Material Area. (2-12) Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)
MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc , all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.
MUSCLE SHOALS RADIO: DMET operg test basis; channel 33. (8-12)
TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)
TUSCUMBIA TRI CITIES ARPT: 503' (962'MSL) lgtd stack being erected 6.5 nmi W (282°T) at lat 34-44-35, long. 87-50-58. (12-10)
TUSKEGEE RADIO: DMET operg on test basis channel 120. (11-5)
[redacted]: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Powder Co., nitro-glycerin plant aprx 4 mi SSW of St. David because of potential explosion hazard. (11-6)
CLIFTON, GREENLEE CO ARPT: N/S strip clsd acct ruf and rocky. (11-20)
COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)
GILA BEND RADIO: DMET operg test basis: channel 113. (1-27)
GRAND CANYON, S RIM ARPT: Hazardous due mud & snow, Nov thru Apr, land at own risk. Info concerning arpt conditions may be obtained fone Grand Canyon 05F-1-3. (11-16)
**MARICOPA SPECIAL NOTICE: CAUTION-DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46, 4 mi N Maricopa. 1200' west and parallel to highway. Site is strip 300' x 1800' paved portion lengthwise thru cntr 100' in width & studded with 6' steel posts. This perm hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt.
[redacted]: PEACH SPRINGS RADIO: TACAN operg on test basis; unmonitored; channel 117. Not synchronized with VOR ident. (8-10)
PHOENIX SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of Gila Bend VOR & btn the Gila Ben VOR & a pt 52 nmi W on R9 &V66 at alts below 2000' & at 5000', 6000', 7000', 15,000', 16,000' & above 25,000'MSL. On R83 & V94 btn a pt 10 nmi S of Hassayampa VOR & Gila Bend VOR at & below 4000'MSL & 25,000' & above. All provisions of Special Air Regulation # 421 apply within the following area: G5 & V16 W of Phoenix btn 112°-10' W and 112° -35'W. (6-1) High Density Jet Tfc: in order to comply with Special Air Regulation # 421 & current mil segregation agreements, Luke and Williams AFB jet trng flts transit the area bounded by V16, V 105, V 94, btn 3,000' MSL and flt level 250, Mon thru Fri 0600-1800M. Concentrated hi-performance jets, in hi-rate of climb and descent, utilize this area. Pilots on VFR flts are urged to avoid this area during hrs specified. (5-20)
PHOENIX, AIR HAVEN ARPT: Clsd all acft over 6000 lbs gross wt. (2-4) Effective Apr 1 thru May 1 clsd to all tfc, will be abandoned May 1. (3-9)
PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy under constr with gravel surface and 2' windrows. Extsn not to be used. (2-17)
ST. JOHNS RADIO: TACAN operg on test basis; channel 70. (10-9)
SAFFORD ARPT: Constr in progress, men, eqpmt working sides of rnwys, txwys and areas btn rnwys. (11-17)
SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: All rnwys clsd excp E/W rnwy. (10-15)
TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000'MSL. Hi-density jet tfc operg at and above 20,000'MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, cont daily. (6-4)
TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.
TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)
TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)
TUCSON, DOWNTOWN ARPT: Inactive.
WINSLOW RADIO: TACAN operg test basis; channel 81. (9-10)
YUMA-MCAAS ARPT RADIO: Dec 19 to April 1, tmpry twr in use lctd 1000' NNW perm twr. Freqs: 340.2, 360.2, 243.0, 126.18,. 119.1, 121.5 mc . Rcvg only 122.5 mc CM twr voice feature on 290 kc inop. (2-26)
YUMA-MCAAS/MUN ARPT: Rnwy 17-35 clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-21 only. 2- way rdo rqrd. (2-26)
[redacted]: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)
BRINKLEY, FEDERER MEMORIAL ARPT: Both strips hazardous. N/S clsd. E/W strip emgcy only.
EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)
FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.
FAYETTEVILLE, DRAKE ARPT: N/S txwy W side hard surfaced rnwy under constr; use hard surfaced rnwy only; open trenches within 50' both ends hard surfaced rnwy. (9-11)
FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80&100 oct fuel avbl. UNICOM 122.8 mc. (2-16)
LITTLE ROCK, ADAMS FLD: North E/W taxi strip open to acft less than 45,000 lbs.
MONTICELLO ARPT: New NE/SW strip under constr. (2-27)
PARAGOULD MUN ARPT: E/W rnwy clsd. (2-16)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decms nd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Mem & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

[illegible] & studded with 6' steel posts. This perm hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt.

CALIFORNIA: AGNEW-RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9) ILS LMM operg without voice feature. About Mar 25, LF rng will be decmsnd. (3-9)
BAKERSFIELD RADIO: VORTAC operg without auto. or remote ctld transfer to standby eqpmt. (4-30) About Mar 21, VOR will be shut down until aprx Apr 2 - reconstr.(2-23) During this period, following route structure and MEA's will be in efct: Unusable Awys: V-23 Sandberg Int. -Fowler Int.; V-23E BFL-FNO. Unusable Reporting Points: White Oaks, Whitman, Pixley, Laton, Porterville, Dinuba, Dunlap, Dogleg, & McKittrick Ints Usable Awys: (Tmpry redesignated with published MEA's & MCA's unless otherwise indicated. V-299 GMN-BFL via GMN R-330° & 330° brg to BFL LFR; MEA GMN-Grapevine Int., 10,000', Grapevine Int. - BFL 6000'N, 10,000'S; MCA BFL 7000'S. V-183 SBA-BFL via SBA R-013° & 022° brg to BFL-LFR; MEA, SBA-Maricopa Int., 11,000', Maricopa Int. BFL, 3000' NE, 11,000' SW; MCA, BFL 8000' SW. V-248 AVE-BFL via AVE R-088° & 088° brg to BFL LFR. Usable Reporting Points: Cuyama Int.: AVE R-135° and 022° brg to BFL-LFR; Delano Int.: AVE R-067° & 140° brg to BFL LFR; Grapevine Int.: GMN R330 & PMD R-276°; Maricopa Int.: AVE R-113° & 022° brg to BFL LFR; Shafter Int.: GMN R-316° and 088° brg to BFL LFR.
BAKERSFIELD-MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx May 1- relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (12-4)
BAKERSFIELD, MEADOWS FLD: Rnwy 12-30 open present length 4550', rnwy 30 threshold aprxly 3800' from bndry, use caution on apch to rnwy 30, 15' cranes with men and eqpmt working 300' SE of threshold and unlgtd apch lgt standards from 0' to 2700' from bndry. Ngt tkofs rnwy 16 and ngt lndgs rnwy 34 authorized for all acft. (11-10)
**BARSTOW AR PT: Abandoned. (2-10)
BLUE CANYON ARPT: Clsd due to snow. (2-9)
BLYTHE RADIO: DMET operg test basis; channel 77. (2-7)
BURBANK-LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 n mi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15) Mar 15, ILS lclzr and glide slope shut down until aprx Apr 1 - reconstr. (3-15)
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT-TOWER: Twr unmanned; on standby basis indef.
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
DAGGETT RADIO: TACAN operg on test basis, without synchronous keying; channel 79.
**DAGGETT ARPT: Formerly carried Site 13, LAX-AMA. (2-10) 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of centerline of rnwy 3 and 940' N centerline rnwy 7.
**DEL MAR ARPT: Delete from records perm clsd. (2-1)
EL CENTRO RADIO: TACAN operg test basis, channel 86. (9-21)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE RADIO: TACAN operg on test basis, channel 72. (10-14)
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. Only awys radials flt checked. (10-6)
FREMONT, CENTER FLD: Caution, extsv glider activity conducted every Wed thru Sun.
FRESNO RADIO: Dec 2, DME shut down and Feb 8, VOR shut down-relctn VOR/DME to lat 36-51-19, long. 119-46-40. During this period, following in efct: Unusable Awys: V23 Delano Int-MOD;;V23E BFL-FNO; V230 LSN-FNO. Unusable Reporting Points: Berenda, Dinuba, Fowler, Turlock, Laton, Mendota, Pixley, Porterville, and Volta. Usable (tmrpy redesignated as follows with published MEAs and MCAs unless otherwise indicated): Awys: V230 LSN-FNO via Los Banos 072R 072 mag bear. FNO LF rng; Los Banos-Mendota Int 5000' MEA, Mendota Int - Fresno LFR 3000' E bnd 5000' W bnd. Usable Reporting Points: Mendota VHF Int- Castle VOR 170° R & Los Banos VOR 072°R.
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24)
**FRESNO AIR TERMINAL: Hi-intensity apch configuration B perm decmsnd. Neon bar apch lgtg system lined up with left edge rnwy 29 tmpry comsnd. Caution, men & eqpmt working in jet overrun and 3000' of rnwy 29. Configuration A apch lighting comsnd rnwy 29. (3-10)

FULLERTON ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in

TEXARKANA RADIO: TACAN operg on [illegible]
TEXARKANA ARPT: Mem & eqpmt on fld; flagmen stationed where vehicles [illegible] (15 March 1960)

CALIFORNIA: an area 200' either E or W of ctl twr. Caution, acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis, channel 70. (10-1)
GOFFS RADIO: Feb 29, VOR shut down-reconstr. & freq chg to 114.4 mc. (3-5) During this period, following route structure & tmpry MEAS in efct: Unusable Awys: V8 GFS-Willow Beach Int; V210S GFS-PGS; V245 GFS-LAS; V1516 GFS-Clark Int. Unusable Reporting Points: Kingman and Searchlight Ints. Usable Awys: (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V8-12N-210-1512 Providence Int-GFS Int via HEC R057°, 13,000'; V12N GFS Int-EED via EED R287°, 6000'SE; 13,000' NW, MCA-EED 9000'; V210-1512-1516 GFS Int-Bullhead Int via HEC R057° & PGS R235°, 13,000'; V210-1512-1516 Bullhead Int-Union Pass Int., 12,000'W, 9000' E; V237 EED-Union Pass Int, 9000'; V21 Craters Int-LAS, 12,000'; V12-1518-1520 Clipper Int-EED, 8500' W, 7000' E; V442 Clipper Int-Danby Int, 9500' NW, 8000' SE. Usable Reporting Points (tmpry redesignated) Bullhead Int- EED R322° & PGS R235°, MRA 12,000 ; Clipper Int - RCE R305° & EED R257°, MRA 9500'; Craters Int-LAS R194° & BTY R126°; Goffs Int - EED R287° & HEC R057°; Hackberry Int- PGS R207° & PRC R288°, MRA 13,000'; Union Pass Int - PGS R235° & EED R349°. (3-5)
HAYWARD MUN ARPT: Due non-visibility twr unable to ctl tfc on main N/S taxi strip on E side of fld. (4-16) 65' twr under constr 800 yds/065° from int rnwys 28R and 22.
*HECTOR RADIO: Mar 14, VORTAC comsnd. TACAN channel 74. Class: H-VORTACW. Rcvd too late for inclusion ANFA page.
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
**LANCASTER, Wm. J. FOX ARPT: New arpt. Lctd 4.0 mi NW; lat 34-44, long. 118-12; elev: 2349'; one rnwy 6-24, 5000' paved; lgts sunset - sunrise; rotg bcn; Fuel: F3; minor svc; Unicom; rgt tfc W. (1-27)
LINDEN RADIO: TACAN operg on test basis, channel 102. (11-2)
LIVERMORE, SKY RANCH ARPT: Caution, in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk- ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution - when operg under VFR conditions in vcnty of Los Alamitos NAS. Military jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFRs . (5-1)
LONG BEACH ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct constr of perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL btn Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR. and SXC VOR.
*LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: ARSR-1 long range radar lctd lat 33-44-48, long. 118-20-09 operg test basis on freq 1315 mc. (10-6) Mar 10, freqs 124.6 285.6 mc comsnd. Whitewater peripheral site; usable at MEA Wifter to Palm Springs Ints. (3-10)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope on rnwy 25R. Other components remain aligned rnwy 25L or 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 6-24 8925' long now avbl for use from SR-SS under VFR to the following types acft; All single and twin eng prop type acft, Electras and Viscounts. Durg period when rnwys 7L-25R are clsd or acft emgcy conditions exist this rnwy 6-24 avbl in both directions to all type acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward the E and tkofs to the W only. Use caution, men, eqpmt along edges of all rnwy and txwy pavements. Unmrkd ditches and mounds of earth along edges of all pavements. Use same tfc patns as outlined for rnwys 7L-25R when using rnwys 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non visibility from ctl twr. Hi-intensity lgts & sequence flashers rnwy 25L inop. (12-20) All aircraft making low passes over or taking off on rnwy 25R or landing on rnwy 7L shall maintain a course along the extended centerline of this rnwy to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the sand dunes aprx 1.0 mi beyond the W end of this rnwy. Constr 8' blast wall in progress threshold rnwy 25R. Aircraft weighing 12,500 lbs or less not restricted as to direction of tk offs or landing rnwy 6-24, unmarked 40' poles 776' from east end and 8' fence 206' from east end of rnwy.

CALIFORNIA: MADERA MUN ARPT: Rnwy 7-25 will be clsd - auto drag races on folg dates: 5 dates: Apr 10, May 8, Jun 12, July 10, Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8)

MERCED CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z weekdays. Jets climbing and descending W of awys Amber 1 and Victor 23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MONTEREY RADIO: DMET operg test basis; channel 87. (2-23)

MONTEREY-PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

**MONTEREY, PENINSULA ARPT: Hi-intensity configuration A apch lgtg comsnd rnwy 10. Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution during hrs of darkness. (3-2)

MOUNTAIN VIEW MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR on top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

NAPA RADIO: DMET shut down. (3-4)

NORCO, SWANSON FLD: New arpt reported. Lctn: 2.0 S; lat 33-55, long. 117-34; elev: 590; one rnwy, 1700' bare; Fuel: F2; maj svc; lgts flares; remarks: road crosses rnwy E. P-line E, W. Atnd days. (5-4)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland Ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotating beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. To avoid excessive delays, pilots operg in VFR conditions are req to file IFR flt plans with the appropriate cntr or Comm stn prior to entering the Oakland area when wea is less than VFR.

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Okaland Apch Ctl on 118.1 mc, or proposing IFR flt into San Franciso should contact San Franciso Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 216.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Franciso. (10-2)

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15)

✱OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17) Mar 10, additional enroute radar ATC svc provided on following awys: V108 Golden Gate Int - Linden VOR; V244 from a point 15 mi E of OAK VORTAC to Woodward Int; V6 from Rio Int to a point 17 mi E of OAK VORTAC; V23 from a point 5 mi SE Galt Int to Woodward Int. This svc applies along the portions of V23W, V113 & V28 that lie between V108 and V244. San Francisco Bay Area departures cleared via V108 normally cleared short range to River Int. (3-10)

OAKLAND-METROPOLITAN OAKLAND INTNL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29.

ONTARIO INTL ARPT TOWER: ILS touchdown lctd 2500' from apch end rnwy 25. (1-12) ILS lndg minimums (rnwy 25) ceiling 3000' visibility 3/4 mi until apch lgts recomsnd.

**ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Rnwy 7-25 length 8200'. Unlgtd distance mrkr 4-1/2 hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24)

ONTARIO CHINO SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135°M heading to Fallbrook, Calif, alts 11,000' MSL & below to the southern edge of V64; 4,000' MSL & above S of V64 to Fallbrook. Hrs of opern-cont daily. (6-4)

PALMDALE SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hours of operation cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int. & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int. & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

POMONA SPECIAL NOTICE: Intermittently durg dalgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W, adjt to Pomona Heliport. (10-24)

RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sun 0900-1800 PST - acct drag races. (10-6)

RICE RADIO: TACAN operg test basis; channel 124. (4-25)

RIVERSIDE SPECIAL NOTICE: Hi-Density Jet Tfc. Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern cont daily): Green 5 & V16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7,000' MSL btn the Riverside LFR & a point 4 s mi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int. & Hemet Int, at and below 15,000' MSL on V137 btn the northern bndry of Green 5 & the southern bndry of V 8/21. (6-4)

RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.

RIVERSIDE MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013° - 033° and 064°-077°. (3-18)

SACRAMENTO RADIO: TACAN operg test basis; channel 99. About Mar 25, VORTAC will be comsnd. TACAN channel 99. Class: H-BVORTAC. (3-13)

SACRAMENTO McCLELLAN AFB SPECIAL NOTICE: Hi-Density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn the eastern edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

SALINAS RADIO: TACAN operg test basis; channel 120.

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of airway structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

SAN FRANCISCO INTL ARPT TOWER: VHF/DF shut down until aprx Jul 20-reinstallation.

SAN FRANCISCO INTNL ARPT SPECIAL NOTICE: 5000' of semi-flush experimental lgt fixtures installed centerline rnwy 28R, bgng at rnwy threshold and extending aprx to txwy D. Fixtures, using white lgts, aprx 6" in diameter, have rounded surface and extend aprx 5/8 inches above pavement. Acft can run over fixtures without adverse effects to fixtures or acft.

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130' rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi intensity apch lgt lane including strobe lgt operg. Apch lgt terminating bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy centerlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area porivded jet acft. Acft should remain on pavement. Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11)

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' & 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

SAN LUIS OBISPO RADIO: TACAN operg on test basis; channel 71.

SANTA MONICA ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (9-10)

MSL & above S of V64 to Fallbrook. Hrs of opern cont daily ... 19-27)
PALMDALE SPECIAL NOTICE: ... [illegible] ... than 1 ft clearance ...

CALIFORNIA: SAN RAFAEL HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)
SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)
SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20
SAUSALITO RADIO: TACAN operg on test basis; channel 41. (6-5)
SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn near Shingletown; 1 oil surfaced rnwy 2400'. No lgts or other facil avbl; Remarks: Warning - a rise at the NE end of the rnwy. (9-14)
STOCKTON RADIO: TACAN operg test basis; channel 107. (11-2)
STOCKTON FLD: Lights on txwys B, D and E inop. (9-17)
SUNSET BEACH ARPT: E/W rnwy clsd. (7-22)
THERMAL RADIO: TACAN operg test basis; channel 114. (5-18)
TWENTY NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21)
UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.
VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 Awys: (2) at or below 12,000' MSL btn the Barstow and Phelan Ints on V-8N Awy; (3) at or below 9,000' MSL btn V-137 and V-117 on V-8 Awy; (4) at or below 12,000' MSL on V-137 Awy btn Phelan Int and Pt 10 nmi SE of the Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WILLIAMS RADIO: No TACAN standby eqpmt provided. (3-9)
WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted to 5200' - acct scalloping. (10-17)

COLORADO: ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)
**ASPEN, PITKIN CO SARDY FLD: Acft equipped to guard 122.8 mc must do so when operg on arpt while in tfc patn. (2-19)
**BOULDER MUN ARPT: No. of rnwys - one - E/W paved 4100'. (2-4)
COLORADO SPRINGS RADIO: TACAN operg on test basis; channel 118. (11-9) About Mar 18, VORTAC will be comsnd. TACAN channel 118. Class: L-BVORTAC. (3-10)
DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.
DENVER RADIO: TACAN operg test basis; channel 110.
DENVER AIR ROUTE TRAFFIC CONTROL CENTER: About Mar 15, radar arrival service will be implemented on V8 south from Akron, Colo to Denver, Colo and on V4 from Thurman, Colo to Denver, Colo. (3-10)
DENVER STAPLETON FLD TOWER: VHF/DF commun unreliable at 40 nmi below 14,500'; 154°-180° and below 16,000', 181° thru 243°. VHF/DF bearings reliable in these areas.
**DENVER, STAPLETON FLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough loose gravel; use only at pilot's discretion.(10-9)
DOVE CREEK RADIO: TACAN operg on test basis; channel 91. (6-27)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°.(9-9)
GRAND JUNCTION RADIO: TACAN operg on test basis; channel 71. (10-29)
GUNNISON RADIO: DMET operg test basis; channel 96. (6-24)
HANOVER RADIO: H facil brngs unreliable beyond 25 nmi in shadow area of Pikes Peak.
KIOWA RADIO: TACAN operg test basis; channel 89. (6-9)
KREMMLING RADIO: DMET operg test basis; channel 85. (6-22)
LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days a wk in following unctld airspace; bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V10 btn Lamar and Garden City VOR; on E by V17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V-169 btn Tobe and La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flgt thru this area are required to monitor wea bcst from one of following FSS; La Junta Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. During periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

COLORADO: LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MEEKER RADIO: DMET operg test basis; channel 104. (6-29)
PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (11-3)
PUEBLO RADIO: TACAN operg test basis; channel 114. (5-11)
PUEBLO MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.
TOBE RADIO: TACAN operg on test basis; channel 81. (6-11)

CONNECTICUT: **BRIDGEPORT ARPT SPECIAL NOTICE: Flgt Test Area described as follows: beginning at lat 41-00, long. 73-00; ENE direct to Cornfield Point Lighthouse, lat 41-13, long. 72-22; NNE to 41-16, 72-20; W to 41-14, 72-55; WSW to 41-12, 73-03; NW to 41-15, 73-05; NE to 41-27, 72-55; N to 41-30, 72-55; NNE 41-32, 72-54; SW 41-29, 73-00; SSW 41-17, 73-04; W to 41-17, 73-07; NNW 41-32, 73-05; SSW 41-22, 73-18; SW 41-17, 73-29; WSW 41-15, 73-07; SE 41-09, 73-26; ENE 41-14, 73-15; E 41-15, 73-06; SSW 41-11, 73-08; WSW 41-03, 73-27; SSE 39-57, 73-24; to point of beginning. Time: Day and night. Altitude: 2000' or under. User: Lycoming Division AVCO Corp and Sikorsky Acft Corp., Stratford, Conn. Expires Aug 7, 1961. (1-18)
GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
HARTFORD RADIO: About April 18, VOR will be shut down until aprx April 23-freq chg to 114.9 mc. (3-9) See page 69 for substitute route structures & MEAs durg shutdown.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS BRADLEY FLD SPECIAL NOTICE: Tethered balloon 250' high being flown intermittently when ceiling is more than 1500' and visibility is 5 mi or more. Balloon lctd 2500' NW of rnwy 6-24, lgtd. (12-4)
WINDSOR LOCKS BRADLEY FLD TOWER: About April 20, gnd ctl freq 275.8 mc will be chgd to 379.9 mc. (3-8)
**WINDSOR LOCKS BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (9-21) Arresting barriers on rnwys 6 and 24 for mil use only. Sequenced flashing lgt system comsnd rnwy 6, system operates in conjunction with Configuration A lgts and consists of 26 units at 100' intervals starting at the apch end of the system. (2-19)

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 and 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (1-19)
KENTON RADIO: TACAN test operns tmpry suspended. (2-10) About Mar 31, VORTAC will be comsnd. TACAN channel 95. Class: H-BVORTAC. (2-25)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.
WILMINGTON NEW CASTLE CO ARPT TOWER: About April 5, ILS will be shut down until approx April 14-modernization. (2-25)
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 56.
WASHINGTON RADIO: TACAN operg on test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14) About April 15, freq 353.7 mc will be decmsnd at Green Bay, Va. peripheral site; 120.5 mc will be decmsnd at Falls Church, Va. peripheral site; freq 119.7 mc will be decmsnd & freq 125.2 & 125.8 mc will be comsnd at Dunn Loring, Va. peripheral site. (3-1)

[redacted]: WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR freq 112.3 mc unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Apr 20, freq 125.1 mc will be decmsnd; freq 119.7 mc will be comsnd. (3-7)

WASHINGTON(CHANTILLY, VA) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)

WASHINGTON NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)

WASHINGTON MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt. (12-17)

FLORIDA: SPECIAL NOTICE: The USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend 23,000' to 1000' on 215 radial Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into Warning Areas 497-A, B, and C, and restricted Area R-162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns conducted in these areas consist of missile firing, bombing, and aerial gunnery. These activities are extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation of the CARs. (7-2)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW/SE rnwy under constr. Use caution E end. (8-25)

FT. LAUDERDALE-BROWARD CO. INTL ARPT TOWER: Apch ctl twr operg E side arpt. Tsmts 272 kc; tsmts & rcvrs: 121.3, 121.5, 243.0, 257.8, 348.6 mc. Rcvg: 3023.5 kc; 122.5 mc. Freq 121.7 mc for gnd ctl. Class: AC(g.7). (3-7)

FT. LAUDERDALE BROWARD CO INTL ARPT SPECIAL NOTICE: Navy Ordnance Drops will take place 4.2 nmi ENE Mar 16 thru Mar 25 from 7000' and under in area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E Port Everglades entrance. Drops will be made btn 1430 and 2100 under VFR conds only. Specific target area will be mrkd by a line of white smoke pots when drops are imminent or in progress. Area under radar surveillance. (3-9)

GAINESVILLE STENGEL ARPT: 218.5'(384.5'MSL) lgtd twr being erected 3.5 nmi NE (59°T) at lat 29-39-03, long. 82-19-45 and about 15 Feb., 200' (348'MSL) lgtd chimney will be erected 3.5 nmi ENE(71°T) at lat 29-38-46, long. 82-19-12. (1-11)

**HOWEY IN THE HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)

JACKSONVILLE RADIO: No standby TACAN eqpmt. (2-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 reqd to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE-IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

JACKSONVILLE IMESON ARPT: 267'(283'MSL) lgtd twr being erected 5.8 nmi S(195°T) at lat 30-19-51, long. 81-39-47. (1-11) Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

KEYSTONE HEIGHTS-KEYSTONE AIRPARK: 330' (510'MSL) lgtd twr being erected 3.8 nmi E(91°T) at lat 29-50-03, long. 81-58-43. (1-11)

LAKE CITY ARPT: 278'(435'MSL) lgtd twr being erected 23.9 nmi WNW (311°T) at lat 30-26-35, long. 82-56-16. (1-11) 166'(361'MSL) lgtd twr being erected 3.2 nmi W(277°T) at lat 30-11-17, long. 82-38-18. (2-11)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

**LAKELAND, LODWICK ARPT: Abandoned; facils transferred to Drane Fld. (3-11)

MELBOURNE, PATRICK AFB RADIO: About Mar 20, CM twr will be inaugurated. Civil acft tsmt & rcvr on 118.4, 137.88 mc. Acft may use 122.7 mc for transmissions to apch ctl & should monitor 118.4 mc for apch ctl reply when 122.7 mc used. UHF equipped acft use 270.6, 275.8, 363.8 mc. Civil acft dptg Mun Arpt, file instr flt plans Miami ARTCC & ctc Patrick AFB apch ctl for clearance prior to dptr. Apch ctl avbl. (2-17)

MIAMI INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having charcs requiring min air

FLORIDA: speeds not in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 346.8 mc. (9-28)

MIAMI-INTL ARPT: Caution extsv ditching, paving and constr; men eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open use with caution men eqpmt on N side. (3-9)

★MIAMI-TAMIAMI ARPT TOWER: Mar 11, tsmtr 209 kc comsnd. 3-14) Too late for ANRA.

**NAPLES SPECIAL NOTICE: Flight Test Area described as follows: Lat 25-50, long. 81-48; to 26-04, 81-48; 26-04, 81-29; 25-50, 81-14; 25-50, 81-48. Time: dalgt hrs. Alt: to 12,000'. Users: Lake Aircraft Corp., Sanford, Maine. Expires: July 1, 1960. (2-4)

OCALA RADIO: TACAN test operns removed from service until aprx Apr. 1. (2-26)

ORLANDO RADIO: DMET operg test basis; channel 59.

PAHOKEE RADIO: TACAN operg on test basis; channel 71. (8-26)

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

PANAMA CITY-TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air to air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing arwys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around these areas or fly over at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8)

PENSACOLA SPECIAL NOTICE: Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG RADIO: TACAN test operns tmpry shut down. (2-15)

ST. PETERSBURG, CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. (1-4)

SARASOTA, BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

SEBRING AIR TERMINAL: Race week, Mar. 23 thru 26. Rnwys open. Unicom inop Mar. 24 thru Mar. 27. (2-24)

TALLAHASSEE RADIO: TACAN operg without standby tsmtg eqpmt. (2-29)

TALLAHASSEE: New arpt under constr aprx 2.5 mi SSE of Dale Mabry Arpt, unusable.

TALLAHASSEE-DALE MABRY ARPT TOWER: About Mar. 28, ILS glide slope will be shut down until aprx Apr 17-modernization. (1-4)

TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)

TAMPA-INTL ARPT: Rnwy 32 clsd to lndgs acct constr and other activity near apch end. Caution when taxiing on ramp vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 & perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14 not visible from ctl twr. N/S txwy btn end of rnwy 14 and end of rnwy 9 partially obscured from ctl twr view. (3-9)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: VOR operg on test basis: Freq: 109.6 mc. Ident: TAY. Lctd: lat 30-30-14, long. 82-33-12. Montrg category (1). Voice ctl from Valdosta, Ga. FSS. Class:BVOR.

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)

VERO BEACH ARPT: 260'(317'MSL) lgtd twr being erected 20.1 nmi WSW(246°T) at lat 27-31-39, long. 80-46-53. (1-15) All rnwys clsd ngts, excp rnwy 11-29. (6-3)

FLORIDA: WEST PALM BEACH RADIO: Mar 1, LF rng shut down until aprx Mar 15 - major maintenance. (3-9)
WEST PALM BEACH-PALM BEACH INTL ARPT: 240'(260'MSL) lgtd twr being erected 15 nmi NW(323°T) at lat 26-52-55, long. 80-15-44 and 300'(320'MSL) lgtd twr being erected 6.8 nmi SSW(207°T) at lat 26-27-56, long. 80-09-52. (1 18) Two 206'(221'MSL) lgtd twr array being erected 7.5 nmi SSE(179°T) at lat 26-27-21, long. 80-05-58. (2-4)
WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt training not permitted without Port Authority approval. (1-14)
GEORGIA: ALBANY ARPT: Bndry lgts inop.
ATHENS RADIO: TACAN operg test basis; channel 33. (11-27)
ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)
ATLANTA ARPT: Transmissometer inop. (1-25) Efctv Mar 15, arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc (2) Acft from E through SW use 118.1 mc. (3) Acft not equipped for 2-way comms on 125.7 mc or 118.1 mc tsmt 122.7 mc and listen on appropriate freq for direction of flt. (4) C**lls should be made at least 25 mi out. (2-19)
BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.
BUTLER ARPT, SITE 14, TLH-ATL: Closed, constr; usable in emgcy. (10-9)
CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)
COLUMBUS MUN ARPT: Rnwy 12-30 clsd, repairs. (3-4)
DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing int N/S and E/W rnwys. (11-10)
McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)
NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)
ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use. (11-20)
SAVANNAH-TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000' - acct interference. (9-27)
SAVANNAH TRAVIS (CHATHAM)FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory serv. (1-21)
**SAVANNAH, TRAVIS(CHATHAM)FLD: 2-way rdo rqrd.
SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
THOMASVILLE-ROSE CITY ARPT: 254'(484'MSL) lgtd twr being erected 18.2 nmi SSE (161°T) at lat 30-32-48, long. 83-52-06. (2-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
VIENNA RADIO: DMET operg test basis; channel 108. (6-15)
WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr being erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (10-29)
IDAHO: ✈BOISE RADIO: Transcribed wea bcst comsnd. Too late for ANRA.

BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.
**BOISE AIR TERMINAL: Rnwy 7-25 clsd to all tfc excp taxiing; men eqpmt on or near all rnwys at various times. (10-19) Ceilometer comsnd vcnty ILS MM. (12-1)
BURLEY RADIO: TACAN operg test basis; channel 88. (5-21)
MALAD CITY RADIO: TACAN operg test basis; channel 88. (5-21)
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
POCATELLO MUN ARPT: Sunken asphalt midway rnwy 7-25 N side, use S side of rnwy.
ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'MSL) not mrkd or lighted. (12-6)
BELLEVILLE,SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700' Extsv jet & conventional tfc in SE & SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

ILLINOIS: CHAMPAIGN RADIO: TACAN operg on test basis;channel 37. About Mar 21, CS/T will be comsnd. Freqs: 122.2, 121.5, 243.0, 126.7, 255.4, 272.7 mc tsmtg; 122.1 mc rcvg. Class: L-BVOR. (3-4)
CHAMPAIGN-UNIV. of ILLINOIS ARPT TOWER: About Mar 21, CS/T will be comsnd. Freqs: tsmt 233 kc; tsmtg & rcvg: 121.5, 118.9, 119.8, 257.8, 243.0 mc. Rcvg only: 122.5 mc. Freq 121.9 mc will be comsnd for ctl gnd tfc. Class: C(g). (3-4)
CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twr and one ant pole extending 30' AGL (775'MSL) 930' SE of rnwy 22 lat 40-02-40, long 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs.
CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)
CHICAGO RADIO: Multiples all courses LF rng. (10-30)
CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612'MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)
CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11)
CHICAGO-O'HARE INTL ARPT TOWER: TACAN ident not synchronized with VOR ident. Audio interference may be encountered between ILS OM serving both ILS systems to rnwy 14 R and 14L, caution advised. ILS lclzr, glide slope and OM/LOM(rnwy 14R) shut down until aprx Apr 1 - relctn. Lclzr to be relctd to 3677' from SE end existing rnwy. OM/LOM to be relctd 32,474' (6.1 smi) from apch end rnwy 14R. Glide slope angle to be aprx 2.5°.
CHICAGO-O'HARE INTL ARPT SPECIAL NOTICE: Upon recomsng of ILS inst apch procedure ILS-14R is revised as follows: min alt of procedure turn 2200'; alt of glide slope at LOM 2132'; dist from LOM to apch end of rnwy 5.3 mi. (3-9) An opernl evaluation of simultaneous radar turn-on procedures in VFR conditions has started to rnwys 14L & 14R at O'Hare Fld. All pilots on IFR flgts within the O'Hare apch ctl area are encouraged to participate. For the purpose of this evaluation, pilots need not be on an IFR flgt plan, or lndg at O'Hare, but should be willing to accept a vector from one of the feeder facils (Northbrook VOR, Spring Lake and/or Morton Ints.) in order to simulate a simultaneous turn-on & ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch . Additional details are available from O'Hare apch ctl. See chart page 58
CHICAGO, O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. (2-7)
CHICAGO HEIGHTS RADIO: TACAN operg test basis;channel 89; not synchronized with VOR ident. (7-1)
DANVILLE, VERMILION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)
**HARVEY,I ARPT: Mar 1, arpt will be abandoned. (2-17)
JOLIET RADIO: TACAN operg on test basis;channel 70, not synchronized with VOR ident.
JOLIET ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)
LAKE MICHIGAN SPECIAL NOTICE: Feb 1 to July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200'MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)
MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)
MOLINE RADIO: TACAN operg test basis;channel 75; not synchronized with VOR ident.
MOLINE,QUAD CITY ARPT: Some lgts 1400' from threshold on apch lgt system not visible until glide slope descent to 256' AGL has been made. (6-24)
NORTHBROOK-SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
NORTHBROOK RADIO: TACAN operg test basis; channel 77. (8-27)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23
PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. (12-11) Configuration A apch lgtg has been installed and flt checked but not comsnd. (2-18)

ILLINOIS: PEORIA, MT. HAWLEY ARPT: Constr in progress with 150' unlgtd derrick 0.8 mi from apch end of rnwy 4. (12-12)
PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.
POLO RADIO: TACAN operg test basis; channel 85; not synchronized with VOR ident. (8-13)
ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.
ROCKFORD RADIO: TACAN operg test basis; channel 45.
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (12-30)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flgts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)
SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.
STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy and old hangar area unsafe; use rnwy only.
TROY RADIO: TACAN operg test basis; channel 107; not synchronized with VOR ident.
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maint a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long 87-21, 87-26.
**ANDERSON, ACE ARPT: Abandoned. (2-18)
ANDERSON MUN ARPT: New arpt reported, lctd 0.5 mi W Chesterfield, lat 40-03, long. 85-37. N/S rnwy clsd, use 4200' NW/SE strip and taxi strips only. (1-18)
AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.
EVANSVILLE RADIO: TACAN operg test basis; channel 80. (4-28)
EVANSVILLE-DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)
EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress; men & eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
FT WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6,000' or above & visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)
FT WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.
FT WAYNE, BAER FLD: Caution, lnd beyond the acft arresting barrier installed 75' NE of threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. (5-28) All inbnd acft make initial etc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)
FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)
HUNTINGBURG ARPT: E/W turf area under constr; caution men, eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.
INDIANAPOLIS-WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown.
INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
KENDALLVILLE ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy.
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KOKOMO ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
NEW CASTLE ARPT: 263'(1463'MSL) lgtd twr being erected 3 nmi ENE(76°T) at lat 39-58-00, long. 85-10-30. (3-19)
RENSSELAER, JASPER COUNTY ARPT: W bndry lgts inop. (11-25)
SCOTLAND RADIO: TACAN operg test basis; channel 49. (8-12)
SOUTH BEND RADIO: TACAN operg test basis; channel 101. (9-28)
SOUTH BEND, ST JOSEPH CO ARPT TOWER: ILS lclzr back course unusable due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
SOUTH BEND, ST JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, COX ARPT: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect xveg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2)
WARSAW MEMORIAL ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)
IOWA: AMES ARPT: NW/SE rnwy under constr, use present hard surfaced portion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surface rnwy acct seeding. Clsd ngts. (10-6)
CEDAR RAPIDS ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CHARLES CITY ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc(mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
FOREST CITY MUN ARPT: New arpt reported. Lctn: 1.5 mi SSE; elev: 1209'; one turf strip 2100' NE/SW; rnwy lgts operg prior request sunset to sunrise; 80/87 oct fuel emgcy only. (8-28)
IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6)
LAMONI RADIO: About April 15, J facil will be decmsnd. (3-9)
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel- 80 oct avbl on request.
MARSHALLTOWN, NIEDERHAUSER ARPT: Rnwy lgts inop until further notice. (3-11)
NEOLA RADIO: TACAN test operns shut down until aprx Apr 2. (2-2)
OTTUMWA RADIO: TACAN operg test basis; channel 53; not synchronized with VOR ident.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn 2600' MSL. Tetrahedron not controllable. (7-24) Due non-visibility twr unable to ctl ramp tfc in front admin bldg on portions ramp and txwy NE of AF hangars and first 1500' rnwy 22. (10-24)
STORM LAKE ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct: for all flts 15,000' & above: V161 RST VOR-Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR-Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR-Tmpry Waterloo Int.(CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int-MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN test operations shut down until aprx June 7. (3-7)
WATERLOO ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)
KANSAS: CLAY CENTER MUN ARPT: N/S rnwy and E/W txwy clsd-repairs. N/S and NW/SE sod rnwys soft and hazardous when temperature above freezing. (2-11)
DODGE CITY ARPT: 183'(2716'MSL) lgtd twr being erected 4.2 nmi ENE(79°T) at lat 37-46-51, long. 99-52-32. (1-30)

[redacted]: GARDEN CITY, NEW GARDEN CITY ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.
GOODLAND RADIO TACAN test operns tempry suspended until aprx May 2. (2-3)
HILL CITY RADIO: About Apr 15, J facil will be decmsnd. (3-9)
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
NEWTON MUN ARPT: New arpt reported. Lctn : 3.0 mi E; one N/S 7000 x 300' rnwy; maj & minor rprs, 80/100 oct fuel avbl, open dalgt hrs only.
OBERLIN ARPT: 679' (3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) at lat 39-49-48, long. 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE : Intsv GCA trng flgts during VFR conditions operg surface to 12,000'MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)
OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.
PHILLIPSBURG ARPT: Rnwy lgts inop. (11-9)
PRATT ARPT: Caution- work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwy clsd. (11-24)
RUSSELL RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SALINA RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SUBLETTE ARPT: N/S strip clsd, constr. (11-6)
TOPEKA,FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500' MSL. Forbes tfc patn altitude 2,600'MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILIP BILLARD ARPT: Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp & N/S txwy. Use rnwys & txwys only. Sod areas unusable. (4-28)
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness & badger holes.
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21) Transcribed wea bcst on LF rng operg test basis until aprx Apr 7. (3-8)
**WICHITA ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt land comsnd. Maint eqpmt operg days. Stay on concrete surfaced-sod unsafe.
[redacted]: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FORT CAMPBELL SPECIAL NOTICE: Mar 13 thru Mar 30, 1960 Campbell Army airfld involved in support MATS/Dept of Army opern Big Salm/Puerto Pine. Due to vol of hvy transport type acft opern, transient acft may expect delays in scvg, landing, and departure clearances. Ramp parking fac extremely limited. Apch Ctl operg on 241.0 mc durg exercise only. (3-5)
FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty . (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd: 3/4 mi N; 2- strips-3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tie downs.
HARRODSBURG, MERCER ARPT: New airport reported. Lat 37-48, long. 84-51. Sod strip- 3000'. 80 & 100 oct fuel. Mechanic service. Rnwy lgts operg SS-2400E, other hrs on request; fone 1355 or 638. (11-12)
LEXINGTON RADIO: TACAN operg test basis; channel 106. (3-31) About Apr 26, VORTAC will be comsnd. TACAN channel 106. Class: H-BVORTAC. (3-10)
**LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end of rnwy 4-22. 2-way rdo rqrd. (2-26)
LONDON RADIO: DMET operg on test basis; channel 116. (8-24) About Apr 18, VOR will be shut down until aprx May 16-grading and cable installation. (3-9). See page 69 for substitute route structures & MEAs durg shutdown.
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)
NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.

[redacted]: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/ S strip-sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A & E mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER FLD: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)
BATON ROUGE, DOWNTONW ARPT: Bcn inop. (4-21)
BATON ROUGE-RYAN ARPT TOWER: About May 2 ILS glide slope will be shut down until aprx May 13- antenna work. (2-17)
**BATON ROUGE, RYAN ARPT: S txwy btn rnwys 35 & 31 abandoned. S txwy btn rnwy 4 & 35 clsd acft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of the hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (3-4)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; Lat 30-46, long. 90-10; one sod strip E/W -2600 x 150'. (2-23)
**GLENMORA, MCDONALD ARPT: New arpt reported. Lctn 1 mi NW; 1 sod strip 1900 x 65'-N/S ; rnwy lgts on request. Fuel: F3; Trees N. (2-13)
LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and threshold lgts ngts.
LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MONROE,SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT: 400' (404'MSL) lgtd twr being erected 4.9 nmi E (112°T) at lat 30-00-28, long. 89-56-08. (12-4) 87.1' (97.65'MSL) lgtd storage elevators being erected aprx. 1 nmi E (95°T) at lat 30-02-00, long. 90-02-00. (2-3) Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas on the E side of the cntr taxi strip clsd. (7-16) (7-16) 136' AGL lgtd obstn, cntrline of rnwy 17-35 aprx 4000' S of the threshold (2-11) First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area. Pilots tkof rnwy 31 requested not to use blind area unless needed. (3-7)
NEW ORLEANS, MOISANT INTL ARPT TOWER: ILS glide slope inop- rnwy extension.
NEW ORLEANS, MOISANT INTL ARPT: Caution in apch to rnwy 10 & tkof rnwy 28. Obstn marked with orange flag for dav red steady and flashg hazard lgts for ngt. Displaced threshold W end rnwy 10,threshold marked by four chevrons and transverse stripe in white non-reflective paint. Hi-intensity apch lgts operg but touchdown pt at W end of rnwy is 500' farther E than normal. Avbl length of rnwy 10-28 now 6500' for all opern excp 7000' avbl for tkof on rnwy 10. Constr eqpmt to maximum hi-of 20' will be operg from existing end rnwy 10 to pt 600' W of rnwy end from sunrise-sunset, 45' boom operg dalgt hrs apch zone rnwy 10 not less than 1100' from end rnwy - mrkd. (3-4)
OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)
SHREVEPORT-BAKSDALE AFB RADIO: IFR operg as H facil only. Use following: Minden Int.-053° BAD H facil & E course of SHV LFR; Forbing Int.-233° BAD H facil & S course SHV LFR. (6-6)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
[redacted]: BANGOR-SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-10)
BANGOR RADIO: DMET operg test basis; channel 68. (2-4)
BANGOR,DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N.H. borders and V-93. (b) SW of Bangor, area enclosed by awys R-28, B-84 and coastline. (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB contact Dow AFB advisory service on 363.8 or 137.88 (U.V.). Mil tfc patn 1400'MSL. Low apch initiated from Bar Harbor 4000'MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)
**BLUE HILL ARPT New listing. Lat 44-26, long. 68-34; lctd 3.0 NE; elev: 360'; one 2300'strip.
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efct tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/AE resurfacing completed. Caution, wires and road to SE. (11-20)
HOULTON INTL ARPT: Rnwy 1-19 closed winters. (1-4)

MAINE: LIMESTONE-LORING AFB RADIO: USAF VOR course errors exist beyond 20 mi up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

MILLINOCKET RADIO: About Apr 4, VOR will be comsnd. Freq: 112.2 mc. Ident: MLT. Lctd lat 45-35-12, long. 68-30-56. Elev: 557' MSL. Mag var.: 20°25' W. Montrg category (1). Class: M-BVOR. (3-10)

MILLINOCKET ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy & bndry lgts 16-34 inop. Rnwy 11-29 plowed winters, rnwy 16-34 suitable for skis only. Caution snow banks at int with rnwy 11-29. (11-19)

OLD TOWN ARPT: Rnwy 4-22 clsd until spring, usable at pilots risk only. (1-23)

PERU- LINNEL'S ARPT:: Inactive. (3-10)

PORTLAND INTL ARPT TOWER: Jan 27, ILS LOM shut down indef. (1-27) ILS lclzr unusable beyond 15 mi due roughness. (2-24) -About Apr 4, ILS LOM freq will be changed to 394 kc. (3-7)

RANGELEY ARPT: NE/SW rnwy clsd and mrkd. (7-28)

ROCKLAND ARPT: Rnwy 3-21 plowed winter months. Rnwy & apch lgts inop remainder of winter. (1-27)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna Greenbury Point at lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent and definitely dangerous to personnel, acft, pwr svc and/or instruments. Pilots of helicopters warned against hovering in the vcnty and should avoid apchg closer than 1/2 mi. (3-4)

BALTIMORE-FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400 ft. inside MM to touchdown - acct roughness. (6-29)

BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Fld constr work stopped for winter. Perm lgts in Holding Block rnwy 28 replaced with white and yellow reflectors. (2-23) Clsd 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1)

BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960, fld will be perm clsd. (6-3)

**BALTIMORE PIER 4 HELIPORT: Efctv Dec 30, heliport perm clsd; lctd Pier 4, Pratt St.; lat 39-18, long. 76-36; Elev: 10'., size 100 x 72'; air mrkd; no lgts or svcg.

BLOSSOM POINT SPECIAL NOTICE: Day and ngt calibration runs are made by naval acft within a 9 mi radius Mini-track Station (lat 38-25-50, long. 77-05-12) at alts of 5000', 10,000'; 15,000'; 20,000'; and 25,000' VFR only. (7-13)

GRANTSVILLE RADIO: DMET operg on test basis; channel 53. (2 6)

HAGERSTOWN ARPT: Caution - constr in progress, men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate beginning usable distance (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.

HUNTINGTON RADIO: About Mar 16, MH facil freq will be chgd to 266 kc. (2-10)

POTOMAC RIVER SPECIAL NOTICE: A hazardous amt of electromagnetic radiation exists in vicinity of parabolic antenna situated near Stump Neck, lctd aprx lat 38-23, long. 77-12, area extends up to 1000' within 1/2 mi radius. The radiation is definitely dangerous to personnel, acft power service and/or instruments. Helicopter pilots are warned against hovering in the vcnty and should avoid apchg closer than 1/2 mi. (7-13)

SALISBURY RADIO: Mar 14, DME shut down until aprx Apr 1. About Apr 1, VOR/DME will be relctd to lat 38-20-44, long. 75-30-37, and freq chgd to 114.0 mc/ Channel 60. Elev: 49' MSL. (3-14)

MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°, 15 nmi from 185° clockwise to 215°. (11-25)

BOSTON-RADIO: About Mar 31, VORTAC will be comsnd. TACAN channel 124. Class: H-*BVORTAC. (2-11)

★BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: Mar 11, freqs 124.8, 380.3 mc (low alt) comsnd Rome, N. Y. peripheral site.

BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional and multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn.

MASSACHUSETTS: All lndg acft eqpted with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14)

BOSTON, LOGAN ARPT SPECIAL NOTICE: Effective 1/7/60 standard instr apch procedure for ILS and PAR amended as follows: ceiling 200' and RVR 2600' also authorized for take-off and lndg on Rnwy 4R provided all components of ILS/PAR and related airborne eqpmt are in satisfactory operg condition. (1-8)

**BOSTON, LOGAN INTL ARPT: Caution - scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R shows red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for take-off toward SW and 800' of overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or takoffs rnwy 4L-22R and turbo-jet take-offs rnwy 33 are prohibited. Civil turbojet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adj to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy centerling from 42' - 1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches maximum depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in limited AFNG area. Official bus only. Flts must be coordinated with AFNG Base Commander. No transient mil flts will be accepted from 2100 - 1200Z. (2 2)

CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°

EDGARTOWN, KATAMA AIRPARK: Clsd indefinite period. (12-31)

HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, 71-02-00; Lctn: 3.0 E; Longest rnwy - (6/24) 1150' turf; fuel, hangars, repairs available. Remarks: Rgt patn lndgs and take-offs to E.

HYANNIS RADIO: About Mar 31, VOR will be comsnd. Freq: 110.8 mc. Ident: HYA. Lctd lat 41-42-40, long. 70-12-58. Montrg category (1). Mag. Var.: 15° 35'W. Elev: 94' MSL. Class: L-VOR. (2-26) Non-shceduled voice transmissions avbl from Falmouth - Otis AFB RAPCON. (2-26)

HYANNIS, BARNSTABLE ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and take-offs, may be used as txwy and parking.

LAWRENCE ARPT: Caution, maj constr in trml area. 'Txwy torn up. Rnwy 5-23 under constr. Caution , ctc UNICOM. (8-12)

MANSFIELD ARPT: Unscheduled parachute jumps held. (9-23)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

NANTUCKET MEML ARPT: Hi-intensity apch lgts beginning rnwy 24 inop. (1-5) 55' tmpry unlgtd ant pole 400' W of lndg area. (1-12)

**NEW BEDFORD ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Area A: beginning at a point 41-45-00, 70-57-15; NE to 41-50-30, 70-51-45; SE to 41-47-15, 70-46-00; S to 41-43-15, 70-46-15; SW to 41-42-00, 70-47-30; W to 41-42-30, 70-54-30; NW in an arc of 5 smi radius centered at 41-40-30, 70-57-30W to point of beginning. Area B: beginning at lat 41-34-30, long. 71-01-00; E to 41-33-45, 70-54-15; SSE to 41-28-45, 70-52-30; W to 41-28-45, 71-02-30; S to 41-33-00, 71-02-30; NE to point of beginning. Time: dalgt hrs. Altitude: 10,000'. User: Omega Aircraft Corp., New Bedford, Mass. (11-27) Expires Nov 4, 1961.

ORANGE RADIO: Private H facil shut down indefinitely. (6-17)

ORANGE ARPT SPECIAL NOTICE: During daylight VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to ground. Most of the activity will occur on week-ends from ground to 12,000'. Gliding daily land and air tows.

WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)

MASSACHUSETTS: WESTFIELD, BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 ro 20 from 10,000', all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)

**WILLIAMSTOWN, FAIR VIEW FARM: Permanently clsd. (2-15)

MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' msl. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi; 145°-155° clockwise - due scalloping and/or roughness. (12-16)

BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

CADILLAC ARPT: Clsd ngt operns. (12-7)

**DETROIT, CITY ARPT: Due non-visibility twr unable ctl tfc on first 1000' rnwy 2; rnwy 2-20 clsd to large twin-eng acft 12,500 lbs gross and over excp on pilot's req. Inbnd acft with appropriate multiple freq shall make initial ctc with Detroit City Apch Ctl on 120.0 mc regardless of wea; apch ctl will specify reporting pt where flt will chg to twr freq.

**DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old fld clsd to lndgs & tkofs. Bldg constr in front of and along side main trml bldg. Sequence flashers associated with hi-intensity apch lgts comsnd. (2-12)

DETROIT WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15)

EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc, Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.

FLINT RADIO: TACAN operg on test basis; channel 53. (7-10)

**FLINT BISHOP ARPT: All acft operns restricted to hard surface areas. (2-16) Due to deterioration of twr cab windows twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown.

GLADWIN RADIO: BMH facil usable dist limited to 15 mi - 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS-KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy.

**GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. All VFR inbnd acft ctc Grand Rapids apch ctl on 125.2 mc aprx 10 mi out for lndg & tfc info pilots will be advised when to chg to twr freq. (1-2)

GULLIVER ARPT: Closed, constr. (12-6)

HART SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

HOUGHTON COUNTY MEMORIAL ARPT: Disregard 10' bamboo poles with mixed red & black flags which are lctd on various parts of fld. Only rnwy 13-31, ramp and NE txwy maintd winter months. All other rnwys clsd durg winter. (11-20)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON, REYNOLDS ARPT: Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway.

KALAMAZOO ARPT: 50' obstn lgtd ctl twr under const at trml site. (12-30)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)

**LANSING CAPITAL CITY ARPT: Due non-visibility twr unable to ctl tfc on W ramp txwy btn rnwy 6 and 9.

LITCHFIELD RADIO: TACAN operg test basis; channel 55.

LUDINGTON, MASON COUNTY ARPT: Snow removal on N/S rnwy only. (12-23)

MT. CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.

MICHIGAN: MUSKEGON CO. ARPT: TOWER: About Apr 1, ILS will be comsnd. Lclzr freq 109.9 mc with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc. Lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623'MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected centerline and 3314' (0.63 smi) from apch end rnwy 32. Elev: 630'MSL. LOM freq 219 kc, ident: MK. OM/LOM lctd on projected centerline and 22,847' (4.3 smi) from apch end rnwy 32. Elev: 610'MSL.

**MUSKEGON-COUNTY ARPT: Due non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' trees along bndry. 60'wea radar twr aprx 100' from centerline NE/SW rnwy, at NE end, at S end of trml bldg. N/S rnwy clsd. Caution, 40' lgtd ant mast at glide slope bldg 750' NW apch end rnwy 32 and 400' SW of centerline. (10-8)

OWOSSO CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.

PLAINWELL, OTSEGO, PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.

PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3) (Formerly carried under Wayne, Mich.)

PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)

PULLMAN RADIO: TACAN operg test basis; channel 58; not synchronized with VOR ident.

ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.

SAGINAW, TRI CITY ARPT: Caution, men & eqpmt on rnwys dalgt hrs.

SALEM RADIO: TACAN operg test basis; channel 125. Not synchronized with VOR ident.

SAULT STE MARIE-KINCHELOE AFB RADIO: ILS lclzr operg without voice. (11-30)

STURGIS, KIRSCH ARPT: Use NE/SW rnwy only. (6-17)

MINNESOTA: AUSTIN RADIO: Feb 8, State owned VOR voice feature inop.

BEMIDJI ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwy clsd; ski lndgs may be made btn txwy and rnwys. Area being used for testing. (12-3)

BEMIDJI, PORT-O-WILDS ARPT: Caution, hazardous, rough strips and obstns in apch zones.

COOK MUN ARPT: NE/SW rnwy clsd. (7-3)

DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)

DULUTH ARPT TOWER: ILS BC unusable for apchs. (1-7)

**DULUTH ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-31. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.

ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg daylgt hrs. blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)

EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

GRAND RAPIDS RADIO: Feb 20, state owned. VOR operg on test basis. Freq: 111.4 mc. Ident GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13)

HECTOR ARPT: 550'(1649'MSL) lgtd twr being erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)

HIBBING, CHISHOLM-HIBBING ARPT: Caution - constr 1300' exten SE end rnwy 13-31 days. Obstn in apch area to rnwy 13. (7-7)

MARSHALL MUN ARPT: All rnwys clsd excp NW/SE, until further notice. (11-6)

MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.

MINNEAPOLIS-ST. PAUL (WOLD CHAMBERLAIN) ARPT TOWER: ILS (ident MIM) glide slope inop. (3-1) ILS (ident MSP) inop. (3-8)

MINNEAPOLIS, ST. PAUL INTL(WOLD CHAMBERLAIN FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700Z daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)

MINNESOTA: MORA ARPT: NW/SE rnwy clsd, usable with skis exercise caution. N/S rnwy open to wheels or skis, ridges of snow along edge of rnwy. (1-9)
MORRIS ARPT: Clsd wheeled acft. (1-4)
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts, clsd.
ROCHESTER,LOBB FLD SPECIAL NOTICE: Effective 0001 EST 10 March 1960, cancel procedure #1, amdt 4, effective 27 Aug. 55, due to relocation of RST-VOR. (3-7)
ROCHESTER,LOBB FLD: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)
ST PAUL,HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)
STANTON, CARLETON ARPT: Bcn and rnwy lgts inop. (11-18)
WINONA RADIO: VOR unusable beyond 14 mi-course instability. (3-20)
MISSISSIPPI: BILOXI,KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
COLUMBIA ARPT: 400'(605'MSL) lgtd twr being erected 2 nmi SSW(212° T) at lat 31-16-00, long. 89-50-03. (1-21)
GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng conducted 7000' MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522,when not feasible contact Greenville AFB twr on 126.18, or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (10-30)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12)
HATTIESBURG RADIO: VOR operg unmonitored. About Apr 7, VOR will be comsnd. Freq: 110.6 mc. Ident: HBG. Lctd lat 31-25-05, long. 89-20-24. Class: VORW. (2-20)
INDIANOLA SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vcnty of Indianola AF Aux from gnd to 8000'. Civil acft obtain approval for lndg from Greenville AFB. (6-27)
LAUREL ARPT: 130'(365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld.
MERIDIAN RADIO: Voice on VOR portion of VORTAC. (5-22)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men, eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.
NATCHEZ-ADAMS CO ARPT: 355'MSL lgtd twr being erected 12.3 nmi WSW(269°T) at lat 31-36-00, long. 91-32-10. (1-27)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
CAPE GIRARDEAU ARPT: NW/SE sod strip clsd. (9-8)
BUTLER RADIO: About April 15, J fac will be decmsnd. (3-9)
FARMINGTON RADIO: TACAN operg on test basis; channel 104. (1-1) About April 15, J facil will be decmsnd. (3-9)
GRANDVIEW,RICHARDS GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flame-out apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet traffic patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
JOPLIN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident.
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29 hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12 -29)
KIRKSVILLE RADIO: TACAN operg test basis; channel 21. (12-10)
KIRKSVILLE ARPT, SITE 12, MKC-Clil: Closed to all operations, construction. (2-17)
MALDEN RADIO: About April 15, J facil will be decmsnd. (3-9)
MAPLES RADIO: DMET operg on test basis; channel 89.
MARSHALL RADIO: DMET operg on test basis; channel 33. Bearing indicator inop. (6-26)
MARYLAND HEIGHTS RADIO: TACAN operg test basis; channel 45. (9-5)
MOBERLY, BRADLEY FLD: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ST JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc pat and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
**ST LOUIS SPECIAL NOTICE: Flight Test Area described as follows: a line connecting the following points - lat 39-10, long. 90-47; 39-10, 91-53;39-42, 91-22. Hours: Day. Altitude: 500' and 15,000'. User: Testair, Inc., St. Louis, Mo. Expires Feb 18, 1961.
ST LOUIS-LAMBERT FLD TOWER: VHF/DF shut down indef- reletn. (7-28) Caution-lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty.
ST LOUIS, LAMBERT FLD: Due non-visibility twr unable to ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6. Constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area closed; concrete surface on rnwy 6-24 slippery when wet. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)
SPRINGFIELD RADIO: DME restricted 140° clockwise to 330°, 35 nmi at MEA. (4-2)
VERSAILLES ARPT: N/S and NE/SW rnwys clsd. (6-9)
WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102'; Lctd: 2.5 NW, one 2300' sod strip NW SE. Rmks: Land at own risk. Fuel: 80 oct.
MONTANA: BILLINGS, LOGAN FLD: Final apch to rnwy 22 in excess of 2 mi from end of rnwy and last half of a base leg for rnwy 22 obscured from twr vision by const atop new admin bldg. Two ctl twr structures on Logan Field, active twr lctd on S side of fld atop SW hangar. Twr structure on admin bldg not comsnd. First half of right base leg for rnwy 27 not visible. Due non-visibility twr unable to provide visual ctl of tfc in these areas. Pilots will assume responsibility for separation from other acft in this portion of ctl zone. Extreme caution advised. Due non-visibility twr unablr to ctl tfc on ramp N and NE of admin bldg. Approx 700' of second 1000' and that portion from 3500'-4200' of apch end rnwy 27 not visible from twr. Pilots will assume reaponsibility to determine rnwy is clear of obstns when using first 4200' rnwy 27.
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (2-18)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-11)
**BUTTE, SILVER BOW COUNTY ARPT: Formerly carried as Butte Mun Arpt. (2-3)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, cons N/S rnwy. (12-30)
GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intnl Arpt restricted to VFR for test purposes only. (11-1)
MILES CITY RADIO: TACAN has no auto or remotely ctld transfer to standby equip.
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.
WHITEHALL RADIO: All rcvg freqs interrupted during scheduled wea bcsts VOR and LF rng.
NEBRASKA: BROKEN BOW ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open , also lnd on W side of NW/SE rnwy btn lgts & new constr. All rnwy lgts inop. Fone for other info.
BRUNING STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)
CHADRON RADIO: About April 1, state owned HW facil will be chgd to 275 kc. (2-29)
**CHADRON SPECIAL NOTICE: Effect Nov 1, civil jet trng being conducted periodically seven days a week durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS; Casper, Wyo; Chadron, Nebr; Rapid City, S. Dak. During trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)
COLUMBUS ARPT: ENE/WSW sod strip closed. (11-2)

NEBRASKA: FAIRMONT, STATE ARPT: NE/SW rnwy clsd. (6-29)
HAYES CENTER RADIO: TACAN operg on test basis; channel 59. (3-20)
HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.
OMAHA ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. (9-11)
ONEILL RADIO: TACAN operg on test basis; channel 86. (7-29)
SCOTTSBLUFF RADIO: DMET tmpry suspended until aprx June 11-modification.
SCOTTSBLUFF ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev: 1100'; one 4000' x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown, maj & minor rprs, 80 and 100 oct fuel. Rmks: Windcone on req. (10-10)
**WISNER, HELLER AIR RANCH ARPT: Delete from records; personal use fld.
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: COALDALE RADIO: VORTAC usable distance: 300° to 15° and 60° -80° limited 25 nmi at MOCA. (2-19)
ELKO RADIO: TACAN operns suspended indef. (11-3)
FALLON NAAS SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area with in which hi density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
LAS VEGAS SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi density jet tfc is operg. Hours of opern: cont daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR, direct to the NE corner of Caution Area C436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11 W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48N, 114-15 W to 35-58 N, 115-30 W. Suggested arrival & dptr route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1)
LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a point 8.7 nmi N of Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)
LAS VEGAS RADIO: DMET operg on test basis; channel 116.
LAS VEGAS, THUNDERBIRD FLD: E/W rnwy only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only. (1-26)
MORMON MESA RADIO: TACAN operg test basis; channel 23. (4-23)
RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-31-00, long. 119-46-00; 270' off E edge & 850' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (2-26)
RENO MUN ARPT: Clsd to all mil acft, excp by prior approval C.O. ANG. (1-14)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site aprx 67 nmi WNW at lat 38-15-45, long. 118-38-10. Area 1 sq mi. Detonations 0900, Mon thru Thu.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext 211) or FAA Comm Stn, Concord Mun Arpt any time (fone Capital 5-6151 acft in flt call Concord rdo).
LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6)
LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27)
NEW JERSEY: ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd. TACAN operg test basis; channel 39. About Mar 21, VORTAC will be comsnd. TACAN channel 39. Class: L-VORTAC. (2-9)
ATLANTIC CITY-POMONA (NAFEC) ARPT TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. About Apr 21, twr will tsmt LF voice on 278 kc in place of 275 kc. (3-8)
ATLANTIC CITY (POMONA) NAFEC ARPT: GCA practice apchs avbl VFR conditions only, Mon, Tues, Wed. and Thu 1300-2000Z. First 3000' apch end rnwy 31, first 1000' apch end
NEW JERSEY: rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6)
BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flgts.
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. (3-3) Constr NW end rnwy 14-32, 4000' usable from SE end. (2-11)
**CALDWELL, WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17, 340° M to a point at lat 40-58, long. 74-22; thence 315° M to the Delaware River. Time: sunrise-sunset. Alt: sea level to 9,000'. User: Curtiss-Wright Corp., Caldwell, N.J. Expires Aug 15, 1960.
CALDWELL, WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)
COLTS NECK RADIO: VOR unusable beyond 25 nmi from 020° -035° due to interference of undisclosed source. Soon, DME will be recomsnd. (2-23)
COYLE RADIO: DMET operg test basis; channel 81. (11-20)
NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.
NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090°.
NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type, jet type acft regardless of offl orders. Restrictions are not applicable to N.J. National Guard C119J, C-45, & C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Men & eqpmt on fld. 130' cranes operg in seaport area E of apch end rnwy 29. (4-9) Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. (3-10) 12' steel blast fence on E edge of rnwy 29 runup block 455' long, bgng 225' S of rnwy 29 centerline. (10-12) New ctl twr in opern, 150' high, lctd 2000' W of rnwy 4-22 & 1200' S of rnwy 11-29; old ctl twr out of opern. 25' bldgs 500' N rnwy 11-29, 2700' E of apch end rnwy 11 completed. (1-21) 80' boom lctd 2350' N of apch end rnwy 22, 100' E of rnwy 22 cntrline extended. (3-9)
RED BANK ARPT: VOR rcvr gnd check Pt. unusable. (9-3)
ROBBINSVILLE RADIO: VOR unusable beyond 30 nmi from 020° clockwise to 065°, and from 245° clockwise to 260° at MOCA due industrial interference. V123 unusable beyond 30 nmi NE of Robbinsville VOR. Utilize LGA LOM freq 332 kc ident LG to supplement V123 from VOR to Maspeth Int. (5-14) DMET operg test basis; channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOLBERG RADIO: VOR unusable 060° clockwise to 100° beyond 30 nmi-due industrial interference causing excessive course deviation and intermittent flag activity. (1-5)
SPARATA RADIO: DMET operg on test basis; channel 19. (7-17)
STILLWATER RADIO: TACAN operg test basis; channel 101. (4-29)
TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of center txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)
TRENTON, MERCER CO. ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)
WRIGHTSTOWN MCGUIRE AFB SPECIAL NOTICE: Conventional acft right tfc rnwy 18 and 24 to avoid R-25. Caution, extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc req to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft have two-way comm on both 126.2 and 134.1 mcs. Acft not having proper freqs are directed to land elsewhere. (6-22)

NEW MEXICO: **ALAMOGORDO ARPT: Abandoned. 2.4 mi N, lat 32-56, long. 105-57.
ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long 105-59; elev: 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.
ALBUQUERQUE SPECIAL NOTICE: Until May 2, 1961, "cratering-uncased explosive" test will be conducted 0800M Mon, Wed, Fri. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (11-12)
ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque/ Kirtland AFB Hi-density trml area: (1) all E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° and not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time crusing alt is reached. (2) VFR jets with intent for VFR apchs maint level flgt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000'MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68, and V68S. (6-18)
ALBUQUERQUE-KIRTLAND AFB ARPT TOWER: UHF/DF coverage 40 nmi at min en-route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.
ALBUQUERQUE, KIRTLAND AFB/MUN ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for a tmpry period due to wet or icy rnwys and /or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilots discretion. (12-31)
BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)
CLOVIS-CANNON AFB SPECIAL NOTICE: Trml ctl area (25 nmi of airdrome) is saturated with high speed jet tfc. For safety considerations, flgt should be planned to avoid this area during dalgt hrs. For VFR Tfc Advisory Svc, ctc Cannon apch ctl on 363.8, 126.18 or 118.7 mc. (3-27)
COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)
**ENGLE SPECIAL NOTICE: CAUTION-DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi n Engle, N. Mexico. Site is strip 270'x 1600' studded with 6' steel posts. Permanent hazard. (5-6)
FARMINGTON ARPT: Rnwy 11-29 clsd from SE end to int rnwy 7-25.
**HAGERMAN ARPT: Permanently clsd. (2-15)
LAS CRUCES MUN ARPT: Rnwy lgts under constr.
LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.
LAS VEGAS RADIO: TACAN operg on test basis; channel 120. (9-2)
SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)
**ROSWELL, WALKER AFB SPECIAL NOTICE: Jet test durg dalgr hrs conducted in the following described area: bgng at Corona, N. Mex VOR to Socorro VOR; to Albuquerque VOR; Anton Chico VOR; Tucumcari VOR; Texico VOR; Roswell VOR to pt bgng. (11-14)

NEW YORK: BATAVIA ARPT: Use at pilot's own risk during inclement weather. (2-8)
BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1)
BINGHAMTON, BROOME CO. ARPT: Soon, lgt system to be lengthened to 3000'.
BUFFALO ARPK: Snow removal NE/SW rnwy only, snow banks each side of rnwys. Use rnwy only. Ctc UNICOM for lndg info. (12-3)
BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.
BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300, 400, 500 and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (10-24) 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of trmpy twr.
CICERO ARPT: Closed transient acft, constr. (12-9)
COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.
COOPERSTOWN-WESTVILLE ARPT: Snow operns, ctc fld prior to lndg for wheel acft.
DUNKIRK ARPT: Caution, men, eqpmt on all rnwys 0800-1600 Mon -Fri. Rnwy & thres - nold lgts inop. (8-22)
ELMIRA, CHEMUNG CO. ARPT: Due non-visibility twr unable to observe tfc from point

NEW YORK: 1000' N to apch end rnwy 19; trml bldg constr. (2-8)
FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200-2130Z, rgt tfc rnwy 32.
GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315° beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°, beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.
GLENS FALLS, WARREN COUNTY ARPT: Ramp and txwy lgts inop.
GRANVILLE ARPT: Fld plowed and open to wheel eqpd acft winter months. (1-31)
HUGUENOT RADIO: TACAN operg test basis; channel 76. (5-20) About Mar 31, VORTAC will be comsnd. TACAN channel 76. Class: M-BVORTAC. (2-11)
ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)
LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.
LAKEVIEW ARPT: Reported reopened: Lctd 1.5 mi E; elev: 750'; 1 rnwy, 2600'; 80 oct fuel avbl wk-ends and evenings. (8-22)
LIDO RADIO: H facil unusable beyond 12 mi- acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)
MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted during dalgt hrs within 15 mi radius of arpt- all alts from surface to 12,000'.
NEW YORK AREA SPECIAL NOTICE: Extreme Caution-High performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale L.I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30 V -16 and G- 5 control area 1169, continuously during VFR dalgt hrs. (12-8) Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptrg Idlewild or LaGuardia req to remain well clear of Mitchel AFB. (4-3)
NEW YORK HELIPORTS: W 30th S & Hudson Rvr. Two concrete lnd pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.
NEW YORK INTL (IDLEWILD) ARPT TOWER: Nov 16, VHF/DF shut down until aprx March 14-relctn. (2-24)
**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lat 40-38-37, long. 72-46-56 comsnd as an aid to supplement visual observation of surface tfc durg restricted visibility conditions. Rdo equipped sweeper machine operg all active areas. Feb 15, apch lgt system with sequence flashers serving rnwy 4L decmsnd, concurrently apch lgt system with sequence flashers comsnd on new parallel rnwy 4R, semi-flush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions. (2-16) Txwy G clsd btn Inner Perimeter and Intl arrival bldg ramp; txwy X clsd btn E shoulder of txwy U and concrete blast fence. (2-8)
NEW YORK LA GUARDIA FLD TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. About Mar 15, ILS lclzr and glide slope & DME will be inop. About Apr 15, substitute lclzr will be comsnd on pavement of clsd rnwy at lat 40-46-18, long. 73-52-56; 1120' NE of SW end rnwy pavement. course brg 044° to arpt for use in circling apchs to rnwy 13-31 only. Use of lclzr BC uncertain. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & txwy & barricades. (1-28)
NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390' MSL. (12-3)

[illegible] ARPT: Caution, men, eqpmt on all rnwys 0800-1600 Mon - Fri. Rnwy & three - hold lgts inop. (8-22)
[illegible] MUNI: Civil Aviation Co ARPT. Due non visibility twr unable to observe tfc from point

NEW YORK LA GUARDIA [illegible] 40, long. 73-48. Two lgtd twr aprx 390' MSL. (12-3)

[illegible]: *NEW YORK LA GUARDIA FLD: Constr adjt N side of rnwy 13-31, eqpmt, 24' MSL sandpiles parallel to rnwy 210' from cntrline of rnwy 13-31; all eqpmt mrkd day and ngts. (2-17) About Mar 15, rnwy 4-22 will be clsd. (1-28) Also, see LGA twr notam.*

**NIAGARA FALLS MUN ARPT: Soon, 1500' configuration B apch lgtg system will be decmsnd; simultaneously 2600' standard configuration A apch lgtg system including semi flush lgts at green threshold bar btn rnwy lgts at red terminating bar & at last seven white bars thru paved pverrun will be comsnd on rnwy 28R; semi-flush lgts may be obscured during adverse wea conditions. Twr unable to observe NE portion of perimeter txwys, E-W txwy on N side of arpt, NG, AF & AF Reserve ramps. (2-3)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

RIVERHEAD RADIO: TACAN operg test basis; channel 119. (2-27)

ROCHESTER ARPT-TOWER: ILS lclzr and glide slope shut down until aprx Mar 29- rnwy constr. Lclzr will be relctd to point 1350' from W end rnwy 10-28 at lat 43-07-21, long. 77-40-48. Elev: 546'MSL. (3-11)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr. Men, eqpmt off W end rnwy 28 dalgt hrs excp Sat. & Sun.

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPT: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

STORMVILLE ARPT: Caution, spring mud and ruts, red flags point danger spots. (3-3)

SYRACUSE RADIO: TACAN test operns tmpry suspended. (3-6) About Apr 25, VORTAC will be comsnd. TACAN channel 117. Class: H-BVORTAC. (3-10)

SYRACUSE HANCOCK ARPT TOWER: UHF/DF inop. (2-10)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360

WARWICK ARPT: Open to ski operns only durg snow conditions. (12-4)

WATERTOWN MUN ARPT: All txwys mrkd with 4' flags aprx 10' off edge of txwys for snow removal purposes. (10-27)

WHITE PLAINS-WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis; channel 71. (4-6)

ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd to all operns.

**ASHEVILLE OWEN FLD SPECIAL NOTICE: Flgt test area described as follows: beginning at lat 35-34, long. 82-34; W to 35-30, 83-00; S to 35-15, 83-00; E to 35-15, 82-34; N to 35-34, 82-34. Time: dalgt hrs. Alt: 10,000'. User: M. D. Robinson, Box 1064, High Point, N. C. Expires: June 6, 1960. (2-9)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS ARPT: 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)

COFIELD RADIO: DMET operg test basis; channel 109. (5-18)

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (1-21)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

HICKORY ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)

KINSTON RADIO: About May 5, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Class: L-VORW. (2-24)

LUMBERTON ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

**MONROE ARPT SPECIAL NOTICE: Flight Test Area described as follows: Beginning at

[illegible]: lat 34-58-00, long. 80-34-00; to 34-55-30, 80-45-00; 34-44-00, 80-45-00; 34-47-00, 80-24-00; 34-58-00, 80-34-00. Time: Dalgt hrs. Altitude: to 10,000'. User: Eli B. Springs, Jr., Rt. 1, Matthews, N. C. Expires April 30, 1960.

MONROE, SHUTE ARPT: Clsd Suns. 1300-dark, parachute jumps, lndg permitted btn jumps.

RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)

**RALEIGH-DURHAM ARPT: 2-way rdo rqrd.

WILMINGTON, NEW HANOVER CO ARPT: 133' MSL (102'AGL) lgtd radar twr being erected 400' NW of trml bdlg.

WINSTON-SALEM-SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable.

NORTH DAKOTA: BISMARCK MUN ARPT: N/S & E/W rnwys clsd winter months, no snow removal.

FARGO, HECTOR ARPT: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flgts call Fargo twr when within 25 mi for jet tfc info. (1-25)

GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)

GRAFTON ARPT: N/S & E/W taxiway under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.

MAYVILLE ARPT: 303'(1179'MSL) lgtd twr erected 22.5 nmi E(112 T) at lat 47-20-51, long. 96-50-46. (2-12)

WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: AKRON RADIO: About May 2, LFF will be decmsnd; concurrently HW facil will be comsnd. Freq: 362kc. Ident: AKR. Lctd 41-04-10, 81-23-15. DMET operg test basis; channel 21.

AKRON-CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. (8-19) ILS BC unusable. (1-14)

**AKRON, CANTON ARPT: Due non-visibility twr unable to ctl tfc on Air Guard ramp on W side and txwy from T hangars to hangar line txwy NE side of fld. Down drafts or turbulence frequently encountered apch end rnwy 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. 1500' left hand neon apch lgt system decmsnd and standard configuration A apch lgtg system comsnd rnwy 1. (1-25)

APPLETON RADIO: TACAN operg test basis; channel 114. (2-19) About Mar 31, VORTAC will be comsnd. TACAN channel 114. Class: H-BVORTAC. (2-11)

ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163 T) at lat 38-58-09, long. 81-55-29. (6-29)

ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)

BELLAIRE RADIO: About Apr 15, VOR will be comsnd. Freq: 115.6 mc. Ident: AIR. Lctd lat 40-01-04, long. 80-49-03. Elec: 1288'MSL. Mag var: 3 40'W. Montrg category (1), voice, ctl & montrg Wheeling, W. Va. Class: M-BVOR. (3-10)

CHAGRIN FALLS ARPT: Caution durg winter months, fld occasionally unusable due to soft fld or deep snow. (12-2)

CHARDON RADIO: TACAN test operns tmpry suspended. (9-10) About Apr 30, VORTAC will be comsnd. TACAN channel 35. Class: L-BVORTAC. (2-2)

CINCINNATI RADIO: TACAN test operns tmpry suspended. (2-2) About Mar 31, VORTAC will be comsnd. TACAN channel 76. Class: M-BVORTAC. (2-11)

CLEVELAND RADIO: TACAN operg test basis; channel 83, not synchronized with VOR ident.

CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W - 120.8 mc primary; 125.8 mc secondary. Acft arriving from E - 124.6 mc primary; 125.7 mc secondary. (3-5)

CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)

CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)

CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19.

OHIO: CLEVELAND, HOPKINS ARPT: Rnwy 14-32 clsd. Taxiing permitted btn rnwy 36R & 9L. S txwy clsd. (2-1) 4' snow fence erected 100' W of txwys T, U, W and S hangar line & in W executive parking mat btn txwys R & S lgtd ngts, flagged days. All acft equipped with proper freq may expedite their handling by ctc apch ctl on apch ctl freq regardless of wea. (10-30) 4' unmrkd snow fence erected aprx 200' from apch end of rnwy 5L & 20' NW side of rnwy, extends to and ends at rnwy 14-32. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangers NE of twr; caution, acft parked close proximity txwy W.
COLUMBUS-SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hillard LM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000 ft. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)
★COLUMBUS-PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24) Mar 1, ATC twr no longer tsmts on freq 116.7 mc. (3-3)
COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.
**DAYTON ARPT: Rnwy 12/30 open full length; hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)
DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)
DAYTON WRIGHT PATTERSON AFB SPECIAL NOTICE: Extreme caution - extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. (8-1) USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dylgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flgt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 38-57, 81-06; to 38-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target- Columbus RBS. (2-18)
FINDLAY RADIO: About Apr 12, DME will be shut down - relctn. (3-10)
HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped, when using ctc arpt on UNICOM 122.8 mc. (12-27)
JEFFERSON RADIO: TACAN operg test basis; channel 99. (6-12) About Apr 25, VORTAC will be cmsnd. TACAN channel 99. Class: L-BVORTAC. (3-10)
★MANSFIELD RADIO: TACAN not paired with VOR ident. Mar 14, VOR shut down until aprx Mar 18 - freq chg to 108.8 mc. See page 70 for substitute route structure & MEAs. H facil freq. (Radio Listing) should read: 374 kc.
MARION ARPT: Gliders operg, Sats & Suns 0800 to 1900. (8-28)
MARION, COUNTY ARPT: Durg winter mos and especially durg wet wea fld soft or covered with snow; pilots ascertain fld conditions by use of UNICOM, or ctc fld by fone prior to tkof.
**MONTPELIER ARPT: Reinstated. Lat 41-34, long. 84-34, Lctd 1.9 ESE, elev: 890, Three rnwys, longest rnwy 2700'; Remarks : Soft-wet. (1-27)
NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Utilize published Wheeling radial from Navarre to Wheeling. (12-16) VOR unusable 15,000' on V276 btn Navarre and Power Point Int. (1-10)
PORT CLINTON ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.
RAVENNA ARSENAL(APCO) SPECIAL NOTICE: Ctld Firing for demolition purposes, when permits, during regular working hrs, Mon thru Fri. within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with CS/T Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)
**SPRINGFIELD ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.
WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)
XENIA, PORT XENIA ARPT: Reported reinstated. Lctn: 3.0 mi E. Elev: 1050, one strip 2000' long, maj repairs and 80/87 oct fuel avbl. (11-24)
ZANESVILLE RADIO: VOR standby power unavbl. (3-2)
ZANESVILLE ARPT: E/W strip clsd. (12-4)

OKLAHOMA: **ARDMORE MUN ARPT: Formerly Ardmore AFB, Lctd 10.8 mi NNE; elev: 762'; (old Mun Arpt abandoned). Longest rnwy 7275', bcn operg SS-SR, rnwy & txwy lgts avbl Ardmore rdo. UNICOM 122.8 mc dalgt hrs, maj repairs, atnd 24 hrs; fuel: 115/145 oct & JP-4.
BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)
BUFFALO ARPT: 255'(2912'MSL) lgtd twr being erected 36.3 nmi W(276°T) at lat 36-53-47, long. 100-23-54. (12-9)
ENID, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (1-14)
GAGE RADIO: DMET operg on test basis; unmonitored; channel 103.
**GAGE ARPT, SITE 13, AMA-MKC: Open to lgt acft or less than 5000 lbs wheel load. (8-6)
**GRANDFIELD ARPT: 1059'(2199'MSL) lgtd twr erected 2.5 nmi SSE(161°T) at lat 34-12-55 long 98-43-13. (2-10)
KINGFISHER RADIO: TACAN operg test basis; channel 89. (7-22)
KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr being erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (9-24)
NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)
OKLAHOMA CITY RADIO: DMET operg on test basis; channel 97. (5-26)
OKLAHOMA CITY, TULAKES ARPT: Constr in progress on both rnwys, days; rnwys opened and clsd by supplementary notams on short notice. Closures indicated by standard white crosses at end of clsd rnwy. Ctc UNICOM. Pilots use extreme caution taxiing. (7-10)
**OKLAHOMA CITY, WILL ROGERS FLD: First 1000' rnwy 35 clsd for lndgs and tkofs. Rnwy 17-35 useable length 6400'; no tkofs to N permitted on clsd portion rnwy 35; full length rnwy 17 avbl for lndg roll to S. Only 1000' of yellow caution lgts avbl on rnwy 17. 18 inch drop at apch end rnwy 35 lgtd; same drop at E attendant txwy extsn lgtd and barricaded. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 clsd all operns. (2-17) High intensity apch lgts decmsnd Mar 8. (3-9) Configuration A apch lgt system with sequence flashers to be installed about Sept 1.
PONCA CITY ARPT: Constr on new taxiway extension paralleling W side of N/S rnwy on S half of fld, mrkd and lgtd. (2-15)
SHAWNEE ARPT: 120.5' AGL(1211.5'AMSL) lgtd elevated water storage tank under constr E side of fld. (7-10)
STROUD ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open daylgt hrs only.
TULSA MUN ARPT: 128' unlgtd tank approx 2 nmi E being erected. (1-21) Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2)

OREGON: BAKER Arpt: Hazardous conditions exist when rnwy lgts are on due to high voltage lines several inches above ground parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)
BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
EUGENE, MAHLON-SWEET ARPT: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
KLAMATH FALLS-KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)
LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)
MEDFORD RADIO: TACAN operg on test basis; channel 83. (8-5) About Mar 18, VORTAC will be comsnd. TACAN channel 83. Class: H-BVORTAC. (3-1)
MEDFORD ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500. (3-11)
NEWBERG RADIO: VOR flt-checked for enroute Victor Arwys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil 360° radial pm Sauvies Island, usable dist 26 nmi at 3000'.
NEWPORT RADIO: VOR shut down - reconstr. During this period, following route structure & MEAs in efct: Unusable Awys: V27 OTH-HQM; V99 ONP-UBG. Unusable Reporting Points: Astoria and Heceta Head Ints. (1-29)
NEWPORT ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.

ZANESVILLE RADIO: VOR standby power unavbl. (3-2)
ZANESVILLE ARPT: E/W [illegible] clsd. (12-4)

[redacted]: PENDLETON RADIO: TACAN operg test basis; channel 94. (7-31)
PENDLETON, WOODPECKER FLD: New arpt reported; lctd 2.5 mi NE; hwy W. Elev: 1410'. One 2500' rnwy, minor svc, 100/130 oct fuel avbl. Closed all operns. (2-10)
PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)
PORTLAND INTL ARPT TOWER: VHF/DF inop.
UMPQUA RIVER-SCOTTSBURG TO REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Eastern most crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the river. (1-4)
[redacted]: ALLENTOWN RADIO: TACAN test operns tmpry suspended. (3-10) About April 25, VORTAC will be comsnd. TACAN channel 122. Class: M-BVORTAC. (3-10)
ALLENTOWN-BETHLEHEM EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA. (10-7)
ALTOONA BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
BEAVER MEADOWS, GREEN ACRES ARPT: Clsd to all tfc. (3-8)
BEDFORD, WEIDMAN ARPT: New arpt reported. Lctn 2.0 N; lat 40-04, long. 78-30; elev: 1200', mono-strip NE/SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel & minor repairs avbl. (1-13)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
BRADFORD, HARRI-EMERY ARPT: Clsd to all tfc. (12-2)
**BRIDGEVILLE, CAMPBELL ARPT: New arpt. lat 40-21-30, long. 80-10-30; lctn: 3.0 mi W; elev: 1000'; one NW/SE shale strip, 2500' x 300'; 80/91 oct fuel, minor rprs.
CRESSON ARPT: E/W rnwy clsd. (9-2)
COUDERSPORT, POTATO CITY ARPT: Closed, snow and soft rnwys. (12-10)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice, ctl & montrg from Brookville FSS. (3-10)
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
EBENSBURG ARPT: Caution, no snow removal. (12-14)
ELLWOOD CITY RADIO: DMET test operns tmpry suspended. About April 30 VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (2-29)
ERIE RADIO: TACAN test operns tmpry suspended. (2-10) About March 31, VORTAC will be comsnd. TACAN channel 104. Class: H-BVORTAC.
GALETON, CHERRY SPRINGS ARPT: Clsd until further notice to all transient tfc. (2-24)
GETTYSBURG SPECIAL NOTICE: Acft are requested to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
GETTYSBURG ARPT: Clsd to all tfc Feb 15-April 1, 1960- due to soft fld conditions.
GETTYSBURG, DOERSOM ARPT: Clsd to all tfc Feb 1-April 1 due to fld conditions, ctc UNICOM durg aforementioned months. (1-21)
**GILBERTSVILLE, NEW HANOVER ARPT: New arpt. Lat 40-18, long. 75-36. Lctn: 1 mi SW; elev: 300'; 2 sod strips, NW/SE 1965 x 300', E/W 2000 x 300'. Storage avbl; p-line E. Trees SE.
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HANOVER, DEVENER ARPT: Clsd to all tfc Feb 1 to aprx Mar 5 - soft fld conditions.
HARRISBUEG RADIO: VOR unusable beyond 26 n mi between 105° clockwise to 140°, beyond 30 nmi, 140° to 165°;beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000';280°-310°,26 nmi at 5500';310°-330°,26 nmi at 4000'; 330°-350°,17 nmi at 4000';350°-045°,17 nmi at 3500'. TACAN azimuth unusable beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN distance unusable beyond 30 nmi between 325° clockwise to 360° beyond 35 nmi; 360°-025° at MOCA. (3-10) VOR unusable above 22,000' MSL on V1514 btn HAR and Mt. Union Int-acct interference. (3-10)
HARRISBURG YORK STATE ARPT: Twr unable to observe 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4, 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to army hangar. (2-5)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: About Mar 15, VOR will comsnd. Freq: 108.6 mc. Ident: IHD. Lctd at lat 39-58-30. long. 79-21-21. Elev: 2820' MSL; Mag var: 5° 20'W. Montrg category (. Class: L-VORW. VOR avbl V106 Indianhead - Johnstown and Indianhead - Morgantown, W.Va.

[redacted]: JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
LANCASTER MUN ARPT: Caution, constr. (11-10)
LINESVILLE, MERRY'S PYMATUNING ARPT: Reported reactivated. Lat 41-40, long. 80-26; elev: 1200'; No of rnwys: 2 sod, NNE/SSW-2250'; WNW/ESE-1675'; 80 octane. Limited service. (9-17)
MATAMORAS ARPT: Caution, constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable, men, eqpmt on fld. (7-31)
MIDDLETOWN OLMSTEAD AFB: GCA apchs for civil operators authorized with minima of 500-1 day and night. This supersedes notam in AIRGI Vol. 14, No. 24, dated 2 Feb. 1960.
MILTON RADIO: TACAN operg test basis; channel 29. About Mar 18, VORTAC will be comsnd. TACAN channel 29. Class: L-BVORTAC. (3-4)
MT POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd most activity will occur wk-ends from gnd to 12,500' observe white cross closing fld durg course of jumping activities.
NORTH PHILADELPHIA RADIO: VOR unusable beyond 35 nmi [illegible]°-065° due interference from unknown source. (10-24)
PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) About April 21, twr will tsmt LF voice on 371 kc in place of 278 kc. (3-8)
PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17; and 250' of apch end rnwy 17. All transient acft park at executive trml transportation and services avbl. Load and unload stops at Pier C only avbl for 3 min Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W TWA hangar flagged days, lowered ngts. Steam pile driver operg in vcnty of Scott Paper Bldg 3900' Wof of TWA hangar, aprx 88' hi, flagged days, lgtd ngts. Hvy constr eqpmt operg grass area bounded by txwys 12-30 and rnwys 4-22, 9-27. (11-20) Mil jet acft arriving & dptrg fld, initial apchs to rnwys 9 and 27 conducted at 2000' MSL. Tfc patn at 1500' MSL. All turns left. (2-29)
** PHILADELPHIA, NORTH PHILADELPHIA ARPT: 864' unlgtd pole line extending SW from Red Lion Road to fld lgtg vault #1 adjt txwy aprx 1250' N rnwy 28 centerline. 40' unlgtd pole-line 950' W of apch end rnwy 10. Efctv. Mar 16, rnwy 10-28 per ad decmsnd.
PHILADELPHIA, WINGS ARPT: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PITTSBURGH RADIO: DMET operg on test basis; channel 121. (7-27)
PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: About April 1, low alt freq 120.0 mc will be decmsnd at Moontownship peripheral site. (3-7)
PITTSBURGH GREATER PITTSBURGH(RIVER) RADIO: Usable distance H facil 26 nmi.
PROSPECT, CARNAHAN ARPT: Closed to all traffic.
PUNXSUTAWNEY ARPT: Caution, use N-S rnwy only. (1-25)
READING-GENERAL SPAATZ ARPT TOWER: About April 19, ILS lclzr & glide slope will be shut down until aprx April 28-modernization. (3-10)
ST THOMAS RADIO: About April 13, VOR will be comsnd. Freq: 115.0. Ident: THS; Lctd: lat 39-56-00, long. 77-57-06. Montrg category (1). Mag var: 6°35" W. Elev: 2338' MSL. Voice ctl & montrg from Harrisburg-FSS. Class: M-BVOR. (3-10)
SELINSGROVE RADIO: TACAN operg on test basis; channel 80. (9-9) VOR unusable beyond 26 nmi 105° clockwise to 115°; beyond 35 nmi between 210°-230°; 26 nmi from 250°-265°; 35 nmi 265°-285° at MOCA. (10-29) About Mar 31, VORTAC will be comsnd. TACAN channel 80. Class: M-VORTAC. (2-25)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
STROUDSBURG RADIO: TACAN operg test basis; channel 89. (3-9) About Mar 31, VORTAC will be comsnd. TACAN channel 89. Class: M-BVORTAC. (2-11)
STROUDSBURG-HAMLEN ARPT: Clsd to all transient acft until aprx April 5. (2-24)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
TYRONE RADIO: TACAN operg on test basis; channel 86. (2-19) About April 26, VORTAC will be comsnd. TACAN channel 86. Class: M-BVORTAC. (3-10)
WAYNESBURG, GREENE COUNTY ARPT: Clsd transient acft. (1-7)
WELLSBORO, GRAND CANYON STATE ARPT: Caution, snow & drifts; contact by phone or Unicom during winter mos for fld conditions. (2-24)
WEST CHESTER RADIO: TACAN test operns tmpry suspended. (2-5) About April 26, VORTAC will be comsnd. TACAN channel 111. Class: M-BVORTAC. (3-10)
WILKES BARRE SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)

[redacted]: WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable btn MM and touchdown - acct roughness.
WILKINSBURG-PITTSBURGH ARPT: Open Sats & Suns only, Feb 15 to Mar 15. (2-24)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the terml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
**MIDDLETOWN NEWPORT AIRPARK SPECIAL NOTICE: Flight Test Area described as follows: SW corner lat 41-31-48, long. 71-18-30; 41-35-00, 71-16-30; 41-35-00, 71-13-48; 41-31-30, 71-13-48; Time: dalgt hrs. Altitudes: 3000'. User: John C. Powell, Middletown, R. I., Expires May 15, 1960.
PROVIDENCE-GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.
PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no take-offs rnwy 23R. (8-15)
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmrkd.
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)
[redacted]: BARNWELL, COUNTY ARPT: Fld clsd May 14 & 15 for state-wide Jaycee teen-age Road-eo; NE/SW rnwy will be opern for use. (2-4)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb/penetration maneuvers.
**BENNETTS POINT BCN SITE 16, JAX-RIC: Feb 29, awy bcn site discontd.
CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme trubulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'. (7-25) Mar 4, ILS lclzr and glide slope shut down until aprx Mar 25- modernization. (3-14)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
DILLON COUNTY ARPT: New arpt reported, lctd 1.7 nmi N; elev: 120'; one rnwy-3000' paved, rotg bcn and rnwy lgts; opers dusk-dawn. (1-15)
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE ARPT: Taxi strip between rnwys 29 and 36 clsd.
GREENVILLE ARPT TOWER: ILS glide slope usable to MM only. (2-3)
**GREENVILLE ARPT: Transmissometer comsnd. (4-15) Jet fuel avbl. (2-23)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd). Elev: 15'; one 3000' x 200' NE/SW turf strip; no services or lgts avbl. (2-4)
ROCK HILL ARPT: New arpt reported. Lat 34-59, long. 81-03; aprx 5 mi N; elev: 666'; one paved rnwy, NE/SW- 3500 x 100'. Rnwy lgts oper dusk-dawn, no servicing. (11-17)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
★SPARTANBURG ARPT TOWER: ILS LOM commissioned, Freq: 287 kc. Ident: SP. Lctd [redacted]: lat 34-51-22, long. 82-51-12; 5.08 mi SW of Arpt. LMM comsnd. Freq: 209kc. Ident: PA. Lctd 34-54-10, long. 81-58-12; 0.7 mi SW of arpt. Too late for ILS page.
[redacted]: ABERDEEN RADIO: March 14, VOR shut down until approximately April 4 - modernization. (3-14) Durg this period, following route structure & MEA in efct: V4 ATY VOR via ATY R286° and 285/105° brg ABR LFR - ABR LFR, 3000'. V15- Utilize Amber Fed Awy 4 Bismarck, N. Dak to Huron, S. Dak. (2-24)
ABERDEEN MUN ARPT: N/S rnwy restricted to 4 tons or less; 200' N end clsd to all acft.
DUPREE RADIO: DMET operg on test basis, channel 115.
HOT SPRINGS MUN ARPT: Rnwy 8-21 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET operg on test basis, channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE (163°T) at lat 43-41-25, long. 98-00-27. (12-29)
PIERRE MUN ARPT: N/S rnwy clsd winter months, no snow removal. (1-27)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo., Chadron, Nebr; Rapid City, S. D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
RAPID CITY RADIO: Feb 29, TACAN shut down until aprx Apr 29 - installation montr eqpmt.
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme cautinn - extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for approx 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis, channel 118.
VERMILLION ARPT: N/S rnwy closed due to softness. (9-3)
WINNER RADIO: DMET operg on test basis, channel 114.
TENNESSEE: **BRISTOL, TRI-CITY ARPT: Caution, constr in progress. Transmissometer cmisnd. 180° turns on runway prohibited. New 6600' runway not open for service, marked at approach ends. (1-4)
CHATTANOOGA RADIO: TACAN operg test basis, channel 75. (12-31)
**CLIFTON ARPT: Reactivated; lat 35-23, long. 87-58. Lctn: 1.0 mi E; elev: 402'; 2 turf strips- N/S 2700 x 100'; E/W 1500 x 100'; storage and 91/96 octane fuel avbl.
CROSSVILLE RADIO: TACAN operg on test basis, channel 81. (12-15)
DYERSBURG RADIO: DMET operg on test basis, channel 115. (6-27)
JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on the sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp durg dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.
KNOXVILLE RADIO: TACAN operg on test basis; channel 111, without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; lat 35-54-17, long. 83-55-41. LF rng has moderate to severe multiples on N and NE courses.
**LIVINGSTON MUN ARPT: New arpt, lat 36-24, long. 85-20; lctn 1.0 mi N; elev: 1330'; 1 paved rnwy, 3225 x 75', rnwy lgts, hangars and 80/87 octane fuel avb. Mountain west 200' higher than arpt.
MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extensive instr apch and jet penetration practice under VFR and IFR conditions on the Gainsville rdo bcn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. Navy VFR student activity jet and conventional acft crossing arwys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180° - 360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operations cross these corridors below 2000' MSL or above 3000' MSL. (2-9)
MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following arwys: V9E and V11 MAW - Ramsey Int. 15,000'; V9 MAW - Gilmore Int. 11,000'; Gilmore Int. - Dell Int. V9 11,000'; V9E Ramsey Int. - Driver Int. 15,000'; Driver Int. - Burdette Int. 18,000' Restrictions due to interference on 111.2 mc. (9-18)

[redacted]: *MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)*
MEMPHIS MUN ARPT: Caution, constr.
NASHVILLE-BERRY FLD: Use rnwys. 2-way rdo rqrd. Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working along both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Earth embankment S end rnwy 2R. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

[redacted]: **ABILENE MUN ARPT: Configuration A apch lgt system comsnd Feb 19. (2-24) 308'(2003'MSL) lgtd twr being erected 7.2 nmi NW(330°T) at lat 32-31-11, long. 99-45-26.
ABILENE DYESS AFB SPECIAL NOTICE: For VFR advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil & mil) are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)
AMARILLO RADIO: DMET operg on test basis; channel 78. (5-5)
★AMARILLO AFB/MUN ARPT TOWER: Feb 19, ILS lclzr relctd to 2000' from NE end rnwy 3-21 at lat 35-14-05, long. 101-41-41. Glide slope relctd 1250' from SW end & 500' from right side rnwy 3-21, at lat 35-12-23, long. 101-43-40. MM relctd 0.67 smi from end rnwy at lat 35-11-55, long. 101-44-26. (3-10)
AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75' AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)
ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.
ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.
AUSTIN RADIO: TACAN operg on test basis; channel 72. VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)
AUSTIN BERGSTROM AFB SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and military) conduct all flts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc patn. (4-15)
**AUSTIN, MUELLER ARPT: Transmissometer comsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extensive operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)
BEAUMONT JEFFERSON CO ARPT: Due to erection of 165' MSL drilling derrick 1.1 smi SE rnwy 34-16 circling mins all inst apchs all acft no lower than 500'. (2-20)
**BELLVILLE, GRAWUNDER FLD: New arpt. Lat 29-57, long. 90-75; lctn: 0.3 mi E; elev: 265'. 3 sod strips, NW/SE 2000 x 75', N/S 1900 x 75', E/W 1200 x 50'; rolling, TV twrs N, NW; p-line W. Caution, use strips only.
BIG SPRING SPECIAL NOTICE: Intensive jet trng in immediate vcnty of Webb AFB and 100 nmi thereof. Recommend all VFR operns within a 15 nmi radius of the Big Spring VOR including Green Arwy 5 and V-16 from Loraine, Tex, to 5 nmi W of Stanton, Tex, remain below 3500' MSL or 9000' MSL and above. Jet tfc info for acft which cannot comply with the above is avbl by contacting Webb AFB twr on 126.7, 126.18, 122.1 mc rcv on 126.18 126.7 or 122.2 mc. Acft operg below 3500' MSL, detour Webb AFB at least 3 nmi to the N or S. Concentrated jet trng within 10 nmi radius bcst stn KRWS at Post, Tex located aprx 60 nmi N and 10 nmi radius of Colorado City Aux Arpt lctd aprx 38 nmi E of Big Spring Mon-Fri 0600-1800C during VFR conditions. (10-29)
BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution-all alts above 4100' MSL-intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)
BRIDGEPORT RADIO: DMET operg on test basis; channel 112. (6-18)
BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)

[redacted]: CARRIZO SPRINGS-DIMMITT CO ARPT: 441'(1098'MSL) lgtd twr being erected 4.3 nmi W(276°T) at lat 28-32-05, long. 99-53-30. (2-15)
CHILDRESS ARPT: Rnwy lgts inop. (10-22)
**COLLEGE STATION, EASTERWOOD FLD: Rnwy 4-22 unlgtd. (1-25)
CORPUS CHRISTI RADIO: TACAN operg test basis; channel 102. (5-7)
COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325° M. Penetrations and climb-outs executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed between 4,000' and 3,000' on bear. 120° M from bcn within 10 nmi. VFR acft on V-17 and LF direct flgts over Cotulla may avoid this activity by operg between 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)
COTULLA ARPT, SITE 6, LRD-SAT; 120' AGL (547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)
DALHART RADIO: DMET operg test basis; channel 96. (2-18) About May 16, VOR class will be chgd to M-BVOR, Ident to 112.0 mc; TACAN channel to 57. (3-1)
DALLAS LOVE FLD TOWER: ILS LMM unusable due interference . (2-23)
DENVER CITY-HUMBLE ARPT: 485'(3773'MSL) lgtd twr being erected 18.2 nmi SE(142°T) at lat 32-43-50, long. 102-37-45. (2-4)
EAGLE PASS ARPT: Caution, constr in progress.
ELDORADO ARPT: 165'(2604'MSL)lgtd twr being erected 1.5 nmi ESE(124°T) at lat 30-50-53, long. 100-35-36. (2-10)
EL PASO RADIO: DMET operg on test basis; channel 92.
**EL PASO, WESTSIDE ARPT: Formerly Cristo Rey arpt. Minor acft, maj eng rprs avbl.
**FABENS ARPT: Reactivated. Lctn: 2 mi NNE; elev: 3621'; 3 paved rnwys, NE/SW 4000'; N/S 3000'; SE/NW 2000'; no lgts, 80-100 oct fuel, major rprs & storage avbl. P-line SE.
FT McKAVETT-CAB RANCH ARPT: 328'(2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) at lat 30-39-24, long. 100-07-12. (2-4)
FORT STOCKTON RADIO: TACAN inop. (2-5)
★FT WORTH AIR ROUTE TRAFFIC CONTROL CENTER: Mar 15, VHF/DF svc perm discontd. (3-14) Received too late for ANRA.
FT WORTH CARSWELL AFB SPECIAL NOTICE: Caution-extensive jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operng which will enter the area extending from 5 to 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs available RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)
FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)
GONZALES ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)
GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec. 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)
GREENVILLE-MAJORS ARPT: 440'(713'MSL) lgtd twr being erected 15.6 nmi SE(153°T) at lat 32-49-05, long. 95-55-05. (12-16) Rnwy 17R-35L clsd, parked acft for storage.
GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)
HARLINGEN RADIO: VOR operg test basis. Soon VOR will be comsnd. Freq 108.8 mc. Ident: HRL. Lctd lat 26-17-26, long. 97-47-42. Class: L-VORW. (2-29)
HARLINGEN MUN ARPT: Closed except 2500' SE end SE/NW runway and S taxi strip to SE/NW runway. Closed nights, beacon and runway lights inop. Extreme caution, men, equipment on field. (1-4)
HOUSTON, BEELINE ARPT: New E/W strip under constr.
HOUSTON, CLOVER ARPT: Caution on landings and take-offs. 80'(AGL) oil derrick erected on airport and adjacent to boundaries. New N/S 6400' runway and paralleling taxi strips under construction. Use only existing runways.
HOUSTON, ELLINGTON AFB SPECIAL NOTICE: Caution-intensive jet and conventional transition and instrument training vicinity of Ellington AFB between Beaumont and Palacios Texas, south of 067° and 282° Houston VOR radials extending from 20,000' to surface during IFR and VFR conditions.
HOUSTON INT'L ARPT: 100'(145'MSL) lgtd twr being erected 1.8 nmi W(270°T) at lat 29-38-30, long. 95-18-30. (2-3)

TEXAS: HOUSTON INTERNATIONAL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 248.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will change to HOU twr freq. (6-8) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925' (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intn'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc pat. (11-5)

HUMBLE ARPT: 260'(330'MSL) lgtd twr being erected 2.1 nmi ESE(131°T) at lat 29-57-53, long. 95-15-25. (12-21)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long 97-09-45.

IRAAN ARPT: 300'(2995'MSL) lgtd twr being erected 20.6 nmi NNW(351°T) at lat 31-14-20, long 101-57-10. (2-4)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

KELLY RADIO: About Apr 7, LF rng will be decmsnd. (2-6)

LAMESA MUN ARPT: New arpt reported. Lctd 1-3/4 miles E; 1 hard surfaced NNW/SSE rnwy 4000 x 75'. P-lines 700' off each end of rnwy. Major and minor repairs, hangars; Fuel: F3. (11-21)

LAREDO SPECIAL NOTICE: Efctv Feb 1, intsv VFR jet trng will be conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution - due extsv jet trng. (1-22)

LAREDO RADIO: TACAN operg test basis; channel 86. (8-5)

**LONGVIEW, GREGG CO ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13-commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft oper VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extnding clockwise to southern bndry of V60 South and V62 South, NW of Lubbock remain at or above 10,000' MSL. All acft departing and arriving Lubbock VFR which cannot comply with the above, ctc Lubbock Rdo prior to entering above described area for tfc advisory info. (11-19)

LUBBOCK RADIO: TACAN operg on test basis;channel 111. (9-7)

**LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr errcted 7.5 nmi SSW(198°T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31) Rnwys 3-21 and 12-30 clsd to acft with rated gross tk-off wt over 60,000 lbs xcpt durg emgcy conditions or cross winds exceeding operators specifications.

MIDLAND AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

**OLNEY ARPT SPECIAL NOTICE: Flight Test Area described as follows: 10 mi radius of arpt centered at lat 33-21, long. 98-49. Time: Sunrise to sunset. Altitude: 5,000'. User Snow Aeronautical Co., Olney, Tex. Expires: Feb 11, 1962. (2-11)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

**PALACIOS MUN ARPT: Tetrahedron dismantled, perm decmsnd; lgtd wind sock in opern.

PORT ISABEL ARPT: New arpt reported. Lctd lat 26-04-11, long 97-14-06; 2 turf strips, NW/SE 3200' & N/S 1800'.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

ROARING SPRINGS, BUZZ ARPT: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8 23)

**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51 -38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

SAN ANTONIO RADIO: About Apr 7, LF rng will be converted to BH facil, on freq 254 kc.

SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO-RANDOLPH AFB SPECIAL NOTICE: Lcl VFR tfc will not oper above 2,300' in the Randolph AFB ctl zone, excp that jet trng within the Randolph ctl zone will be permitted unrestricted S of the Austin highway. All climbs & descents will be made off awys when VFR below 20,000'. Intsv VFR jet trng being conducted in the Randolph AFB Control Zone and in vcnty of Seguin AF Aux. It is urged that all VFR operns civil & military be conducted at or above 3,000' MSL when operg on awy V-198 btn Bracken Int, 6 nmi E of San Antonio VOR & the Seguin Int 34 nmi E of the San Antonio VOR. If this is not feasible, flgt should be conducted N of center line of awy V-198. Acft not arriving or dptg Randolph AFB should avoid the Randolph ctl zone at all alts. Extsv VFR jet trng all alt E & SE quad, extending 75 mi including caution area C-221. (11-14)

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

SHERMAN PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' between hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. (2-20) If flgt thru congested area is necessary, it is recommended that flgt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, & N of V-278 & V-66, 5,000' & above; 20,000' & above in all quads. For flgt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2, or 255.4 mcs or Perrin Twr 236.6 or 126.18. (7-29)

STEPHENVILLE ARPT: New NW/SE rnwy under constr. N/S and E/W rnwys usable with caution. (8-14)

WACO RADIO: TACAN operg on test basis; channel 100. (7-22)

WICHITA FALLS RADIO: TACAN operg test basis; channel 74. (6-19)

WICHITA FALLS-SHEPPARD MUN/AFB ARPT-TOWER: About Apr 7, ILS will be comsnd. Lclzr freq: 109.7 mc. Ident: SPS. Lctd 2000' from N end rnwy 33-15. Lat 34-00-29, long 98-30-04. Glide slope freq: 333.2 mc. Lctd 1100' from S end & 500' from rgt side of rnwy 13-55, at lat 33-58-22, long 98-28-57. LMM freq 254 kc. Ident: PS. MM lctd 3400' (0.64 smi) from end of rnwy, at lat 33-57-41, long 98-28-44. LOM freq: 296 kc. Ident: SPS. LOM is the HW facil. Lctd lat 22-54-39, long 98-27-16. (3-3)

WICHITA FALLS, SHEPPARD AFB MUN ARPT: Lgt acft avoid 2700'MSL over fld due to jet tfc pat. Caution, E/W txwy acct uncontrolled vehicular tfc. Apch lgts rnwy 33 inop. Conventional acft use rnwy 17-35. Rgt tfc lndg rnwy 17. Jet barriers on rnwy 17-35 will be decmsnd on activation new ctl twr. Rnwy 15-33, 13100' long 300' wide with 1000' hard surfaced overrun open and restricted to SAC acft only pending comsng new ctl twr. Cntr txwy 15-33 clsd due obstn of GCA unit.

WICHITA FALLS, WICHITA VALLEY ARPT: Intermittent constr in progress on NW/SE rnwy Portions of rnwys clsd on short notice, daylgt hrs. (7-23)

UTAH: BRYCE CANYON ARPT: Rnwy 12-30 clsd winters account of snow. (12-30)

DELTA RADIO: DMET operg on test basis; channel 123. (10-20)

GREEN RIVER ARPT: New arpt reported; lctd in town; elev: 4095'; one rnwy hard surf 4200'; service S3; F4 fuel. (4-23)

HANKSVILLE RADIO: TACAN operg test basis; channel 102. Nov 23, DME shut down indefinitely - reconstr. (12-14)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN, CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14)

LUCIN RADIO: LF rng not monitored cont. (11-9)

NEPHI ARPT:Breaks in blacktop surfacing on portions of N/S rnwy.

OGDEN RADIO: DMET operg test basis; channel 83. (10-20)

PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)

SALT LAKE CITY RADIO: VOR coverage: 290°-350°, 17 nmi 6500' MSL; 30 nmi at 11,000' MSL; 010°-135°, 26 nmi at MOCA. TACAN channel coverage 010°-135°, 26 nmi; 200°-235°, 35 nmi at MOCA. DME/DMET coverage 020°-140°, 17 nmi; 180°-235°, 35 nmi; 340°-020°, 26 nmi at MOCA. (3-7)

*SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER: Arr. ctl svc comsnd, within 70 mi radius. Normal clearance limits Provo VOR, Saltair, Stansburg Ints, Promontory H facil or Int, Ogden VOR or LFR, Corrine H facil and Blacksmith Int. Feb 29, freqs 126.6, 274.3 mc for air tfc ctl 26,000' and below at Francis Peak peripheral site.

*SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. (9-20) ILS lclzr course sensitivity adjusted to 4.0°. (3-5)

SAN ANTONIO RANDOLPH AFB SPECIAL NOTICE: Lcl VFR tfc will not oper above 2,300' in the Randolph AFB CTL zone, except that lcl trng within the Randolph CTL zone will be

*SALT LAKE CITY MUN #1 ARPT TOWER: [illegible] 185° to 215° from 8th unreliable below 16,000'; [illegible] 10-20) [illegible]

[illegible]: **SALT LAKE CITY MUN # 1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)

VERNAL ARPT: Caution, men, eqpmt working extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

VERMONT: BARRE, MONTPELIER ARPT: Rnwy 5-23 clsd. (12-14)

BURLINGTON SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt. 44-51-30, 73-46-00 (17 mi NW Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

BURLINGTON ARPT: About Mar. 17, configuration A apch lgtg system with sequence flashers will be comsnd rnwy 15 concurrently, configuration B apch lgts will be decmsnd.

COLCHESTER, CHAMPLAIN ARPT: Tmpry pole and p-lines across S end N/S rnwy.

NEWPORT ARPT: Avbl to ski equipped acft only. (1-11)

RUTLAND ARPT: NW/SE rnwy clsd. N/S rnwy plowed full length and width.

VIRGINIA: BLACKFORD RADIO: Soon, VOR will be comsnd. Freq: 111.6 mc. Ident: BFO. Lctd lat 36-49-31, long. 82-04-45. Elev: 4199'MSL. Mag. var.: 1°45'W. Montrg category (3) Class: L-VORW. (2-11) VOR avbl for use only on V35 Blackford to Charleston, W. Va and V35 Blackford to Tri-Cities. (3-13)

BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)

CASANOVA RADIO: TACAN test opern tempry suspended. (12-21) About Apr 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (3-4)

DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)

ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1,800'; 80/87 oct fuel, maj scvg. P-line SW.

FALLS CHURCH ARPK: E/W rnwy very dangerous, int to W end; SE /SW rnwy very dangerous, int to NW end due to mud; no gas avbl until condition clears; use fld at own risk.

FRANKLIN RADIO: DMET operns tmpry suspended. (2-9)

GORDONSVILLE RADIO: TACAN operg test basis; channel 100. (5-16)

HERNDON RADIO: DME inop.

LYNCHBURG RADIO: TACAN test operns tmpry suspended. (10-2)

**LYNCHBURG, PRESTON GLENN ARPT: Signal for below VFR min not operg ngt hrs. (1-25)

MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300'MSL and 35 nmi 180°-210° at 6000'MSL.

MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr.10 mi S Washington Natl Arpt. (12-17)

NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx cntr of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)

NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 15, freq 125.2 mc will be decmsnd; freq 125.5 mc will be comsnd. (3-2)

NORFOLK ARPT TOWER: Nov 19, ASR shut down- relctn of indicators. (2-10) Feb 29, ILS lclzr & glide slope shut down until aprx Mar 22-antenna modernization. (3-11)

PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° MOCA, V16N 9000'MSL required btn Hilton Int and int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°; 26 nmi 275°-010°; 35 nmi 135° at MOCA. VOR unusable 20,000' & above J57V to CRW; J53W to MGW & direct route FRR. Unusable above 30,000' on J22V to GVE. (2-25) Mar 7, VOR shut down until aprx Mar 12-freq chg to 117.7 mc. TACAN channel chg to 124. DME will be decmsnd. See page 70 for substitute route structure & MEAs durg shutdown. (3-7)

RICHMOND SPECIAL NOTICE: Caution -lcl mil trng flgts within 25 mi radius 1300Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter Richmond area at 3000' or below to avoid jet acft. (5-15)

RICHMOND-BYRD FLD TOWER: UHF/DF svc unavbl. (5-13) About Mar 28, ILS lclzr &

[illegible]: glide slope will be shut down until aprx May 12- lclzr antenna reconstr. (2-24)

RICHMOND, BYRD ARPT: Follow cntrline all txwys; overrun area rnwy 6-24 clsd. Unlgtd trees in apch zone W of cntrline rnwy 6 removed 200' each side of cntrline of lgts.

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and / or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg on test basis; channel 41. (2-12)

STAUNTON, SHENANDOAH VALLEY ARPT: Efctv Jan 31, rotg bcn and rnwy lgts will oper SS-SR (1-22)

WINCHESTER ARPT: Closed constr, fld marked with X. (1-19)

WASHINGTON: BELLEVUE ARPT: S 200' rnwy 2-20 clsd lndgs: men, eqpmt working S end rnwy.

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500'MSL (9-29) About Mar 21, VOR will be shut down until aprx Apr 2- reconstr. (2-25)

DEER PARK ARPT: Closed. (7-9)

ELLENSBURG RADIO: TACAN operg test basis; channel 126. (8-31) About Apr 8, VORTAC will be comsnd. TACAN channel 126. Class: M-BVORTAC. (3-11)

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptr on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of awys structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop.

SEATTLE RADIO: TACAN operg on test basis; channel 92. (8-19) LF rng NW course has splits and multiples beyond 20 mi. (10-26) About Mar 18, DME will be shut down until aprx Mar 21-reconstr. (3-9)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 4, ARSR and IFF bcn will be unavbl until aprx June 4.

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (shortrnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due to non-visibility twr unable to ctl tfc on parking apron No. 4 & W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

SPOKANE, FELTS ARPT: Men, eqpmt on fld days. (5-18)

**SPOKANE, GEIGER FLD: SW txwy btn rnwy 3 & 7 clsd. (12-4) Caution, cables across overuns 135' beyond threshold lgts rnwy 3-21. (3-1)

TACOMA-McCHORD AFB SPECIAL NOTICE: Caution- hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

WATERVILLE ARPT: Clsd until April 15, due to snow and soft rnwy; use at own risk.

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500'MSL, 40 nmi Beckley VOR from 30 clockwise to 180. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

CHARLESTON-KANAWHA CO. ARPT TOWER: ILS glide slope operg on test basis only.

CHARLESTON, KANAWHA CO. ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23.

CLARKSBURG, BENEDUM ARPT: N/S rnwy clsd.

ELKINS ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor.

HENDERSON RADIO: TACAN test operns tmpry suspended. (1-14) Mar 18, VORTAC will be comsnd. TACAN channel 49. Class: L-BVORTAC. (3-1)

MARTINSBURG RADIO: TACAN test operns tmpry suspended. (2-3) VOR has occasional rapid course deflections of short duration. Determine stn passage by To-From indications. (12-21) About Mar 31, VORTAC will be comsnd. TACAN channel 85. Class: M-BVORTAC.

WEST VIRGINIA: MARTINSBURG ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)
MORGAN TOWN RADIO: TACAN test opern suspended until aprx Apr 11. About Apr 26, VORTAC will be comsnd. TACAN channel 74. Class H-BVORTAC
PARKERSBURG RADIO: DMET test operations tmpry suspended. (1-11) March 8, VOR/DME shut down - freq chg to 114.2/ channel 62. Durg this period J facil will be converted to BMH facil. See page 70 for substitute route structure, MEAs & tmpry reporting points. (3-1)
PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd. (3-1)
SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)
WISCONSIN: GREEN BAY RADIO: About May 2, VOR portion of VORTAC will be shut down until aprx May 23 - modernization & retuning. (12-31)
**GREEN BAY AUSTIN STRAUBEL ARPT: 962'(1722'MSL) lgtd twr erected 10.8 nmi N(5° T) at lat 44-39-56, long. 88-07-47. (11-16) Apch lgts on req until further notice.
HARTFORD ARPT: New arpt reported. Lat 43-21, long. 88-24; lctd 2.3 mi NNW; elev 1052'; 1 paved rnwy, WNW/ESE 3000'. (11-5)
LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. 034°-070° beyond 20 mi; 071°-160° beyond 25 mi; 190-200°, beyond 25 mi; 220°-290°, beyond 18 mi 300°-360 beyond 20 mi. (5-20)
LONE ROCK RADIO: DMET operg test basis; channel 83.
MADISON-TRAUX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior interceptin front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)
MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs until aprx Apr 15. Flares at ngt. (2-29)
MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27)
MILWAUKEE GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down - relctn. (9-11)
MILWAUKEE, GENERAL MITHCELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)
MILWAUKEE, TIMMERMAN ARPT: Caution, men eqpmt NW end rnwy 15-33; use turf strip if possible. (7-21)
**OCONTO ARPT: 818'(1402'MSL) twr erected 5.9 nmi NNE(41°T) at lat 44-56-40, long. 87-49-48, dismantled. (2-4)
OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)
**PEWAUKEE-CAPITOL DRIVE ARPT: 687'(1549'MSL) lgtd twr erected 4.5 nmi SE(150°T) at lat 43-01-56, long. 88-07-54. (1-6)
PHILLIPS ARPT: Rnwy lgts inop. NE/SW rnwy will be plowed and usable all winter.
WAUKESHA COUNTY ARPT: NE/SW rnwy clsd, sod removal in progress for leveling of rnwy. (8-14)
WOODRUFF, LAKELAND MUN ARPT: N/S rnwy closed, constr. (10-26)
WYOMING: **CASPER-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during daylgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one fothe following FSS; Casper, Wyo; Chardon, Nebr; Rapid City, S.D. During trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)
CASPER RADIO: TACAN operg test basis; channel 109. About Apr 1, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (2-26)
CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)
CHEYENNE RADIO: TACAN operg test basis; channel 78. (10-30)
CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice inst apchs durg hrs 0700-2200MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)
CODY ARPT: Rnwy 9-27 clsd. (8-30)
DOUGLAS RADIO: Feb 15, comm channels-tsmtr 135.0 mc and tsmts & rcvrs 135.9, 255.4, 243.0 mc and voice bcst on VOR freq 108.6 mc inop until aprx Mar 15. Remaining freqs operative without interruption. (2-10)
EVANSTON ARPT: New arpt reported. 5mi NNW; elev: 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)
ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. (1-16)
ROCK SPRINGS ARPT: Rnwy 7 clsd ngts, due 6' unlgtd obstns 50' inside of threshold lgts 250' from edge of hard surface rnwy on W end. Hard surface on rnwy 7 begins 300' from threshold lgts. (1-22)
SARATOGA, SHIVELY ARPT: Reported reinstated. Lat 41-27, long. 106-48; lctn: 1/2 mi S; elev: 6900'; 3 turf strips, SW/NE 6864' x 150', E/W 5280' x 150', N/S 2640' x 150'. 80/87 oct fuel and UNICOM avbl; hills SW, p-line E. (11-3)
SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4)
WORLAND ARPT: Rnwy 8-26 clsd const, tmpry parallel dirt strip usable excp when wet.
PUERTO RICO: SAN JUAN INTL ARPT TOWER: Soon apch ctl freqs 119.0, 269.2 mc will be comsnd.
SAN JUAN, ISLA GRANDE ARPT: Txwy to Old Puerto Rico arwys trml bldg blocked by a 4' barbed wire fence. Use txwy lctd N side rnwy 9 aprx 650' from threshold rnwy 9. 4' barbed wire fence being constrd along N side of txwy aprx 100 yds from extreme E end of txwy to aprx 1500' W, fence mrkd by white flags on top of posts. All pilots using fld use extreme caution. All taxiways lgts inop. (2-25)
SAN JUAN, PUERTO RICO INTL ARPT: Access taxiway to ANG parking apron lgtd; ditch at W side of ANG access taxiway; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of taxiway to ANG ramp. Hi intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25, 20' derricks will be erected, area obstn lgtd. (7-1)
SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be demmsnd. (8-10)
VIRGIN ISLANDS: ST CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after take-offs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avail on E end.
ST THOMAS-HARRY S. TRUMAN RADIO: No coverage possible from N end E quads all VHF and UHF voice air/gnd channels. Due Terrain. (3-10)
ST HOMAS, CHARLOTTE AMALIE, TRUMAN ARPT: Use extreme caution lndg on that area of rnwy on which fresh seal coating applied, poor braking action and skidding; men and eqpmt working on rnwy, will be cleared for tfc (2-25)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2; 122.5G
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	134.1;335.8G
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

REMEMBER!

VFR CRUISING ALTITUDES ARE ODD THOUSANDS PLUS 500 FEET BETWEEN 0° AND 179° MAGNETIC: EVEN THOUSANDS PLUS 500 FEET BETWEEN 180° AND 359° MAGNETIC. CAR 60.32 (a)

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

NEW FSS FREQUENCY: Earlier plans for decommissioning 126.7 mc as a ground-to-air channel have been changed. To accommodate pilots favoring single channel simplex operation, 126.7 mc will remain available indefinitely as a ground-to-air channel. Pilots desiring reply on 126.7 mc must so state in initial call-up. 120.7 mc will continue to be used as the normal FSS ground-to-air reply to aircraft calls on 126.7 mc unless otherwise requested by the pilot.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down, "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N.Y.	209 kc
Washington, D.C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
*Wichita, Kansas	332 kc

*Operating on test basis.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

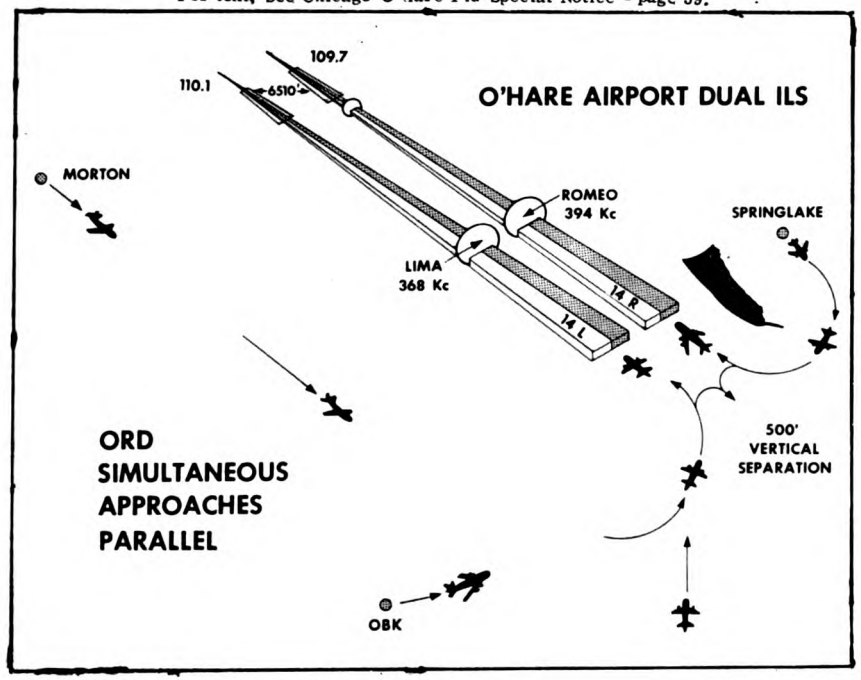
The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Charlotte, North Carolina	ED 2-7262	Hickory, North Carolina
Burbank, California	TH 6-0400	Los Angeles, California
Chico, California	FI 2-9074	Red Bluff, California
Long Beach, California	HE 2-9874	Los Angeles, California
Redding, California	CH 1-1661	Red Bluff, California
Colorado Springs, Colorado	ME 4-3127	Pueblo, Colorado
New London-Groton, Conn.	GI 3-3245	Providence, Rhode Island
Richmond, Indiana	RI 2-2508	Dayton, Ohio
Bedford, Massachusetts	CR 4-0050	Boston, Massachusetts
Beverly, Massachusetts	WA 7-1355	Boston, Massachusetts
Lawrence, Massachusetts	MU 3-1412	Boston, Massachusetts
Norwood, Massachusetts	NO 7-6644	Boston, Massachusetts
Newark, New Jersey	MA 2-0121	New York, New York(IDL)
Morristown, New Jersey	JE 8-2196	New York, New York(IDL)
Wildwood, New Jersey	WI 2-4642	Millville, New Jersey
Spring Valley, New York	EL 6-0021	Poughkeepsie, New York
Dayton, Ohio	BA 3-4571	Dayton, Ohio (Vandalia)
Middletown, Ohio	GA 2-5551	Dayton, Ohio (Vandalia)
Springfield, Ohio	FA 2-4562	Dayton, Ohio (Vandalia)
Pecos, Texas	4F2	Wink, Texas
Laredo, Texas	No. 21(Rural)	Cotulla, Texas
Tacoma, Washington	FU 3-4172	Seattle, Washington
Huntington, W. Va.	JA 9-4471	Huntington, W. Va.(Chesapeake)
Hot Springs, Arkansas	NA 3-9711	Little Rock, Arkansas
Lawton, Oklahoma	EL 5-1323	Wichita Falls, Texas
Hollywood, Florida	JA 4-0163	Miami, Florida
Ft. Lauderdale, Florida	JA 4-0163	Miami, Florida
Pompano Beach, Florida	JA 4-0163	Miami, Florida
Chicago, Illinois	BI 2-3111-2	Joliet, Illinois
Marianna, Florida	HU 2-2300	Dothan, Alabama
Lumberton, North Carolina	RE 9-3000	Florence, South Carolina
McAllen, Texas	MU 6-7211	Brownsville, Texas
Alamo, Texas	MU 6-7211	Brownsville, Texas
Edinburg, Texas	MU 6-7211	Brownsville, Texas
Mission, Texas	MU 6-7211	Brownsville, Texas
Pharr, Texas	MU 6-7211	Brownsville, Texas
San Juan, Texas	MU 6-7211	Brownsville, Texas
Merced, California	RA 2-0343	Stockton, California
Corpus Christi	TU 4-5712	Alice, Texas
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Clarksdale, Mississippi	MA 4-2364	Memphis, Tennessee

INTERPHONES Location	FSS Providing Service
Van Nuys Airport, California	Los Angeles, California
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, California
Clover Field, Santa Monica, Calif.	Los Angeles, California
El Monte Airport, California	Los Angeles, California
Hawthorne Municipal Airport, Calif.	Los Angeles, California
Torrance Municipal Airport, California	Los Angeles, California
Long Beach Municipal Airport, Calif.	Los Angeles, California
Fullerton Municipal Airport, Calif.	Los Angeles, California
Sunset Beach Airport, California	Los Angeles, California
Orange County Airport, Santa Ana, Calif.	Los Angeles, California
Culver City Airport, California	Los Angeles, California
Tri City Airport, San Bernardino, Calif.	Ontario, California
Riverside Municipal Airport, California	Ontario, California
Brackett Field, La Verne, California	Ontario, California
San Francisco International Airport, Calif.	Oakland, California
San Carlos Airport, California	Oakland, California
Palo Alto Airport, California	Oakland, California
San Jose Municipal Airport, California	Oakland, California
Reid-Hillview Airport, San Jose, Calif.	Oakland, California
Buchanan Field, Concord, California	Oakland, California
Napa County Airport, California	Oakland, California
Sonoma County Airport, Santa Rosa, Calif.	Ukiah, California
Oxnard-Ventura County Airport, Calif.	Santa Barbara, California
Hillsboro Airport, Oregon	Portland, Oregon
Salem-McNary Airport, Oregon	Portland, Oregon
Troutdale Airport, Oregon	Portland, Oregon
Pearson Airport, Vancouver Washington	Portland, Oregon
Greely Airport, Colorado	Denver, Colorado
Snohomich and Bellevue Airports, Washington	Seattle, Washington
Boeing Field, Washington	Seattle, Washington
Buffalo Airpark, New York	Buffalo, New York
York Airport, Thomasville, Pa.	Harrisburg, Pennsylvania
Flushing Airport, New York	New York, New York(IDL)
Brainard Field(Hartford, Conn.)	Windsor Locks, Connecticut
Deer Park Airport, L.I., New York	New York, New York(IDL)
Zahns Airport, Amityville, L.I., New York	New York, New York (IDL)
MacArthur Airport, Islip, L.I., New York	New York, New York (IDL)
Rose Valley Airport, Friendly, Maryland	Washington, D.C.
Searcy Airport, Stillwater, Oklahoma	Ponca City, Oklahoma
Meigs Field, Chicago, Illinois	Joliet, Illinois
Midway Airport, Chicago, Illinois	Joliet, Illinois
Morris Airport, Morris, Illinois	Joliet, Illinois
Twin Falls Mun Airport(Joslin Field), Idaho	Burley, Idaho
Fort Dodge Mun Airport, Iowa	Mason City, Iowa
Ellensburg Airport, Washington	Wenatchee, Washington
Detroit City Airport, Michigan	Detroit, Michigan
Davies County Airport, Owensboro, Kentucky	Evansville, Indiana
Beatrice Municipal Airport, Nebraska	Lincoln, Nebraska
Weiss Airport, Kirkwood, Missouri	St. Louis, Missouri
Wm. J. Fox Airport, Lancaster, California	Palmdale, California
Modesto Municipal Airport, California	Stockton, California
Fort Bridger Airport, Wyoming	Rock Springs, Wyoming
Gooding Municipal Airport, Idaho	Burley, Idaho
Chandler Field, Fresno, California	Fresno, California

BE SAFER WITH A FLIGHT PLAN!

For text, see Chicago-O'Hare Fld-Special Notice - page 39.



PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time. For this list, see page 55 of Airman's Guide Vol. 14, No. 20, dated December 8, 1959.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 360°;42 Grants VOR 285°;148	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	45-20;115-56 44-30;115-51 45-19;108-34 44-27;108-36	Boise VOR 353°;82 Sheridan VOR 257°;65	240-290	2030-0500 M - S
7	Drag Race	46-10;116-00 45-20;115-56 46-10;108-30 45-19;108-34	Spokane VOR 127°;128 Sheridan VOR 295°;82	240-290	1600-1800 M - F. 2200-2400 M - F. 0200-0500 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11		To be programmed at a later date.			
12	Kitty Cat	37-47; 99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	330-360 240-260	1400-1600 M - F. 0001-0400 T - S. 1800-2330 M - F

(Continued)

on the check points) are carried in the Airman's Guide from time to time. For this list, see page 55 of Airman's Guide Vol. 14, No. 20, dated December 8, 1959.

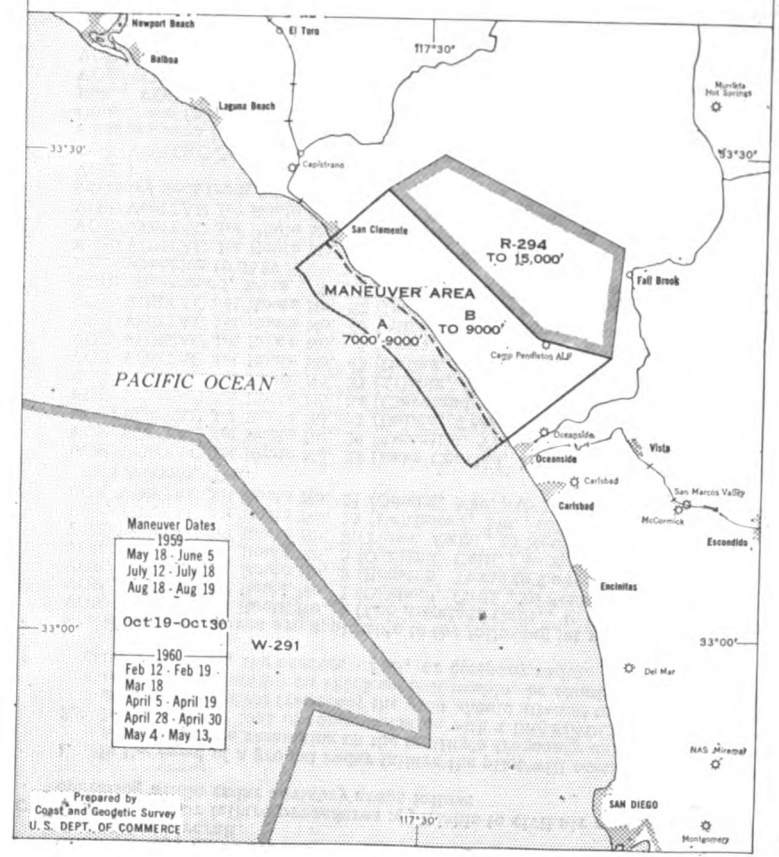
No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1600-2300 M -F. 0400-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1400-2400 M - F. 2400-0500 T - S.
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290 1300-2100 M - F. 0100-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S

SPECIAL NOTICE
CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including close air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact San Diego, Thermal, Long Beach, Ontario and Los Angeles ATCS for information pertaining to air activity during daylight hours on the maneuver dates.



FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

Radar Advisory Areas

a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 02.

b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.

c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas

The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.

a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.

b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information, when possible, and with radar vectors when requested by the pilot. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Oakland, Calif.)
2. VOR/VORTAC Jet Route No. 1 (Oakland, Calif., to Seattle, Wash.)
3. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.)
4. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.
8. VOR/VORTAC Jet Route No. 22 (Lake Charles, La., to Gordonsville, Va.)
9. VOR/VORTAC Jet Route No. 26 (Amarillo, Texas to Joliet, Ill.)
10. VOR/VORTAC Jet Route No. 31 (Dallas, Texas to Chicago, Ill.)
11. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
12. VOR/VORTAC Jet Route No. 37 (Atlanta, Ga., to Spartanburg, S.C.)
13. VOR/VORTAC Jet Route No. 42 (Dallas, Texas to New York, N.Y.)
14. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
15. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
16. VOR/VORTAC Jet Route No. 52 (Dallas, Texas to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala. VOR. (Dallas, Texas-Birmingham, Ala. extension to J52V.)
17. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the intersection of J53V and J81V.)
18. VOR/VORTAC Jet Route No. 53 (Spartanburg, S.C., to Pittsburgh, Pa.)
19. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to Dallas, Tex.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
20. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
21. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
22. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
23. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
24. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
25. ✓
26. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
27. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
28. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)
29. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N.Y.)
30. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
31. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
32. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
33. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 60 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Effective 10 March 1960.
34. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
35. VOR/VORTAC Jet Route No. 87 (Dallas, Tex., to Houston, Tex.)
36. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
37. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
38. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.) Effective 5 April 1960.

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of

These services should not be considered as providing positive separation. Within the limitation of the service, civil facilities are cautioned to deal with the information with

Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.

2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)

3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)

4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.

5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.

6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.

7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.

8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.

9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.

10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.

11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.

12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.

13. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.

14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.

15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.

16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.

17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.

18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area) Effective 15 November 1959.

19 Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B.C., Canada RR.

20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass. Effective 17 December 1959.

21 New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
Effective 17 December 1959.

22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOF Effective 17 December 1959.

23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.

VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.) Effective 5 April 1960.

That area 20 n mi either side of a line from Des Moines, Iowa VOR, intersection of

AREAS

d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.

24. Effective 17 December 1959.
Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.

25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 Ukiah, Calif., VOR; V-107 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.

26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.

27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.

28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S.-Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

All tracks will be flown at 360 knots true air speed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Half-moon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NEW FEDERAL AVIATION AGENCY STATIONS NAMES: Effective 15 February 1960, the names of FAA stations will be changed as follows:

Air Traffic Communications Station (ATCS) will become Flight Service Station(FSS), and International Air Traffic Communications Station (IATCS) will become International Flight Service Station (IFSS). Stations will continue to use the identifier RADIO in air/ground communications and broadcasts but will use FLIGHT SERVICE when answering telephones and flight assistance interphones.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in B-47 and B-52 jet acft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following 6 pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.



			miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-35-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 8 miles

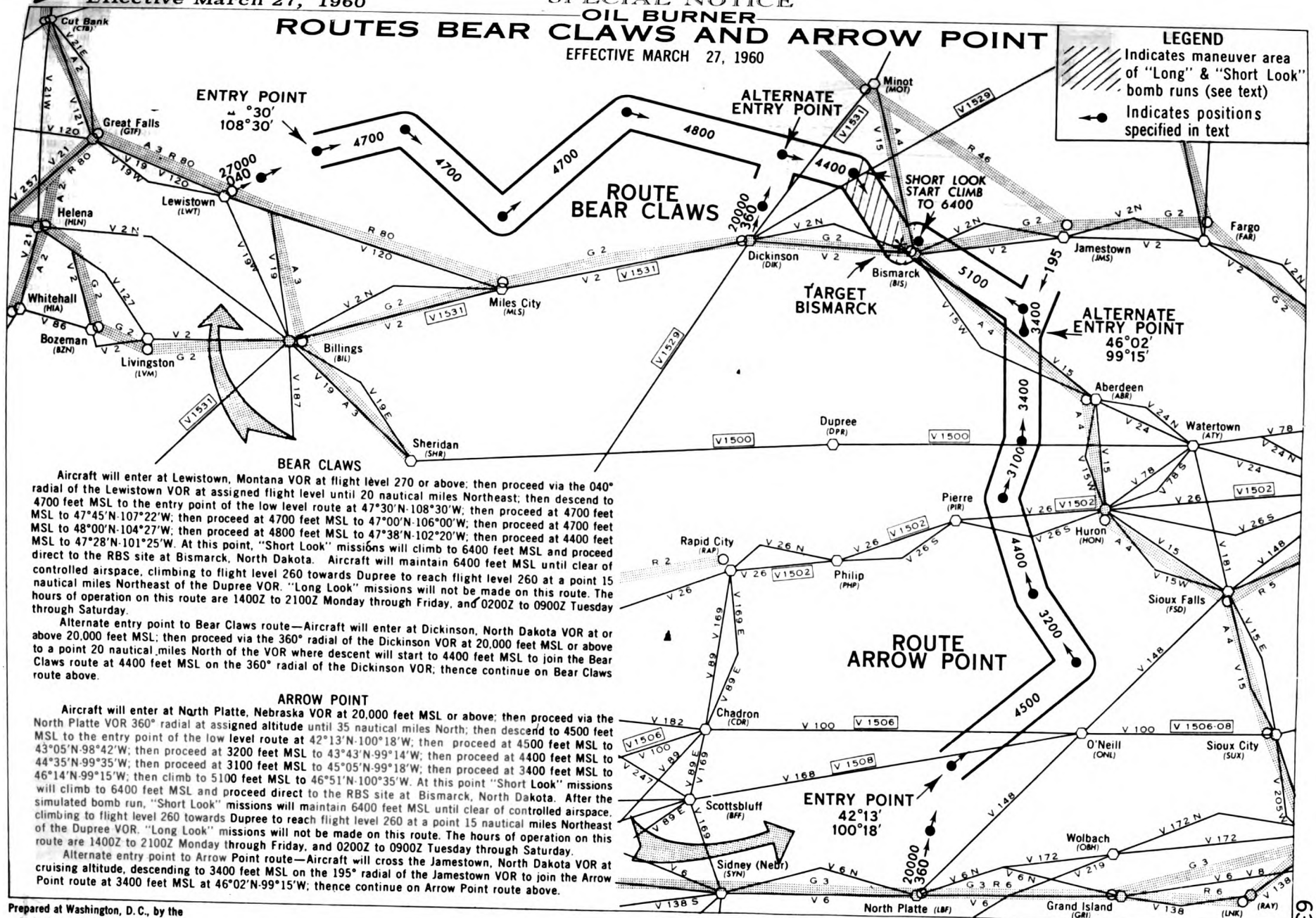
Effective March 27, 1960

SPECIAL NOTICE

OIL BURNER

ROUTES BEAR CLAWS AND ARROW POINT

EFFECTIVE MARCH 27, 1960



BEAR CLAWS

Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

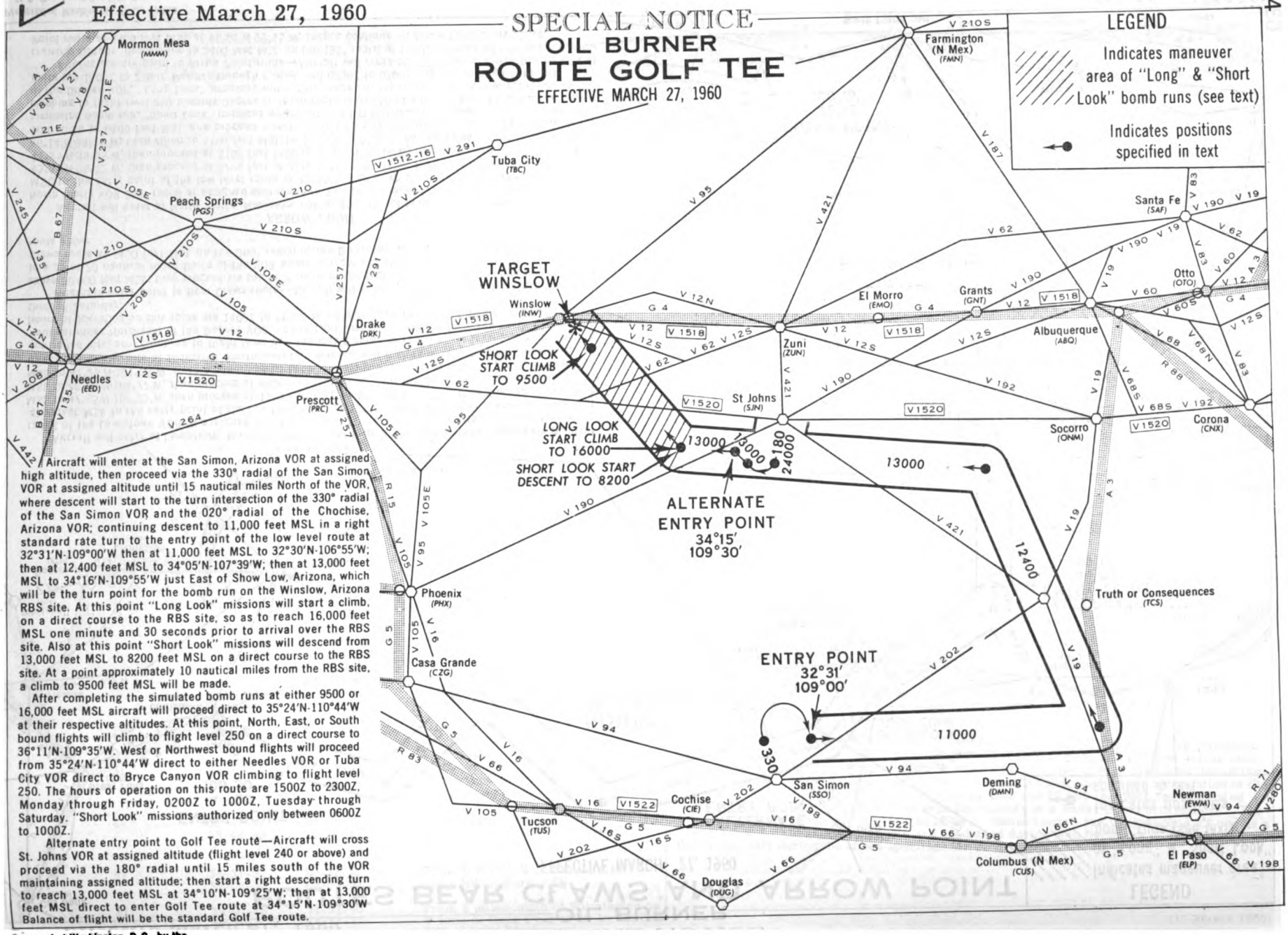
ARROW POINT

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 360° radial at assigned altitude until 35 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°13'N-100°18'W; then proceed at 4500 feet MSL to 43°05'N-98°42'W; then proceed at 3200 feet MSL to 43°43'N-99°14'W; then proceed at 4400 feet MSL to 44°35'N-99°35'W; then proceed at 3100 feet MSL to 45°05'N-99°18'W; then proceed at 3400 feet MSL to 46°14'N-99°15'W; then climb to 5100 feet MSL to 46°51'N-100°35'W. At this point "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. After the simulated bomb run, "Short Look" missions will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Arrow Point route—Aircraft will cross the Jamestown, North Dakota VOR at cruising altitude, descending to 3400 feet MSL on the 195° radial of the Jamestown VOR to join the Arrow Point route at 3400 feet MSL at 46°02'N-99°15'W; thence continue on Arrow Point route above.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE MARCH 27, 1960



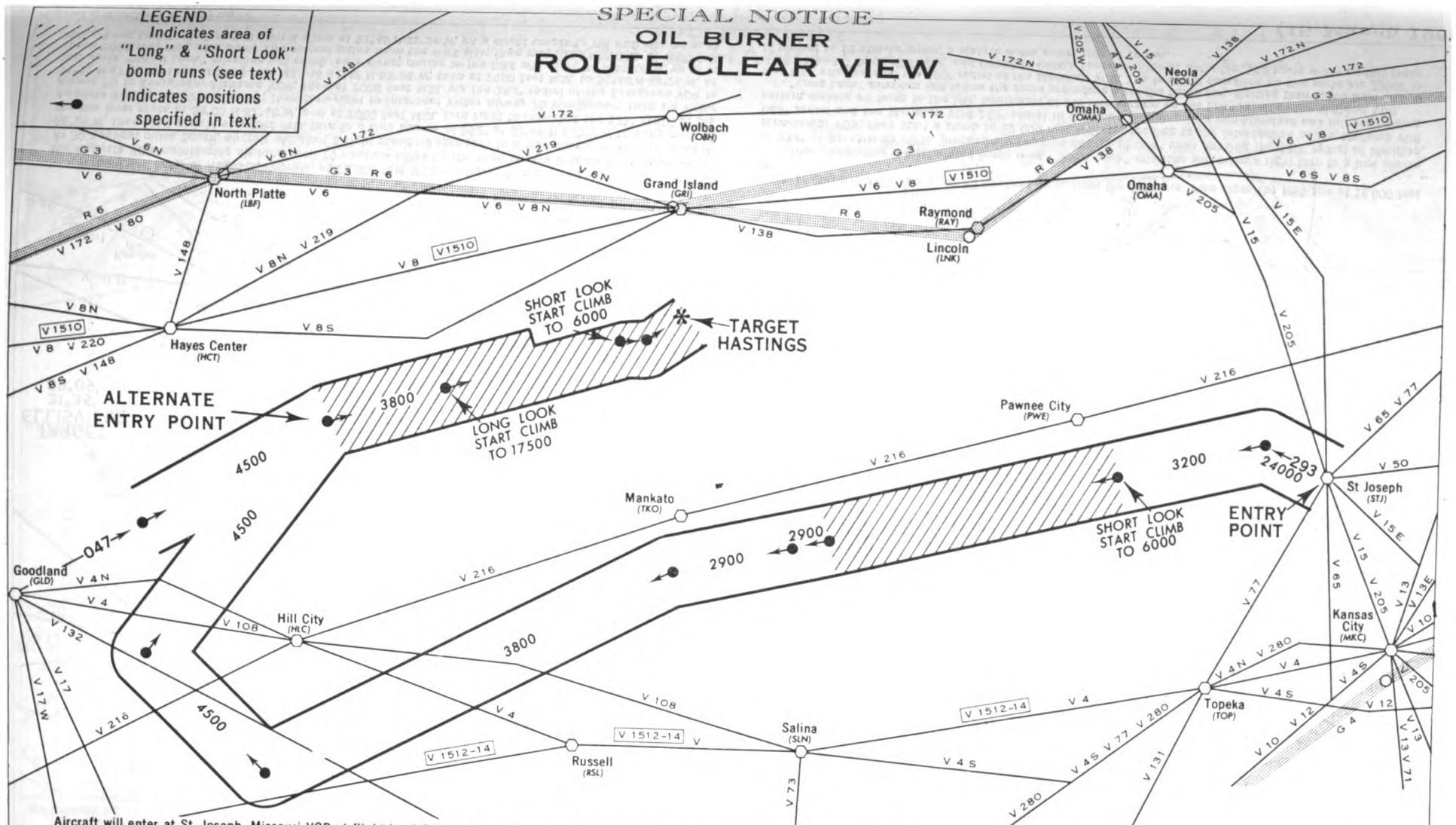
Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 1500Z to 2300Z, Monday through Friday, 0200Z to 1000Z, Tuesday through Saturday. "Short Look" missions authorized only between 0600Z to 1000Z.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

ROUTE CLEAR VIEW



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W; then climb to 6000 feet MSL for a "Short Look" mission at 39°43'N-97°30'W; then descend so as to reach 2900 feet MSL prior to 39°41'N-97°41'W; then direct at 2900 feet MSL to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

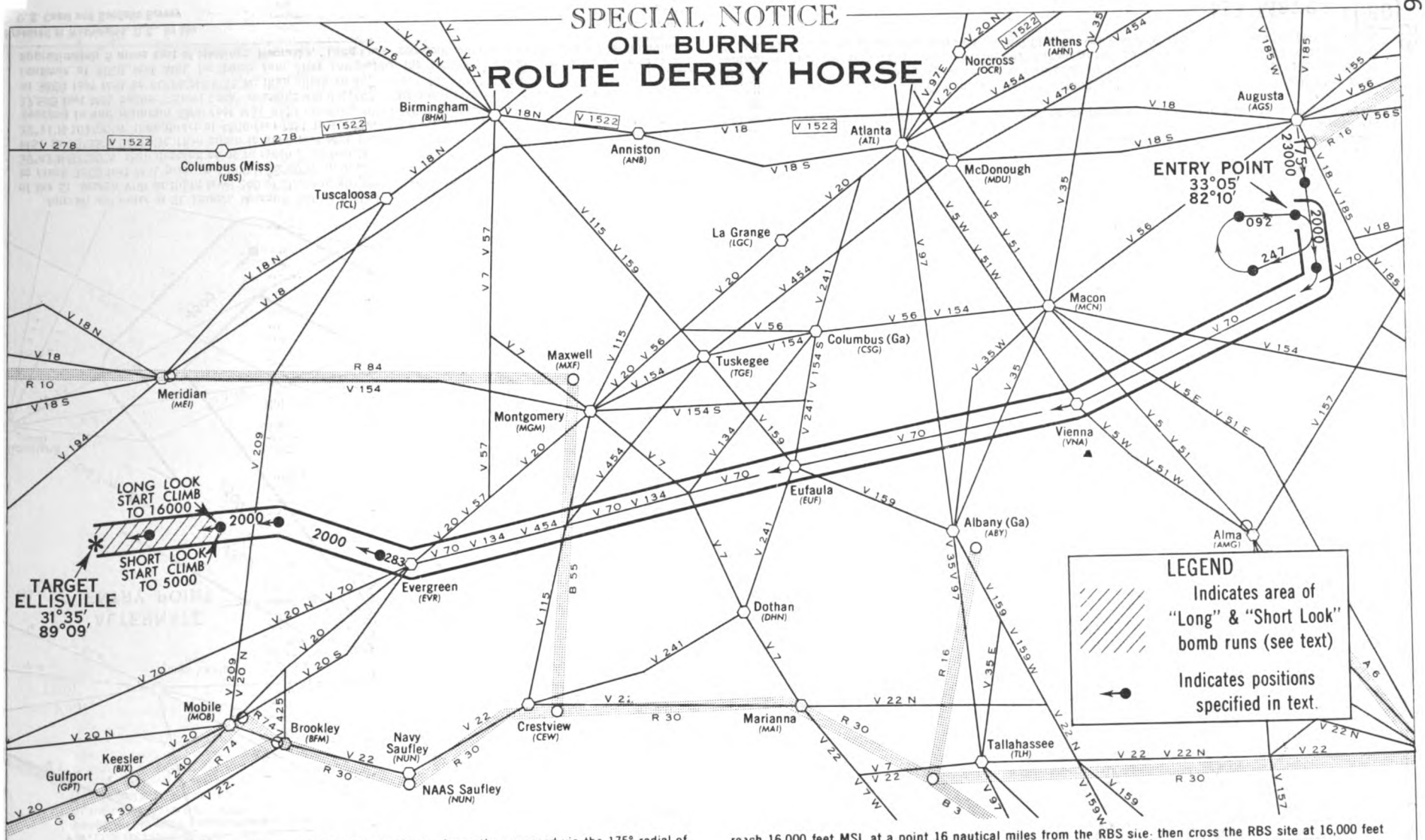
Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

(15 March 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE DERBY HORSE



Aircraft will enter at Augusta, Georgia, at 23,000 feet MSL or above; then proceed via the 175° radial of the Augusta VOR maintaining altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49′N-82°26′W; then start a right standard rate turn to a true course of 092° at 33°06′N-82°30′W to entry point of the low level route at 33°05′N-82°10′W, and at 2000 feet MSL turn right to intercept the 175° radial of the Augusta VOR to 32°50′N-82°04′W; then turn right to intercept Victor Airway 70 Westbound; then via Victor Airway 70 to Evergreen, Alabama VOR; then at 2000 feet MSL via the 283° radial of the Evergreen VOR to 31°32′N-87°31′W; then at 2000 feet MSL to 31°42′N-88°06′W; then at 2000 feet MSL to 31°40′N-88°26′W. At this point, "Short Look" missions will climb, on a direct course to the RBS site at 31°35′N-89°09′W, so as to reach 5000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 5000 feet MSL. "Long Look" missions will start a climb at 31°40′N-88°26′W, on a direct course to the RBS site, so as to reach 16,000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 16,000 feet MSL.

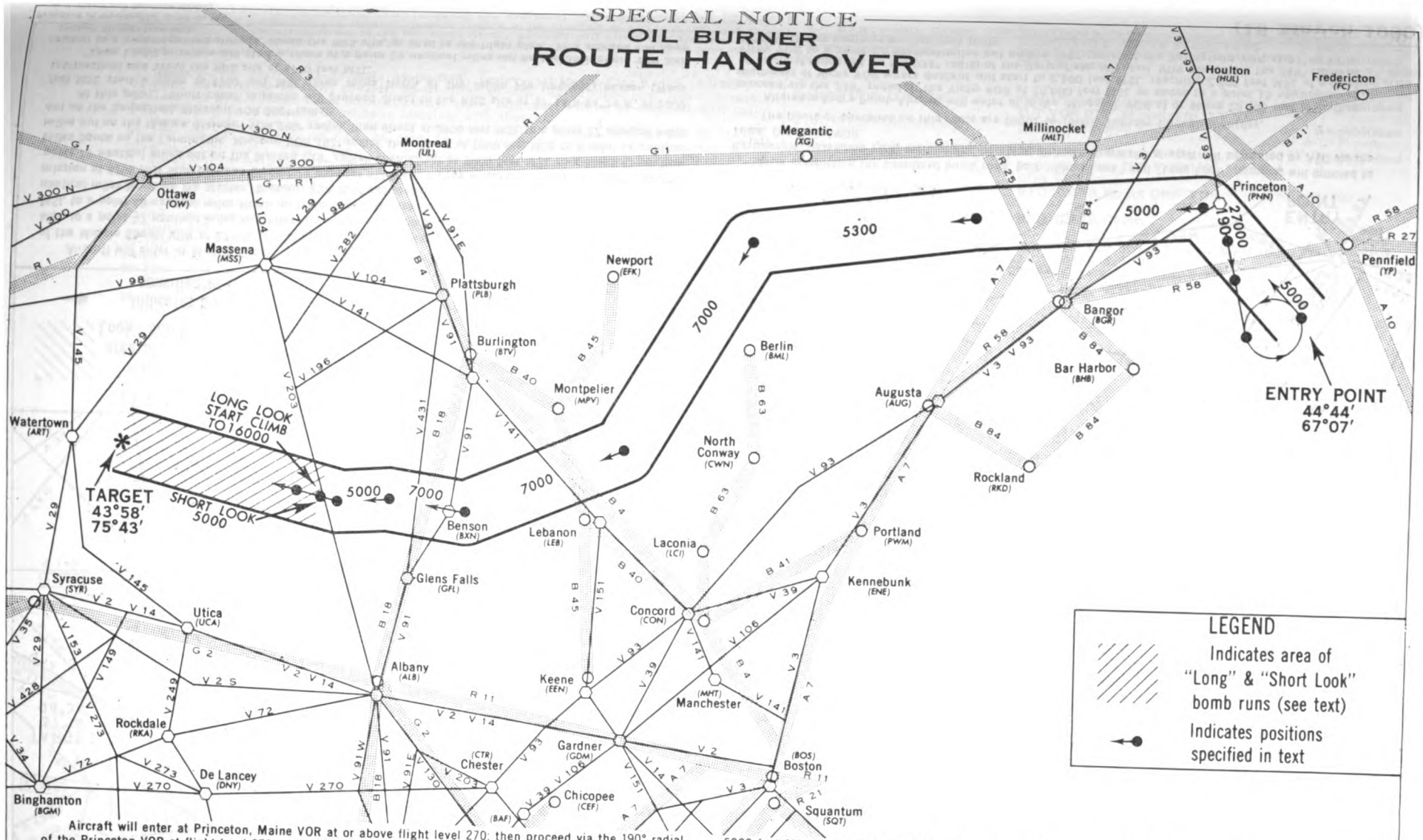
After completing the simulated bomb runs, "Short Look" missions will make a right turn to a true course of 096° at 31°43′N-89°09′W, proceed via the true course of 096° until passing the 180° radial of Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding to the intersection of the McComb VOR 068° radial and the Meridian VOR 160° radial to continue climbing in a non-standard one minute holding pattern making all turns to the left, Southwest of the intersection on the 068° radial of the McComb VOR.

"Long Look" missions will follow the same procedure after the bomb run, starting their climb from 16,000 feet MSL after passing the 180° radial of the Meridian VOR. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday. The route width on this route is limited to 10 statute miles, 5 statute miles either side of course.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(15 March 1960)

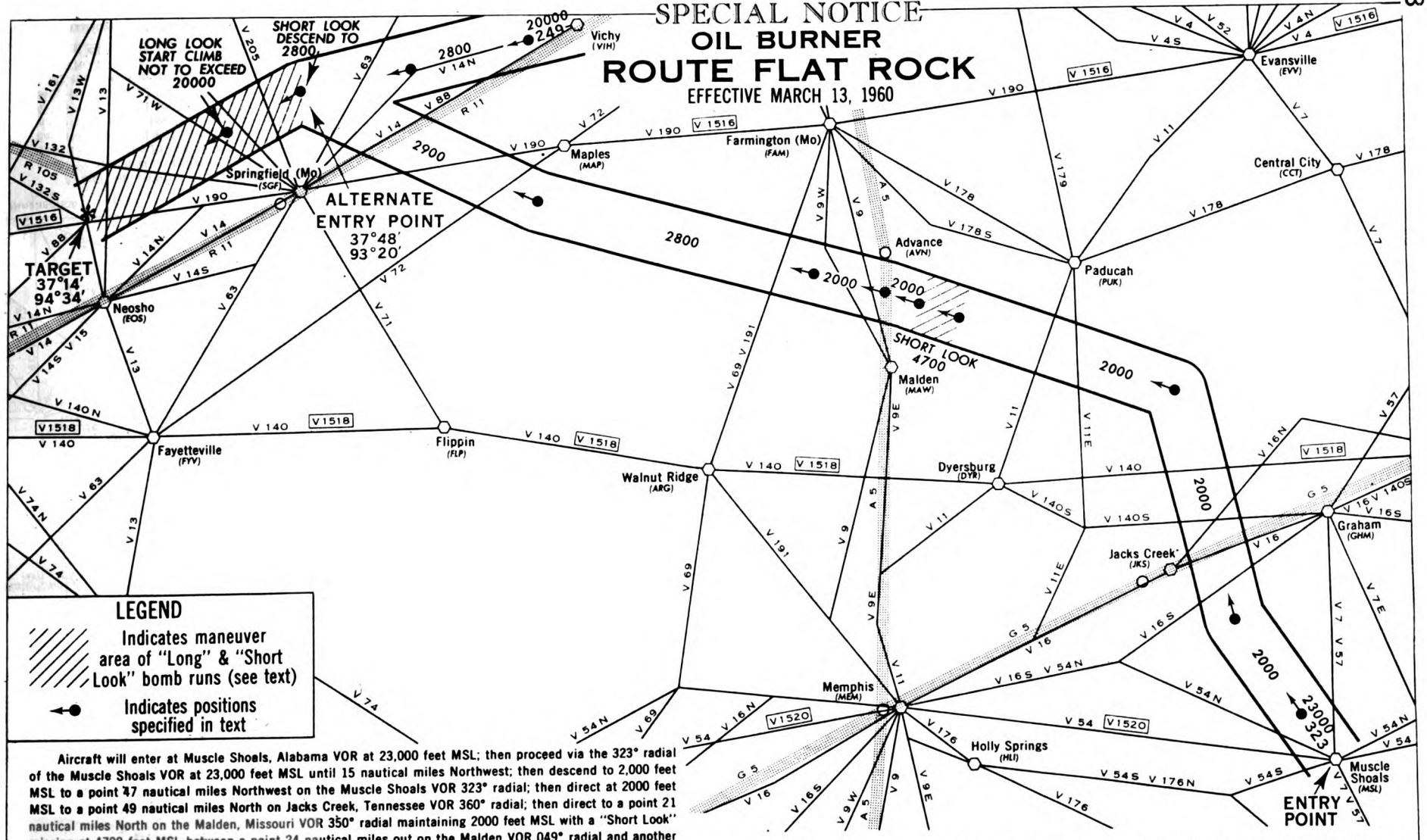
ROUTE HANG'OVER



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MARCH 13, 1960


LONG LOOK START CLIMB NOT TO EXCEED 20000
SHORT LOOK DESCEND TO 2800
TARGET 37°14' 94°34'
ALTERNATE ENTRY POINT 37°48' 93°20'
Springfield (Mo) (SGF)
Neosho (EOS)
Vichy (VIH)
Maples (MAP)
Farmington (Mo) (FAM)
Evansville (EVV)
Central City (CCT)
Paducah (PUK)
Advance (AVN)
Malden (MAW)
SHORT LOOK 4700
Fayetteville (FYV)
Flippin (FLP)
Walnut Ridge (ARG)
Dyersburg (DYR)
Graham (GHM)
Jacks Creek (JKS)
Memphis (MEM)
Holly Springs (HLI)
Muscle Shoals (MSL)
ENTRY POINT
2800
2900
2000
2000
2000

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by [illegible] when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above [illegible]. At the termination of the low level flight, aircraft will climb to altitudes between 10,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-Q-3: Entry point 35-18N, 88-00W (Entry reporting point -Jacks Creek Radio); 36-34N, 88-12W; 37-20N, 91-42W; 37-33N, 93-23W (end nav. leg); to target Joplin, Mo.

Route 2-R-1: Start at 29-17N, 90-40W; to 29-42N, 92-09W. Entry reporting point- New Orleans Radio.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point- Springfield Radio.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

✓ HARTFORD, CONN. VOR SHUTDOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V3: HFD VOR-Millbury VHF Int.	HFD/LMFR Amber 7 to Int Boston VOR 271° M radial	As published Amber 7, 4000 Westboro VHF Int.
HFD VOR-ILT VOR	HFD /LMFR Amber 7 to point of Int ILT VOR 072° M radial to ILT VOR	As published
V167: HFD VOR-Sterling VHF Int.	HFD/LMFR Red 13, V 16	As published
HFD VOR-BDR VHF Int.	HFD/LMFR Amber 7 Monroe, Blue 66 to point of Int. ILT VOR 109° M radial (BDR VHF Int.)	As published
V130: HFD VOR-ORW VOR	HFD/LMFR direct ORW VOR	2,000
HFD VOR-Colebrook VHF Int.	HFD/LMFR Green 2	3,000
V58: HFD VOR-Salem VHF	Salem LF Int. direct HFD L/MFR via HFD/LMFR 323° M inbnd brng	2,000
HFD VOR-Litchfield VHF Int.	Litchfield VHF Int. direct HFD L/MFR via HFD L/MFR 105° M inbnd brng	3,000
V292: HFD VOR-PUT VOR	HFD L/MFR Amber 7 to point of Int. PUT VOR 276° M radial to PUT VOR	As published

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Woodstock	PUT VOR 276° M radial	2,500
	ORW VOR 354° M radial	
Salem	Use Salem LF Int.	2,000
Colebrook	BAF VOR 253° M radial	4,000
	CTR VOR 204° M radial	
	POU VOR 072° M radial	

✓ LONDON, KY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V140, V1518: Highway VHF Int-LOZ VOR	Highway VHF Int direct LOZ Rbn	6,000
LOZ VOR-BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V140 S: BNA VOR-LOZ VOR	None	----
V140 N: Hillsdale VHF Int-LOZ VOR	None	----
V97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3,500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5,000

During the shutdown period, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Richmond	LOU VOR 111° M radial	3,500
	LEX VOR 163° M radial	
Union Hall	LEX VOR 129° M radial	5,000
	FLM VOR 169° M radial	
	YRK VOR 224° M radial	
Vincent	LEX VOR 129° M radial	5,000
	LOZ Rbn 210° M brng inbnd	
Daley	TYS VOR 025° M radial	6,000
	TRI VOR 311° M radial	
Westbourne	TYS VOR 351° M radial	7,000
	CSV VOR 045° M radial	

PARKERSBURG, W. VA. VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V119: HNN VOR-HLG VOR	HNN VOR direct PKB Rbn direct HLG VOR	2600
V35: CHW VOR-PKB VOR	CHW VOR direct PKB Rbn	3000
V35: PKB VOR-Proctor VHF Int.	None	----
V59: BKW VOR-PKB VOR	None	----
V59: PKB VOR-CTW VOR	PKB Rbn direct CTW VOR	2600
V38: ZZV VOR-EKN VOR	ZZV VOR 143° M radial to Int. EKN VOR 302° M radial thence direct EKN VOR	5000
V44: YRK VOR-MGW VOR	YRK VOR direct PKB Rbn direct MGW VOR	5000

During period of shutdown, the following non-compulsory reporting points have been established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Adena	AVR VOR 145° M radial CTW VOR 090° M radial	3500
Beallsville	MGW VOR 289° M radial HLG VOR 222° M radial	2500
Proctor	HLG VOR 197° M radial MGW VOR 289° M radial	4000
Flat Woods	EKN VOR 251° M radial RNL VOR 011° M radial	5000
Clara	EKN VOR 268° M radial CKB VOR 238° M radial RNL VOR 355° M radial	4000
Walnut Grove	CRW VOR 054° M radial RNL VOR 336° M radial	3000
Ivydale	CRW VOR 069° M radial RNL VOR 332° M radial	3000
Coolville	CRW VOR 360° M radial HNN VOR 038° M radial	3000
Malta	None	----

PULASKI, VIRGINIA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-16N: Hilton VHF Int. PSK VOR	None	----
V-45: BLF VOR-PSK VOR	BLF VOR 122° M radial direct PSK LFR	6000
PSK VOR-Francisco VHF Int.	PSK LFR 334° M brg inbnd direct Francisco VHF Int.	6000
V-59 & V-261: BKW VOR-PSK VOR	BKW VOR 158° M radial direct PSK LFR	6000
V-37: PSK VOR-Frankford VHF Int.	PSK LFR 200° M brg inbnd direct to Frankford VHF Int.	8000
PSK VOR-Elkin VHF Int.	None	----
V-16 & V-1520: PSK VOR-HIS VOR	HIS VOR 249° M radial direct PSK LFR	6000
PSK VOR-Sugar Grove VHF Int.	PSK LFR 063° M brg inbnd direct to Sugar Grove VHF Int.	7700
V-136: PSK VOR-Wirtz VHF/LF Int.	PSK LFR 279° M brg inbnd direct Wirtz VHF/LF Int.	5500
V-37W: HKY VOR-PSK VOR	HKY VOR 020° M radial direct to PSK LFR 023° M brg inbnd	6000
J-22V: TYS VOR-PSK VOR-GVE VOR	Use J-22-L	As published
J-57V: CRW VOR-PSK VOR	Use J-57-L	As published
PSK VOR-RDU VOR	Use J-57-L to GSO MFR, thence direct RDU VOR	24,000
V-53V: SPA VOR-PSK VOR-MGW VOR	None	----

During shutdown period, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Frankford	RNL VOR 096° M radial EKN VOR 199° M radial	8000
Daleville	HIS VOR 038° M radial ROA VOR 360° M radial	6000
Wirtz	SBV VOR 302° M radial ROA MFR 349° M brg inbnd	5500
Algoma	HIS VOR 180° M radial PSK LFR 279° M brg inbnd	5500
Francisco	GSO VOR 337° M radial HKY VOR 051° M radial	6000
Elkin	None	----
Hayters Gap	None	----
Sawmill	None	----
Max Meadows	BLF VOR 156° M radial PSK LFR 063° M brg inbnd	7700
Paynesville	PVL Rbn	As published
Willis	HIS VOR 222° M radial PSK LFR 334° M brg inbnd	6000
Rock Camp	BLF VOR 072° M radial BKW VOR 131° M radial	6000

MANSFIELD, OHIO VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V133: SKY VOR-MFD VOR-TVT VOR	SKY VOR 172° M radial to Int. TVT VOR 322° M radial thence direct TVT VOR	2700
V297: SKY VOR-MFD VOR	SKY VOR 172° M radial to Int. TVT VOR 322° M radial	2500
V5: CLE VOR-MFD VOR-APE VOR	CLE VOR 217° M radial to Int. APE VOR 002° M radial thence direct APE VOR	2700
V8, V1504: FDY VOR-MFD VOR-AVR VOR	FDY VOR direct AVR VOR	4000
V92: ATO VOR-MFD VOR-AVR VOR	ATO VOR 131° M radial to the Int. of AVR VOR 277° M radial thence direct AVR VOR	2500 to Int. of AVR VOR 277°M radial; 4000 to AVR VOR
V246: MFD VOR-RSD VOR	None	----

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Mt. Vernon	TVT VOR 267° M radial APE VOR 002° M radial	2500
Marion	FDY VOR 129° M radial RSD VOR 063° M radial	2700
Upper Sandusky	FDY VOR 092° M radial VWV VOR 150° M radial	2500
Powell	APE VOR 267° M radial FDY VOR 140° M radial	MRA 5000
Sunbury	APE VOR 267° M radial ATO VOR 174° M radial	MRA 5500
Utica	TVT VOR 232° M radial ZZV VOR 318° M radial	MRA 3000
Chippewa VHF	CLE VOR 141° M radial TVT VOR 015° M radial	MRA 3000
Wadsworth	CLE VOR 141° M radial TVT VOR 027° M radial	MRA 3000
Amherst VHF	CLE VOR 278° M radial ATO VOR 066° M radial	3000

(Continued)

FEDERAL AIRWAYS, CONTROL AREAS, CONTROL AREA EXTENSIONS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS AND JET ROUTES:

(Note: All bearings and radials are TRUE unless otherwise indicated.)

Effective 0001 EST 9 March 1960:

FEDERAL AIRWAYS:

(1) VOR 3 (Key West, Fla., to Presque Isle, Maine) amended as follows: In the text delete "Biscayne" and substitute therefor "Biscayne Bay" wherever it appears.

(2) VOR 51 (Key West Fla., to Chicago, Ill.) amended as follows: In the text delete "Biscayne" and substitute therefor "Biscayne Bay" wherever it appears.

(3) VOR 295 (Miami, Fla., to Cross City, Fla.) amended as follows: In the text delete "Biscayne " and substitute therefor "Biscayne Bay" wherever it appears.

CONTROL AREA EXTENSIONS:

(1) (West Palm Beach, Fla.) amended as follows: In the text delete "Biscayne" and substitute therefor "Biscayne Bay" wherever it appears.

(2) (Miami, Fla.) amended as follows: In the text delete "Biscayne" and substitute therefor "Biscayne Bay" wherever it appears.

VOR REPORTING POINT:

(1) Domestic VOR Reporting Point amended as follows: In the text delete "Biscayne, Fla., omnirng stn." and substitute therefor "Biscayne Bay, Fla., VOR."

Effective 0001 EST 7 April 1960:

FEDERAL AIRWAYS:

(1) VOR 23 (San Diego, Calif., to Bellingham, Wash) amended as follows: (a) In the caption delete "(San Diego, Calif., to Bellingham, Wash.)" and substitute therefor "(San Diego, Calif., to the U.S.-Canadian Border.)". (b) In the text delete "Bellingham, Wash., VOR to the U.S.-Canadian Border via the Bellingham VOR 304° radial." and substitute therefor "Bellingham, Wash., VOR to the U.S.-Canadian Border via the Bellingham VOR direct radial to the Vancouver, British Columbia, VOR."

(2) VOR 99 (Newport, Oreg., to Vancouver, British Columbia) amended as follows: (a) In the caption delete "(Newport, Oreg., to Vancouver, British Columbia)" and substitute therefor "(Newport, Oreg., to the U.S.-Canadian Border.)" (b) In the text delete "Bellingham, Wash., omnirng stn; to the Vancouver, British Columbia, rdo rng stn." and substitute therefor "Bellingham, Wash., VOR to the U.S.-Canadian Border via the Bellingham VOR direct radial to the Vancouver British Columbia, VOR."

CONTROL AREAS:

(1) VOR 23 (San Diego, Calif., to Bellingham, Wash.) amended as follows: In the caption delete "(San Diego, Calif., to Bellingham, Wash.)" and substitute therefor "(San Diego, Calif., to the U.S.-Canadian Border)."

(2) VOR 99 (Newport, Oreg., to Vancouver, B.C.) amended as follows: In the caption delete "(Newport, Oreg., to Vancouver, B.C.)" and substitute therefor "(Newport, Oreg., to the U.S.-Canadian Border)".

Effective 0001 EST 5 May 1960:

FEDERAL AIRWAYS:

(1) Green 4 (Los Angeles, Calif., to Philadelphia, Pa.) amended as follows: (a) In the caption, delete "(Los Angeles, Calif., to Philadelphia, Pa)." and substitute therefor "(Los Angeles, Calif., to Amarillo, Tex., and Wichita, Kans., to Philadelphia, Pa.)." (b) In the text, delete "Amarillo, Tex., rdo rng stn; the Int. of E crs of the Amarillo, Tex., rdo rng and the SW crs of the Gage, Okla., rdo rng; Gage, Okla., rdo rng stn; Wichita, Kans., rdo rng stn; Kansas City, Mo., rdo rng stn;" and substitute therefor "to the Amarillo, Tex., RR. From the Wichita, Kans., RR via Kansas City, Mo., RR;"

(2) Amber 7 (Miami, Fla., to U.S.-Canadian Border) amended as follows: (a) In the caption delete "(Miami, Fla., to U.S.-Canadian Border)." and substitute therefor"(Miami, Fla., to Daytona Beach, Fla., and Florence, S.C., to U.S.-Canadian Border)." (b) In the text delete "Daytona Beach, Fla., rdo rng stn; Jacksonville, Fla., rdo rng stn; Savannah, Ga., RR; the Int. of a line brng 021° from the Savannah RR with a line bearing 260° from the Charleston RR; Charleston, S.C., RR; the Int of a line bearing 035° from the Charleston RR with a line bearing 178° from the Florence RR; Florence, S.C., RR; the Int of the N crs of the Florence, S.C., rdo rng" and substitute therefor "to the Daytona Beach, Fla., RR. From the Florence, S.C., RR via the Int. of the N crs of the Florence, S.C. RR".

(3) Red 74 (Biloxi, Miss., to Brookley AFB, Ala.) is revoked.

(4) Blue 42 (Goshen, Ind., to Saginaw, Mich.) is revoked.

(5) Blue55 (Crestview, Fla., to Montgomery, Ala.) is revoked.

(6) Blue 64 (Wink, Tex., to Hobbs, N. Mex.) is revoked.

(7) VOR 4 (Seattle, Wash., to Herndon, Va.) amended as follows: In the text delete "including a N alternate via the Int. of the Laramie omnirng 131° T and the Denver omnirng 016° T radials;" and substitute therefor "including a N alternate from the Laramie VOR to the Denver VOR via the Gill, Colo., VOR;".

(8) VOR 8 (Long Beach, Calif., to Washington, D.C.) amended as follows: In the text delete "Pittsburgh, Pa., omnirng stn;" and substitute therefor "Pittsburgh, Pa., VOR; Indian Head, Pa., VOR;".

(9) Blue 68 (Midland, Tex., to Hobbs, N. Mex.) is revoked.

(10) VOR 16 (Los Angeles, Calif., to Boston, Mass.) amended as follows: In the text, delete "including a N alternate via the Int. of the Knoxville VOR 054° and the Pulaski VOR 260° radials;" and substitute therefor "including a N alternate from the Knoxville VOR to the Pulaski VOR via the Int of the Knoxville VOR 050° T with the Blackford, Va., VOR 246° T radials and the Blackford VOR;".

(11) VOR 24 (Aberdeen, S. Dak., to Lone Rock, Wis.) amended to read: "From the Aberdeen, S. Dak., VOR via the Watertown, S. Dak., VORTAC, including a N alternate; Redwood Falls, Minn., VOR, including a N alternate via the Int. of the Watertown VORTAC 086° T and the Redwood Falls, VOR 305° T radials; Rochester, Minn., VOR; to the Lone Rock, Wis., VOR, including a S alternate from the Rochester VOR to the Lone Rock VOR via the Waukon, Iowa VOR."

(12) VOR 50 (St. Joseph, Mo., to Dayton, Ohio) amended as follows: (a) In the caption delete "(St. Joseph, Mo., to Dayton, Ohio)." and substitute therefor "(Pawnee City, Neb., to Dayton, Ohio.". (b) In the text delete "From the St. Joseph, Mo., VOR via the Kirksville, Mo., VOR;" and substitute therefor "From the Pawnee City, Neb., VOR via the St. Joseph, Mo., VOR; Kirksville, Mo., VOR;".

(13) VOR 55 (Dayton, Ohio to Green Bay, Wis.) amended as follows: (a) In the caption delete "(Dayton, Ohio to Green Bay, Wis.)" and substitute therefor "(Dayton, Ohio to Eau Claire, Wis.)." (b) In the text delete "to the Green Bay, Wis., VOR." and substitute therefor "Green Bay, Wis., VORTAC; Stevens Point, Wis., VOR; Int of the Stevens Point, VOR 281° T and the Eau Claire VOR 107° T radials; to the Eau Claire, Wis., VOR.".

(14) VOR 89 (Denver, Colo., to Rapid City, S, Dak.) amended as follows: In the text delete "including an E alternate via the Int of the Denver VOR 016° and the Cheyenne VOR 131° radials;" and substitute therefor "including an E alternate from the Denver VOR to the Cheyenne VOR via the Gill, Colo., VOR and the Int of the Gill VOR 003°T and the Cheyenne VOR 131° T radials;".

(15) VOR 107 (Los Angeles, Calif., to Red Bluff, Calif.) amended as follows: (a) In the caption delete "(Los Angeles, Calif., to Red Bluff, Calif.)" and substitute therefor "(Los Angeles, Calif., to Oakland, Calif.). (b) In the text delete "Oakland, Calif., omnirng stn; Int of the Oakland omnirng 330° T and the Ukiah omnirng 147° T radials; Ukiah, Calif., omnirng stn; to the Red Bluff, Calif., omnirng stn." and substitute therefor "to Oakland, Calif., VORTAC."

(16) VOR 129 (Polo, Ill., to Eau Claire, Wis.) amended to read: "From the Polo, Ill., VOR via the Rewey, Wis., VOR; Waukon, Iowa, VOR; Nodine, Minn., VOR to the Eau Claire, Wis., VOR."

(17) VOR 199 (San Francisco, Calif., to Red Bluff, Calif.) amended to read: "From the San Francisco, Calif., VOR via the Int of the San Francisco VOR 304°T and the Ukiah VOR 172°T radials; the Ukiah, Calif., VOR; to the Red Bluff, Calif., VORTAC. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tomales Point Restricted Area (R-519) is excluded during the time of designation of this restricted area."

(18) VOR 207 (Denver, Colo., to Scottsbluff, Nebr.) amended to read: "From the Denver, Colo., VOR via the Gill., Colo., VOR to the Scottsbluff, Nebr., VOR."

(19) VOR 268 (Flint Stone, Md., to Baltimore, Md.) amended as follows: In the text, delete "From the point of Int of the Front Royal, Va., VOR 335° and the Martinsburg, W. Va., VOR 298° radials," and substitute therefor," From the point of Int of the Grantsville, Md., VOR 082° T and the Martinsburg, W. Va., VOR 297° T radials".

(20) VOR 474 (Bellaire, Ohio, to Lancaster, Pa.) added to read: From the Bellaire, Ohio, VOR via the Indian Head, Pa., VOR; St. Thomas , Pa., VOR; to the Lancaster, Pa., VOR."

CONTROL AREAS:

(1) Green 4(Los Angeles, Calif., to Philadelphia, Pa.) amended as follows: In the caption, delete "(Los Angeles, Calif., to Philadelphia, Pa.) and substitute therefor"(Los Angeles, Calif., to Amarillo, Tex., and Wichita, Kans., to Philadelphia, Pa.)

(2) Amber 7 (Miami, Fla., to U.S.-Canadian Border) amended as follows: In the caption delete "(Miami, Fla., to U.S.-Canadian Border)." and substitute therefor "(Miami, Fla., to Daytona Beach, Fla., and Florence, S.C., to U.S.-Canadian Border.)".

(3) Blue 42 (Goshen, Ind., to Saginaw, Mich.) is revoked.

(4) Red 74 (Biloxi, Miss., to Brookley AFB, Ala.) is revoked.

(5) Blue 55 (Crestview, Fla., to Montgomery, Ala.) is revoked.

(6) Blue 64 (Wink, Tex., to Hobbs, N. Mex.) is revoked.

(7) Blue 68 (Midland, Tex., to Hobbs, N. Mex.) is revoked.

(8) VOR 24 (Aberdeen, S, Dak., to Lone Rock, Wis.) amended to read: "All of VOR Federal airway No. 24 including N alternates and a S alternate.

CONTROL AREA EXTENSIONS:

(1) (Brownsville, Tex.) The text is amended to read: "The airspace over the U.S. within a 40-mile radius of the Brownsville, Tex., VOR S of lat 26-30-00N; within 5 mi either side of the Harlingen, Tex., VOR 013°T radial from the VOR to VOR Federal airway No. 68; and that airspace W of V 68 S of lat 26-31-00N, and E of long. 98-00-00 W., excluding that portion overlying Corpus Christi Restricted Area (R-227)."

(2) (Jacksonville, Fla.) amended as follows: In the text delete "Amber Federal airway No. 7" and substitute therefor "VOR Federal airway No. 3".

(3) (Riverside, Calif.) amended as follows: "That airspace S of March AFB bounded on the E by VOR Federal airway No. 117, on the S and SE by VOR Federal airway No. 208, on the W by VOR Federal airway No. 23 and Restricted Area (R-294), on the NW by VOR Federal airway No. 8 and on the N by VOR Federal airway No. 16.

(4) (San Francisco, Calif)amended to read: "All of the airspace in the San Francisco area bounded by a line beginning at lat 38-15-00N, long. 122-37-00W; to lat 37-43-34N, long. 122-13-21W; to 37-27-20N, 121-50-30W; to 37-00-55N, 122-17-15W; thence N along the 3 nmi line off-shore to 37-12-20N, 122-28-00W; to 37-14-00N, 122-24-55W; to 38-08-30N, 122-54-00W; thence to the point of beginning.

(5) (Lansing, Mich.) amended to read: The airspace within a 15 mi radius of the Lansing VOR, and within 5 mi either side of the NW crs of the Lansing RR extending from the RR to VOR Federal airway No. 274. The airspace S of Lansing bounded on the S by VOR Federal airway No. 100, on the NW by VOR Federal airway No. 218, and on the NE by VOR Federal airway No. 45.

(6) (Lompoc, Calif.) amended as follows: "That airspace within a 35-mi radius of the geographic center of Vandenberg AFB(lat 34-43-45, long.120-34-15), excluding that portion overlying Restricted Areas (R-531) and (R/W 532) and that portion outside the United States".

CONTROL ZONES:

(1) (Lompoc, Calif) amended as follows: "Within a 5-mi radius of the geographical center of Vandenberg AFB (lat 34-43-45, long. 120-34-15), and within 2 mi SW of, and 3 mi NE of the Vandenberg TVOR 316° T radial from the 5-mi radius zone to the TVOR excluding that portion overlying the Navy Missile facility, Pt. Arguello, Calif., Restricted Areas (R-531) and R/W 532)."

REPORTING POINTS:

(1) Green 4 (Los Angeles, Calif., to Philadelphia, Pa.) amended as follows: (a) In the caption, delete "(Los Angeles, Calif., to Philadelphia, Pa.)" and substitute therefor "(Los Angeles, Calif., to Amarillo, Tex., and Wichita, Kans., to Philadelphia, Pa.)." (b) In the text, delete "Gage, Okla., rdo rng stn;".

(2) Amber 7 (Miami, Fla., to U.S.-Canadian Border) amended as follows: (a) In the caption delete "(Miami, Fla., to U.S.-Canadian Border)," and substitute therefor "(Miami, Fla., to Daytona Beach, Fla., and Florence, S.C., to U.S.-Canadian Border.)". (b) In the text delete "Brunswick, Ga., rdo marker beacon; Savannah, Ga., rdo rng stn; Charleston, S.C., rdo rng stn;".

(3) Red 63 (Bangor, Mich., to Jackson, Mich.) amended as follows: In the text, delete "No reporting point designation." and substitute therefor, "Battle Creek, Mich., RR."

(4) Red 74 (Biloxi, Miss., to Brookley AFB, Ala.) is revoked.

(5) Blue 42 (Goshen, Ind., to Saginaw, Mich.) is revoked.

(6) Blue 55 (Crestview, Fla., to Montgomery, Ala.) is revoked.

(7) Blue 64 (Wink, Tex., to Hobbs, N. Mex.) is revoked.

(8) Blue 68 (Midland, Tex., to Hobbs, N. Mex.) is revoked.

VOR CONTROL AREAS:

(1) VOR 50 (St. Joseph, Mo., to Dayton, Ohio) amended as follows: In the caption delete "(St. Joseph, Mo., to Dayton, Ohio)." and substitute therefor "(Pawnee City, Neb., to Dayton, Ohio)."

(2) VOR 55 (Dayton, Ohio to Green Bay, Wis.) amended as follows: In the caption delete "(Dayton, Ohio to Green Bay, Wis.)." and substitute therefor "(Dayton, Ohio, to Eau Claire, Wis.)."

(3) VOR 107 (Los Angeles, Calif., to Oakland, Calif.) amended to read: "All of VOR Federal airway No. 107."

(4)VOR 199 (San Francisco, Calif., to Red Bluff, Calif.) amended to read: "All of VOR Federal airway No. 199."

(5) VOR 207 (Denver, Colo., to Scottsbluff, Nebr.) amended to read: "All of VOR Federal airway No. 207."

(6) VOR 474 (Bellaire, Ohio to Lancaster, Pa.) added to read: "All of VOR Federal airway No. 474".

VOR REPORTING POINTS:

The following VOR Domestic Reporting Point are:

(1) Amended as follows: In the text add: "Stevens Point, Wis., VOR."

(2) Amended to read: (a) Scottdale Int: The Int of the Pittsburgh, Pa., VOR 120°T and the Uniontown, Pa., VOR 018° T radials. (b) Flint Stone Int: The Int of the Grantsville, Md., VOR 082° T and the Martinsburg, W. Va., VOR 297° T radials.

(3) Amended as follows: In the text delete "Saltair Int.: The Int. of the Salt Lake City, Utah, omnirng 265° T and the Ogden, Utah, omnirng 194° T radials."

JET ROUTE:

(1) L/MF Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.) is revoked.

Effective 0001 EST 2 June 1960:

FEDERAL AIRWAY:

(1) VOR 45 (New Bern, N.C., to Charleston, W. Va., Lexington, Ky., to Waterville, Ohio, and Tipton, Mich., to Saginaw, Mich.) amended as follows: In the text delete "Int of the New Bern VOR 305° and the Raleigh VOR 116°T radials;" and substitute therefor "Kinston, N.C., VOR;".

Effective 0001 EST 30 June 1960:

FEDERAL AIRWAY:

(1) VOR 113 (Paso Robles, Calif., to Reno, Nev.) amended as follows: "From the Paso Robles, Calif., VOR via the Priest, Calif., VOR; Los Banos, Calif. VOR; Stockton, Calif. VOR; Linden, Calif., VOR; Int of the Linden VOR 046° T and the Reno VOR 208°T radials; to the Reno, Nev., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Vernalis Restricted Area (R-280) is excluded during its time of designation."

Effective 0001 EST 25 August 1960:

FEDERAL AIRWAY:

(1) VOR 482 (Las Vegas, N. Mex., to Liberal, Kans.) amended as follows: "From the Las Vegas, N. Mex., VOR via the Clayton, N. Mex., VOR to the Liberal, Kans., VOR."

VOR CONTROL AREA:

(1) VOR 482 (Las Vegas, N. Mex., to Liberal Kans.) amended as follows: "All of VOR Federal Airway No. 482."

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

Effective 3 March 1960:

(Part 608 - Amendment 81)

(1) In Section 608.57, the Sheboygan, Wis., Restricted Area (R-83-B) is amended by deleting "Surface to 65,000 feet MSL" and substituting therefor "Surface to 45,000 feet MSL.".

Effective 5 May 1960:

(Part 608 - Amendment 79)

(1) In Section 608.14, add the following: Merced, Calif.(Castle AFB), Restricted Area/Military Climb Corridor (R-586). Description- That area centered on the NW crs of the Castle AFB ILS lclzr, beginning 5 smi NW of the airbase extending to 32 smi NW of the airbase with a width of 2 smi at the beginning and 4.6 smi at the outer extremity. Designated Altitudes - 2,200' MSL to 15,200' MSL from 5 smi NW of the airbase to 6 smi NW of the airbase. 2,200' MSL to 24,200' MSL from 6 to 7 smi NW of the airbase. 2,200' MSL to 27,000' MSL from 7 to 10 smi NW of the airbase. 6,200' MSL to 27,000' MSL from 10 to 15 smi NW of the airbase. 10,200' MSL to 27,000' MSL from 15 to 20 smi NW of the airbase. 15,200' MSL to 27,000' MSL from 20 to 25 smi NW of the airbase. 19,200' MSL to 27,000' MSL from 25 to 32 smi NW of the airbase. Time of designation: Continuous. Controlling Agency - Castle AFB approach control.

(Part 608 - Amendment 82)

(2) Section 608.14, add the following: San Rafael, (Hamilton AFB), Calif., Restricted Area/Military Climb Corridor (R-590). Description- That area centered on the 325° T radial of the Hamilton TVOR extending from 7 smi NW of the airbase to 34 smi NW of the airbase having a width of 2 smi at the beginning and a width of 4.6 smi at the outer extremity. Designated Altitudes - 2,000' MSL to 15,000' MSL from 7 smi NW of the air

base to 8 smi NW of the airbase. 2,000' MSL to 24,000' MSL from 8 to 9 smi NW of the airbase. 2,000' MSL to 27,000' MSL from 9 to 12 smi NW of the airbase. 6,000' MSL to 27,000' MSL from 12 to 17 smi NW of the airbase. 10,000' MSL to 27,000' MSL from 17 to 22 smi NW of the airbase. 15,000' MSL to 27,000' MSL from 22 to 27 smi NW of the airbase. 19,000' MSL to 27,000' MSL from 27 to 34 smi NW of the airbase. Time of designation - Continuous. Controlling Agency: Hamilton AFB Approach Control.

(Part 608 - Amendment 74)

(3) Section 608.26 add the following: Alexandria (England AFB), La., Restricted Area/ Military Climb Corridor (R-577). Description- That area centered on the 017° T radial of the England AFB, La., TACAN, with a width of 2 smi beginning at a point 5 smi N of the airbase and extending to a width of 4.6 smi at a point 32 smi N of the airbase. Designated Altitudes - 2,100' MSL to 15,000' MSL from a point 5 smi N of the airbase to a point 6 smi N of the airbase. 2,100' MSL to 24,000' MSL from a point 6 smi N of the airbase to a point 7 smi N of the airbase. 2,100' MSL to 27,000' MSL from a point 7 smi N of the airbase to a point 10 smi N of the airbase. 6,100' MSL to 27,000' MSL from a point 10 smi N of the airbase, to a point 15 smi N of the airbase. 10,100' MSL to 27,000' MSL from a point 15 smi N of the airbase to a point 20 smi N of the airbase. 15,100' MSL to 27,000' MSL from a point 20 smi N of the airbase to a point 25 smi N of the airbase. 19,100' MSL to 27,000' MSL from a point 25 smi N of the airbase to a point 32 smi N of the airbase. Time of designation - Continuous. Controlling Agency: England AFB Approach Control.

ON REQUEST REPORTING POINTS: The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 7 April 1960:

ESTABLISHED:

(1) DRUMMOND, MONT VOR (Formerly compulsory).

(2) BUTTE, MONT VOR (Formerly compulsory).

(3) CHESTER, TEX(VHF) INT: 152 M rad Lufkin, Tex. VOR; 094 M rad Leona, Tex. VOR.

(4) CAMDEN, TEX(VHF) INT: 168 M rad Lufkin, Tex. VOR; 094 M rad Leona, Tex. VOR.

(5) KICKAPOO, TEX(VHF) INT: 215 M rad Lufkin, Tex. VOR; 094 M rad Leona, Tex. VOR.

(6) MOSCOW, TEX(VHF) INT: 190 M rad Lufkin, Tex. VOR; 094 M rad Leona, Tex. VOR.

(7) LONGWOOD, S C(VHF) INT: 036 M rad Myrtle Beach, S. C. VOR ; 110 M rad Florence, S. C. VOR.

(8) DOCK, S C(VHF) INT: 036 M rad Myrtle Beach, S. C. VOR; 098 M rad Florence, S. C. VOR.

(9) RED ROCK, OKLA(VHF) INT: 237 M rad Ponca City, Okla. VOR; 140 M rad Anthony, Kans. VOR.

(10) TABOR CITY, S C(VHF) INT: 004 M rad Myrtle Beach, S. C. VOR 098 M rad Florence, S. C. VOR.

(11) BENTON, ALA(VHF) INT: 025 M rad Evergreen, Ala. VOR; 279 M rad Montgomery, Ala. VOR.

(12) GRADY, ALA(VHF) INT: 158 M rad Montgomery, Ala. VOR; 217 M rad Tuskegee, Ala. VOR.

(13) CAMP HILL, ALA(VHF) INT: 227 M rad LaGrange, Ga. VOR; 360 M rad Tuskegee Ala. VOR.

(14) WOODRUFF, S C(VHF) INT: 188 M rad Spartanburg, S. C. VOR; 257 M rad Ft. Mill, N. C. VOR.

(15) STARR, S C(VHF) INT: 055 M rad Royston, Ga. VOR; 118 M rad Toccoa, S. C. VOR.

(16) PELZER, S C(VHF) INT: 315 M rad Greenwood, S. C. VOR; 055 M rad Royston, Ga. VOR.

(17) GAFFNEY, S C(VHF) INT: 093 M rad Spartanburg, S. C. VOR; 030 M rad Greenwood, S. C. VOR.

(18) BUFFALO, S C(VHF) INT: 149 M rad Spartanburg, S. C. VOR; 257 M rad Ft. Mill, N. C. VOR.

(19) JANE, ALA(VHF) INT: 360 M rad Mobile, Ala. VOR: 285 M rad Evergreen, Ala. VOR.

(20) CHAMPAIGN, ILL VOR.

(21) KNOX, IND VOR.

(22) POLO, ILL VOR.

(23) CORDELIA, CALIF(VHF) INT: 347 M rad Oakland, Calif. VOR; 060 M rad Napa, Calif. VOR.

(24) RIPON, CALIF(VHF) INT: 147 M rad Stockton, Calif. VOR; 180 M rad Linden, Calif. VOR.

(25) JACKSON, CALIF(VHF) INT: 085 M rad Sacramento, Calif. VOR; 029 M rad Linden, Calif. VOR.

(26) SAM RAMON, CALIF(VHF) INT: 095 M rad Pt. Reyes, Calif. VOR; 060 M rad Oakland, Calif. VOR.

(27) CHARLESTON, NEV(VHF) INT: 250 M rad Las Vegas, Nev. VOR; 113 M rad Beatty, Nev. VOR.

(28) CHARLESTON, NEV(LF) INT: 250 M rad Las Vegas, Nev. VOR; 130 M brng to Goodsprings, Nev. Rbn.

(29) WAUNETA, NEB(VHF) INT: 205 M rad North Platte, Neb. VOR; 264 M rad Hayes Center, Neb. VOR.

(30) HAMLET, NEV(VHF) INT: 197 M rad North Platte, Neb. VOR; 233 M rad Hayes Center, Neb. VOR.

(31) STOCKVILLE, NEB(VHF) INT: 154 M rad North Platte, Neb. VOR; 077 M rad Hayes Center, Neb. VOR.

(32) MAYWOOD, NEB(VHF) INT: 154 M rad North Platte, Neb. VOR; 047 M rad Hayes Center, Neb. VOR.

(33) LODGEPOLE, NEB(VHF) INT: 062 M rad Sidney, Neb. VOR; 129 M rad Scottsbluff, Neb. VOR; 007 M rad Akron, Colo. VOR.

(34) DYE, NEB(VHF) INT: 248 M rad Sidney, Neb. VOR; 167 M rad Scottsbluff, Neb. VOR; 333 M rad Akron, Colo. VOR.

(35) NORTHFIELD, VT(LF) INT: SE crs. Burlington, Vt. LFR; SW crs. Montpelier, Vt. LFR. (Formerly compulsory).

(36) ANDALUSIA, ALA(VHF) INT: 104 M rad Evergreen, Ala. VOR; 009 M rad Crestview, Fla. VOR. (Formerly compulsory).

(37) HILLSDALE, N Y(VHF) INT: 020 M rad Poughkeepsie, N. Y. VOR; 280 M rad Chester, Mass. VOR.

(38) EAGLE, CONN(VHF) INT: 330 M rad Norwich, Conn. VOR; 057 M rad Hartford, Conn. VOR.

(39) TERRYVILLE, CONN(VHF) INT: 292 M rad Hartford, Conn. VOR; 024 M rad Bridgeport, Conn. VOR.

(40) SOUTH PASS, WYO(VHF) INT: 010 M rad Rock Springs, Wyo. VOR; 279 M rad Cherokee, Wyo. VOR.

(41) HUDSON, WYO(VHF) INT: 170 M rad Boysen Reservoir, Wyo. VOR; 245 M rad Casper, Wyo. VOR.

(42) FAIRACRES, N MEX(VHF) INT: 149 M rad Truth or Consequences, N. Mex. VOR; 075 M rad Deming, N. Mex. VOR.

(43) PRINCETON, S C(VHF) INT: 074 M rad Royston, Ga. VOR; 358 M rad Greenwood, S. C. VOR.

(44) MARSHALL, OKLA(VHF) INT: 355 M rad Oklahoma City, Okla. VOR; 029 M rad Kingfisher, Okla. VOR.

(45) WATERWAY, LA(VHF) INT: 067 M rad Beaumont, Tex. VOR; 037 M rad Sabine Pass, Tex. VOR.

(46) PEVETO, TEX(VHF) INT: 050 M rad Beaumont, Tex. VOR; 016 M rad Sabine Pass, Tex. VOR.

(47) HACKBERRY, LA(VHF) INT: 086 M rad Beaumont, Tex. VOR; 051 M rad Sabine Pass, Tex. VOR.

(48) SCOTT, ARK(VHF) INT: 019 M rad Pine Bluff, Ark. VOR; 055 M rad Little Rock, Ark. VOR.

(49) SELMA, TEX(VHF) INT: 333 M rad LaVernia, Tex. VOR; 065 M rad San Antonio, Tex. VOR.

(50) PROMONTORY PT, UTAH(LF) INT: W crs. Ogden, Utah LFR; 167 M brng to Promontory Pt, Utah Rbn.

(51) CASTLE, ARIZ(VHF) INT: 938 M rad Winslow, Ariz. VOR; 296 M rad St. Johns, Ariz. VOR.

(52) PERKINS, ARIZ(VHF) INT: 167 M rad Drake, Ariz. VOR; 030 M rad Prescott, Ariz. VOR.

(53) ORDWAY, COLO(VHF) INT: 079 M rad Pueblo, Colo. VOR; 132 M rad Colorado Springs, Colo. VOR.

(54) MULFORD, CALIF(VHF) INT: 047 M rad San Francisco, Calif. VOR; 114 M rad Oakland, Calif. VOR.

(55) MERRITT, CALIF(VHF) INT: 010 M rad San Francisco, Calif. VOR; 313 M rad Oakland, Calif. VOR.

(56) ORINDA, CALIF(VHF) INT: 010 M rad San Francisco, Calif. VOR; 347 M rad Oakland, Calif. VOR.

(57) SAN PABLO, CALIF(VHF) INT: 347 M rad Oakland, Calif. VOR; 053 M rad Sausalito, Calif. VOR.

(58) LOYAL, WIS(VHF) INT: 255 M rad Wausau, Wis. VOR; 278 M rad Stevens Point, Wis. VOR.

MODIFIED:

(1) CAMPO, CALIF(VHF) INT : 251 M rad El Centro, Calif. VOR; 150 M rad Julian, Calif. VOR.

(2) FILLMORE, IND(VHF) INT: 246 M rad Indianapolis, Ind. VOR; 153 M rad Westpoint, Ind. VOR.

(3) MANHATTAN, IND(VHF) INT: 065 M rad Terre Haute, Ind. VOR; 170 M rad Westpoint, Ind. VOR.

(4) LAFITTE, LA(VHF) INT: 099 M rad Thibodaux, La. VOR; 168 M rad New Orleans, La. VOR; (Delete Flag)
(5) GRAND ISLE, LA(VHF) INT: 118 M rad Thibodaux, La. VOR; 168 M rad New Orleans, La. VOR. (Delete Flag)
(6) MONTEGUT, LA(VHF) INT: 130 M rad Thibodaux, La. VOR; 208 M rad New Orleans, La. VOR.
(7) DULAC, LA(VHF) INT: 167 M rad Thibodaux, La. VOR; 208 M rad New Orleans, La. VOR.
(8) WASHINGTON, OKLA(VHF) INT: 144 M rad Oklahoma City, Okla. VOR; 045 M rad Lawton, Okla. VOR.
(9) MAYESVILLE, OKLA(VHF) INT: 333 M rad Ardmore, Okla. VOR; 061 M rad Lawton, Okla. VOR.
(10) PINEAPPLE, ALA(VHF) INT: 045 M rad Evergreen, Ala. VOR; 345 M rad Crestview, Fla. VOR
(11) WEBSTER, FLA(VHF) INT: 349 M rad Lakeland, Fla. VOR; 037 M rad St. Petersburg, Fla. VOR.
(12) ATLANTIC, FLA(VHF) INT: 143 M rad Jacksonville, Fla. VOR; 104 M rad Cecil, Fla. VOR.
(13) SHILOH, FLA(VHF) INT: 143 M rad Jacksonville, Fla. VOR; 083 M rad Cecil, Fla. VOR.
(14) KENANSVILLE, N C(VHF) INT: 356 M rad Wilmington, N.C. VOR; 260 M rad New Bern, N.C. VOR.
(15) CALHOUN, ALA(VHF) INT: 227 M rad Montgomery, Ala. VOR; 276 M rad Eufaula, Ala. VOR.
(16) CULEBRA, PUERTO RICO(VHF) INT: MRA 2500' - Depict flag.
(17) POINT TUNA, PUERTO RICO(VHF) INT: MCA - 4000 NW bound. Depict flag.
(18) CARIBBEAN, PUERTO RICO(VHF) INT: MRA - 2500'. Depict Flag.
(19) YARBO, ALA(VHF) INT: 360 M rad Mobile, Ala. VOR; 264 M rad Evergreen, Ala. VOR.
(20) CUBA, MO(VHF) INT: 207 M rad St. Louis, Mo. VOR; 280 M rad Farmington, Mo. VOR; 049 M rad Maples, Mo. VOR.
(21) HILTON, VA(VHF) INT: 311 M rad Tri-City, Tenn. VOR; 248 M rad Blackford, Va. VOR.
(22) YUMA, VA(VHF) INT: 290 M rad Tri-City, Tenn. VOR; 248 M rad Blackford, Va. VOR.
(23) WITT, TENN(VHF) INT: 315 M rad Ashville, N.C. VOR; 050 M rad Knoxville, Tenn. VOR.
(24) MORRESBURG, TENN(VHF) INT: 266 M rad Tri-City, Tenn. VOR; 050 M rad Knoxville, Tenn. VOR.
(25) GOODHUE, MINN(VHF) INT: 351 M rad Rochester, Minn. VOR; 118 M rad Farmington, Minn. VOR.
(26) ELBA, MINN(VHF) INT: 046 M rad Rochester, Minn. VOR; 290 M rad Nodine, Minn. VOR.
(27) IRWIN, IDAHO(VHF) INT: 042 M rad Pocatello, Idaho VOR; 125 M rad DuBois, Idaho VOR.
(28) HADLEY, PA(VHF) INT: 072 M rad Youngstown, Ohio VOR: 180 M rad Erie, Pa. VOR.
(29) DEXTER, MICH(VHF) INT: 257 M rad Salem, Mich. VOR; 300 M rad Willow Run, Mich. VOR.
(30) MADISON, W VA(VHF) INT: 192 M rad Charleston, W. Va. VOR; 273 M rad Rainelle, W. Va. VOR.
(31) MT VERNON, OHIO(VHF) INT: 002 M rad Appleton, Ohio VOR; 267 M rad Tiverton, Ohio VOR.
(32) MT HOLLY, PA(VHF) INT: 253 M rad Colts Neck, N.J. VOR; 182 M rad Yardley, Pa. VOR.
(33) POCONO, PA(VHF) INT: 308 M rad Stroudsburg, Pa. VOR; 008 M rad Allentown, Pa. VOR.
(34) ARBA, IND(VHF) INT: 261 M rad Dayton, Ohio VOR; 348 M rad Richmond, Ind. VOR.

CANCELLED:
(1) MEDINA, TEX(LF) INT.
(2) WRIGHT, WYO(LF) INT
(3) KLAMATH JUNCTION, ORE(LF) INT.
(4) LORIS, S C(VHF) INT.
(5) DUNCAN, KY(VHF) INT.
(6) BUTLER, ALA(VHF) INT.
(7) HAYTERS GAP, VA(VHF) INT.
(8) MT HOLLY, PA(LF) INT.
(9) BELLWOOD, PA(VHF) INT.
(10) NEW BRAUNFELS, TEX(VHF) INT
(11) PROMONTORY, PT, UTAH RBN.
(12) WADSWORTH, NEV(LF) INT.
(13) VIRGIL, S. DAK(LF) INT.
(14) HUNT, WYO(VHF) INT.

RENAMED:
(1) FRENCH, LA(VHF) INT: 289 M rad New Orleans, La. VOR; 240 M rad Picayune, Miss. VOR. (Formerly French Settlement Int.)
(2) DON, LA(VHF) INT: 140 M rad Baton Rouge, La. VOR; 269 M rad New Orleans, La. VOR. (Formerly Donaldsonville Int.)

HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled as indicated effective 7 April 1960:

ESTABLISHED:
(1) MAYSVILLE, OKLA(VHF) INT: direction of holding - SE on 333 M rad Ardmore, Okla VOR; direction of turns - right; time - 1 min; MHA - 3200'.
(2) CRESCENT, S C(VHF) INT: direction of holding - NE on 056 M rad Myrtle Beach, S. C. VOR; direction of turns - left; time - 2 min; MHA - 1400'.
(3) LONGWOOD, S C(VHF) INT: direction of holding - NE on 036 M rad Myrtle Beach, S. C. VOR; direction of turns - right; time - 1 min; MHA - 2500'.
(4) RED ROCK, OKLA(VHF) INT: direction of holding - NE on 237 M rad Ponca City, Okla VOR; direction of turns - right; time - 1 min; MHA - 2500'.
(5) VALDOSTA, GA VOR: direction of holding - W on 270 M rad; direction of turns-right; time - 1 min; MHA - 1300'.
(6) VALDOSTA, GA VOR: direction of holding - E on 085 M rad; direction of turns - right; time - 1 min; MHA - 1300'.
(7) PELZER, S C(VHF) INT: direction of holding - SW on 055 M rad Royston, Ga. VOR; direction of turns - right; time - 1 min; MHA - 2300'.
(8) CHARLESTON, NEV(VHF) INT: direction of holding - W on 250 M rad Las Vegas, Nev. VOR; direction of turns - right; time - 1 min; MHA - 11,000'.
(9) TARENTUM, PA(VHF) INT: direction of holding - NE on 079 M rad Imperial, Pa. VOR; direction of turns - left; time - 1 min; MHA - 4000'.
(10) PATERSON, N J RBN: direction of holding - NE on 221 M inbnd brng; direction of turns - right; time - 1 min; MHA - 2000'.
(11) EAGLE, CONN(VHF) INT: direction of holding - SE on 330 M rad Norwich, Conn. VOR; direction of turns - right; time - 1 min; MHA - 2500'.
(12) CLEVELAND, OHIO ILS/OM: direction of holding - SW on SW crs. ILS lclzr; direction of turns - right; time - 1 min; MHA - 2200'.
(13) FAIRACRES, N MEX(VHF) INT: direction of holding - N on 149 M rad Truth or Consequences, N. Mex. VOR; direction of turns - right; time - 2 min; MHA - 10,000'.
(14) MARSHALL, OKLA(VHF) INT: direction of holding - N on 355 M rad Oklahoma City, Okla VOR; direction of turns - left; time - 1 min; MHA- 3500'.
(15) SELMA, TEX(VHF) INT: direction of holding - NE on 065 M rad San Antonio, Tex. VOR; direction of turns - left; time - 1 min; MHA - 2500'.

MODIFIED:
(1) DULAC, LA(VHF) INT: MHA - 2400'.
(2) LAFITTE, LA(VHF) INT: MHA - 1300'.
(3) GRAND ISLE, LA(VHF) INT: MHA - 2300'.
(4) MONTEGUT, LA(VHF) INT: MHA - 1400'.
(5) CLINT, TEX RBN: MHA - 5200'.
(6) ATLANTIC, FLA(VHF) INT: MHA - 1000'.
(7) SHILAH, FLA(VHF) INT: direction of holding - SE on 143 M rad Jacksonville, Fla. VOR; direction of turns - right; time - 1 min; MHA - 1300'.
(8) CALHOUN, ALA(VHF) INT: MHA -4700'.
(9) FULTON, OHIO(VHF) INT: MHA - 2500'. (Columbus Terminal Area Chart).
(10) MT VERNON, OHIO(VHF) INT: MHA - 2500'. (Columbus Terminal Area Chart).
(11) WASHINGTON, D C(LFR) INT: direction of holding - S on S crs; direction of turns-left; time - 1 min; MHA - 1500'.
(12) ARBA, IND(VHF) INT: direction of holding - W on 261 M rad Dayton, Ohio VOR; direction of turns - right; time - 1 min; MHA - 2800'.
(13) CANTON, TEX(VHF) INT: direction of holding - SE on 121 M rad Dallas, Tex. VOR; direction of turns - left; time - 1 min; MHA - 3000'.
(14) GAINSVILLE, TEX(VHF) INT: direction of holding - N on 167 M rad Ardmore, Okla. VOR; direction of turns - left; time - 1 min; MHA - 2800'.

CONTROL AREA EXTENSION: Effective 0001 EST 25 February 1960:
(1)(New York, N. Y.) amended as follows: In the text delete "R-28".

Effective 25 February 1960:

(Part 608 - Amendment 73)

(1) In Section 608. 38, the Brigantine, N.J., Restricted Area (R-28) is revoked.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT. Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: W-200).

(This does not apply to hearing aids)

RADOME MOUNTED GLIDE PATH ANTENNAS: Simultaneous operation of airborne radar and glide path receiver produces deflection of the glide path crosspointer, resulting in a glide path indication which is difficult or impossible to fly. Until compatible mounting and use is perfected, pilots are cautioned to turn the weather radar to "standby" or "off" when conducting an approach utilizing the glide path portion of the Instrument Landing System.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60. 23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 14, Number 19 dated 24 November 1959, as follows:

(1) Page 64, under Federal Airways (items 1 and 3) change effective date to read: 0001 EST 5 May 1960.
(2) Page 64, under VOR Control Areas (items 1 and 3) change effective date to read: 0001 EST 5 May 1960.
(3) Page 64 under VOR Reporting Points (item d) change effective date to read: 0001 EST 5 May 1960.
(4) Page 64,under Federal Airways (item 2) change effective date to read: 0001 EST 30 June 1960.
(5) Page 64, under VOR Control Areas (item 2) change effective date to read: 0001 EST 30 June 1960.
(6) Page 64 under VOR Reporting Points (item a) change effective date to read: 0001 EST 30 June 1960.

Correct Airman's Guide Volume 14, Number 20 dated 8 December 1959 as follows:

(1) Page 47, under Federal Airways (item 3) change effective date to read: 0001 EST 2 June 1960.
(2) Page 47, under Federal Airways (items 1 and 2) change effective date to read: 0001 EST 30 June 1960.
(3) Page 47, under VOR Control Areas (items 1 and 2) change effective date to read: 0001 EST 30 June 1960.

Correct Airman's Guide Volume 14, Number 24 dated 2 February 1960 as follows:

(1) Page 40, under Federal Airways (item 5) change effective date to read: 0001 EST 5 May 1960.
(2) Page 41, under Federal Airways (item 31) change effective date to read: 0001 EST 5 May 1960.
(3) Page 42, under VOR Control Areas (item 7) change effective date to read: 0001 EST 5 May 1960.
(4) Page 43, under VOR Reporting Points (item f) change effective date to read: 0001 EST 5 May 1960.
(5) Page 41, under Federal Airways (items 16, 21, 27, 28, 29, 32, 33, 35, 36 and 39); and on page 42 (items 48, 50, and 52) change effective date to read: 0001 EST 2 June 1960.
(6) Page 42, under VOR Control Areas (items 5, 8, 9, 10, 11, 18, 19, 21) change effective date to read: 0001 EST 2 June 1960.
(7) Page 43, under VOR Reporting Points (items e and g) change effective to read: 0001 EST 2 June 1960.

✓ MEA CHANGES: The following MEAs in Amendment 58, Effective date of April 7, 1960 are deleted: V-58, from Imperial, Pa. VOR to Tarentum Int, Pa., 3000'; Tarentum Int. to Carrolltown, Pa. VOR 4000'; Carrolltown VOR to Tyrone, Pa. VOR 4000'. V-276 from Ellwood City, Pa. VOR to Tyrone, Pa. VOR 4000'.

✓ LOS ANGELES, OAKLAND AND SEATTLE FLIGHT ADVISORY BOUNDARIES: Effective immediately the Los Angeles, Oakland and Seattle Flight Advisory Boundaries are amended as follows: (1) Los Angeles - Beginning at present flight advisory area bndry at the intersection U.S./Mexican bndry with the coastline (32-32-03N, 117-07-25W) direct to 30-45N, 120-50W; direct to 34-30N, 123-15W; direct to 35-32N, 120-51W; a point on present bndry. (2) Oakland - Beginning at present bndry at 35-32N, 120-51W; direct to 34-30N, 123-15W; direct to 40-00N, 127-00W; direct to 42-00N, 126-50W; thence along 42-00N, to the present bndry. (3) Seattle - Beginning at present bndry on 42-00N to 42-00N, 126-50W, direct to 45-00N, 126-30W; 48-20N, 128-00W; thence to 48-30N, 125-00W; on the present bndry.

✓ VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

✓ PREFERRED ROUTES CORRECTIONS EFFECTIVE APR 7: Airman's Guide Vol 14 No. 23.
(1) Page 113, Baltimore to New York (Idlewild) should read: V123 EWT V166 V276 V1; or V44 V16 V1.
(2) Page 116, Washington, D. C. to New York (Idlewild) should read: V123 EWT V166 V276 V1; or V123 V44 V16 V1.
(3) Page 113, Baltimore to New York (La Guardia) should read: V123 EWT V166 RBV V123.
(4) Page 116, Washington, D. C. to New York (LaGuardia) should read: V123 EWT V166 RBV V123.
(5) Page 113, Baltimore to Philadelphia (International) should read: V123 V166.
(6) Page 114, Jacksonville to Philadelphia (International) should read: V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 V29 V271 V166.
(7) Page 116, Norfolk to Philadelphia (International) should read: CCV B23 NKZ V29 ENO V271 V166.
(8) Page 116, Washington, D. C. to Philadelphia (International) should read: V123 V166.
(9) Page 116, add - Richmond, Virginia to Philadelphia (International): R77 V29 ENO V271 V166.
(10) Page 115, Miami to Newark should read: V295 Bonita Control 1150 ILM V1 V29 V271 V433.
(11) Page 115, Miami to New York (Idlewild) should read: V295 Bonita Control 1150 ILM V1.
(12) Page 115, Miami to New York (LaGuardia) should read: V295 Bonita Control 1150 ILM V1 V29 V123.
(13) Page 115, Miami to Washington should read: V295 Bonita Control 1150 ILM V157 Doncaster.
(14) Page 115, Miami to Jacksonville should read: V3E PBI V3.
(15) Page 115, New York (Idlewild) to Europe should read: Fire Island V16 V30 Mastic V46S HTO V46
(16) Page 115, New York (Idlewild) to Greater Cincinnati should read: STW V226 V39 V251 V4 V174 V128S.
(17) Page 115, New York (Idlewild) to Louisville should read: STW V226 V39 V251 V4 V174.
(18) Page 115, New York (LaGuardia) to Greater Cincinnati should read: SBJ V3 V166 V251 V4 V174 V128S.
(19) Page 115, New York (LaGuardia) to Louisville should read: SBJ V3 V166 V251 V4 V174.
(20) Page 115, Newark to Greater Cincinnati should read: SBJ V3 V166 V251 V4 V174 V128S.
(21) Page 115, Newark to Louisville should read: SBJ V3 V166 V251 V4 V174.
(22) Page 116, Philadelphia to Cincinnati should read: Reinholds V39 V251 V4 V174 V128S.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13, dated December 1959 as follows:
VOR Receiver Check Points
(1) Page 16, add, Colts Neck, New Jersey: 084°; over airway beacon tower at NE corner of Red Bank, N.J. airport.
(2) Page 24, Saginaw, Michigan (Tri-City): change bearing to: 280°.
(3) Page 24, delete Rochester, Minnesota.
(4) Page 24, delete Red Bank, New Jersey.
FAA and WB telephone numbers
(1) Page 36, Burbank, California - change FAA telephone number to: THornwall 6-0400.
(2) Page 36, Long Beach, California - change FAA telephone number to: HEmlock 2-9874.
(3) Page 38, add - Alexandria, Louisiana WB telephone number: HIllcrest 3-7539*.
(4) Page 38, Baton Rouge, Louisiana - change WB telephone number to: ELgin 5-7534*.
(5) Page 38, Reno, Nevada - change WB telephone number to: FAirview 9-2902*.
(6) Page 38, Traverse City, Michigan- change FAA telephone number to: WIndsor 7-5056.
(7) Page 39, Charleston, South Carolina - change FAA telephone number to: SH 7-1048.
(8) Page 40, El Paso, Texas - change FAA telephone number to: PRospect 8-4447.
(9) Page 40, Seattle, Washington- change FAA telephone numbers to: CH 3-4200 and CH 3-6701.
(10) Page 41, Casper, Wyoming - change WB telephone number to: 23-4-4804.
General Safety District Offices (Region 1)
(1) Page 42, change Cincinnati, Ohio telephone number to: EAst 1-7171.
Sequence Stations
(1) Page 45, Block Island, Rhode Island - change frequency to: 308 kc.
Search and Rescue
(1) Page 49, Traverse City, Michigan - change telephone number to: WIndsor 6-4652.
(2) Page 49, Biloxi, Mississippi - change telephone number to: Biloxi 2-1561, ext 22-051 or 23-131.
(3) Page 49, New Orleans, Louisiana - change telephone number to: New Orleans FO-6-2361, ext 325 or 369.
(4) Page 49, add - Corpus Christi, Texas telephone number: Corpus Christi UL 2-7711.
Standard Broadcast Stations
(1) Page 94, Prescott, Arizona - change power to: 1,000 watts.
Flight Test Areas
(1) Page 115, add - Bridgeport, Connecticut- See page 37 this issue of Airgi.
(2) Page 117, add - New Bedford, Massachusetts - See page 42 this issue of Airgi.
(3) Page 114, add - Brookley AFB, Alabama - See page 34 this issue of Airgi.
(4) Page 118, add - St. Louis, Missouri - See page 44 this issue of Airgi.
(5) Page 122, add - Olney Airport, Texas - See page 52 this issue of Airgi.
U.S. Customs Airports of Entry
(1) Page 125, add - Seattle-Tacoma Airport, Washington.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Flight Information Manual, Volume 13, dated December 1959, is being corrected by the issuance of Amendment #1. This amendment, dated 29 February 1960, is now being printed and will shortly be forwarded to all Manual subscribers.

VOR CHANGEOVER POINTS

Effective April 7, 1960, the following changeover points have been added, revised or cancelled as indicated:

AIRWAY CONNECTING	CHANGEOVER DISTANCE	POINTS FROM
Added:		
VOR FEDERAL AIRWAY NO. 47		
V-47 BWG-MYS		MP
V-47 MYS-ABB		MP
VOR FEDERAL AIRWAY NO. 66		
V-66 YUM-GBN	37	YUM
VOR FEDERAL AIRWAY NO. 193		
V-193 PLN-TVC		MP
VOR FEDERAL AIRWAY NO. 1508		
V-1508 MTU-LAR	89	LAR
V-1508 MTU-LAR	113	MTU
VOR FEDERAL AIRWAY NO. 1514		
V-1514 HVE-GUC	78	HVE
VOR FEDERAL AIRWAY NO. 1529		
V-1529 CPR-DIK	132	CPR
VOR FEDERAL AIRWAY NO. 1531		
V-1531 LWL-PIH	62	LWL
Revised:		
VOR FEDERAL AIRWAY NO. 2		
V-2 MKE-MKO	58	MKE
VOR FEDERAL AIRWAY NO. 12		
V-12 PMD-HEC	38	PMD
VOR FEDERAL AIRWAY NO. 27		
V-27 UKI-FOT	68	UKI
V-27 FOT-CEC	38	FOT
VOR FEDERAL AIRWAY NO. 66		
V-66 GBN-TUS	54	GBN
VOR FEDERAL AIRWAY NO. 89		
V-89 CDR-SWK		MP
V-89 SWK-RAP		MP
VOR FEDERAL AIRWAY NO. 137		
V-137 TRM-PMD	59	TRM
VOR FEDERAL AIRWAY NO. 169		
V-169 CDR-SWK		MP
V-169 SWK-RAP		MP
VOR FEDERAL AIRWAY NO. 192		
V-192 ZUN-ONM	79	ZUN

AIRWAY CONNECTING	CHANGEOVER DISTANCE	POINTS FROM
Revised (continued):		
VOR FEDERAL AIRWAY NO. 256		
V-256 PTW-ARD	10	ARD
VOR FEDERAL AIRWAY NO. 283		
V-283 RNO-LEV	90	RNO
Cancelled:		
VOR FEDERAL AIRWAY NO. 51		
V-51 CVS-LOU	77	CVS

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Chattanooga	Orlando	WAC 62
Jacksonville	Norfolk Local	WAC 63
Miami		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Cleveland	2-24-60	Nashville	2-24-60	WAC 78	3-4-60
				3077	2-25-60

Instrument Approach Procedure Charts and Radio Facility Charts released since 23 February 1960

AL 28 VOR	Daniel Field, Ga.
AL 36 VOR/ILS-R30/RNG	Meadows Field, Calif.
AL 50 RNG/ADF/ILS-R5	Birmingham Airport, Ala.
AL 58 VOR-R4R/VOR-R22L	Logan Airport, Mass.
AL 89 RNG/VOR/ADF/ILS-R5	Columbia Airport, S. C.
AL 90 RNG	Owens Field, S. C.
AL 122 VOR-R5 & 23	Dothan Airport, Ala.
AL 151 ADF	Godman AAF, Ky.
AL 161 RNG	Fresno-Chandler Airport, Calif.
AL 254 ADF/ILS-R1	Key Field, Miss.
AL 258 RNG	Midland Air Terminal, Texas
AL 262 RNG/ILS-R19/ADF/ILS-R1	General Mitchell Field, Wis.
AL 271 ADF/ILS-R10	(NAF) Monterey Peninsula Airport, Calif.
AL 324 RNG/VOR	Pierre Airport, S. Dak.
AL 330 RNG/VOR/ADF/ILS-R10	Portland International Airport, Oregon
AL 351 RNG/VOR-R1&10/ADF/ILS-R28	Rochester-Monroe Co. Airport, N. Y.
AL 364 RNG/VOR	Salt Flat Airport, Texas
AL 375 ADF/ILS-R28R/VOR-R19L/VOR-R28L&R	San Francisco International Airport, Calif.
AL 401 RNG/VOR-1/VOR-2	Spartanburg Airport, S. C.
AL 403 ADF/ILS-R21/RNG/VOR	Geiger Field, Wash.
AL 439 RNG/VOR-1/VOR-2	Waco Airport, Texas
AL 446 RNG/VOR	Barnes Airport, Mass.
AL 458 RNG/VOR/ADF/ILS-R1	New Castle Co. Arpt., Del.
AL 548 VOR	Santa Fe County Airport, N. Mex.
AL 522 RNG	Barre-Montpelier Airport, Vt.
AL 570 ADF-2/ILS-R10	Greater Pittsburgh Airport, Pa.
AL 783 VOR	McComb-Pike County Arpt., Miss.
AL 804 VOR-R10&28/ILS-R28	Friendship International Airport, Md.
AL851 RNG/VOR	Lea County Airport, N. Mex.
AL 860 VOR	Mansfield Airport, Ohio
AL 866 ADF-1/ILS-R13	Greater Fort Worth Int'l Arpt, Texas
AL 901 ADF/VOR	Grider Field, Ark.
AL 919 VOR	Lamoni Airport, Iowa
AL 964 VOR	Butler Airport, Mo.
AL 983 VOR-R2&27	Athens Airport, Ga.
AL 1191 ADF-1/ADF-2	Juneau Airport, Alaska
AL 1229 RNG	Galena Airport, Alaska
AL 5002 VOR	Rogers Airport, Arkansas

AL Revision Notice No. 5-60 Eastern & Western-Revision Notice No. 6-60 East & West
FAA Radar Western (page 3&4)
Low Altitude-RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 132A
High Altitude - RF 301/302, 303/304, 305/306, 307/308
RF-L/MF Terminal Area - Cleveland, Jacksonville, Norfolk
RF/VOR Terminal Area-Albany, Cleveland, Columbus, Denver, Detroit, Houston, Miami, Milwaukee, Minneapolis, Montgomery, Nashville, New York, Phoenix, Reno, Sacramento, San Diego, San Francisco-Oakland, Seattle, Shreveport, South Bend, Syracuse-Utica, Tucson
RF Federal Airways and Mileage Chart; RF Dates of Latest Prints

DISCONTINUED CHARTS

AL 519 RNG - Arcata, California - Arcata Airport (15 March 1960)
(Procedure cancelled, effective 10 March 1960)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED, effective 17 February 1960.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	Idlewild Radar	1, Amdt 11, 20 Jun 59 (Rwy 4L)	10, 25 Jan 58

		within		Precision Approach			
All directions	Radar Site	25 mi	2500	T-dn*	300-1	300-1	200-½
E of NE-SW crs LGA LFR	Radar Site	15 mi	1500	C-dn	500-1	500-1	500-1½
				S-dn-4R*	200-½	200-½	200-½
				A-dn-4R*	600-2	600-2	600-2
				A-dn-All	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on heading of 043°, make a climbing right turn to 1500' and proceed to Lido MHW and hold SW.
Contact Idlewild approach control for further instructions.
→ CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.1 statute miles SSE of Rnwy 4R and
→ and 165' airport control tower.
*Runway Visual Range 2600' also authorized for takeoff and landing on Runway 4R provided that all components of the PAR, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 212' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	Idlewild Radar	1, Orig, 16 Apr 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
AMA VOR	TDW RBN	Direct	5000	T-dn	300-1	300-1	200-½
AMA LFR	TDW RBn	Direct	5000	C-dn	600-1	600-1	600-1½ ←
Soncy Int	TDW RBn	Direct	5000	S-dn-3	600-1	600-1	600-1 ←
Bivins Int	TDW RBn	Direct	5300	A-dn	800-2	800-2	800-2
Claude Int	TDW RBn	Direct	5000				
Palo Duro Int.	TDW RBN	Direct	5000				
Tower Int.	TDW RBN	Direct	5300				
Sam Int.	TDW RBN	Direct	5300				
Westside Int.	TDW RBN	Direct	5000				

Procedure turn S side of crs 214 Outbnd, 034 Inbnd. 5000' within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, 4600'.
Crs and distance, facility to airport, 034°-5.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.0 mi after passing TDW RBn, climb to 4900' on crs 034° within 20 miles.
Major Changes: Deletes transition from Panhandle Int. Deletes all reference to terminal fix.
CAUTION: Towers 3994 MSL 5 mi SW; 3886 MSL 4 mi SW; 3855 MSL 5 mi SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Amarillo, Tex	AFB/Municipal 3604'	MHW TDW	1, Amdt 2, 23 Apr 60	1, 12 Sept 59

Procedure CANCELLED, effective upon publication in the Federal Register. Airport closed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ardmore, Okla	Municipal 875'	BMH ADM	1, Orig., 20 Apr 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ___ ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte LFR & SW crs ILS	LOM	direct	2200	C-dn	400-1	500-1	500-1½
Union Int	Clover Int*	direct	2300	S-dn-5	400-1	400-1	400-1
Ft. Mill VOR	Clover Int*	direct	2300	A-dn	800-2	800-2	800-2
Clover Int*	LOM(Final)	direct	1500				
York Int	Clover Int*	direct	2200				
→ Bradley Int	LOM	direct	2900				
Mt. Holly Int	LOM	direct	2300				
Weddington Int	LOM	direct	2100				
Waco Int	LOM	direct	2900				

Procedure turn N side of SW crs, 229° Outbnd, 049° Inbnd, 2300' within 10 miles.
Minimum altitude over LOM inbnd final, 1500'
Crs and distance, facility to airport, 049°-4.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . within 4.6 mi of LOM, climb to 2200' on crs of 049° from LOM within 20 miles or, when directed by ATC, turn left, climb to 3000' on FML-VOR R-006 to Mt. Holly Int or turn right, climb to 2100' on R-006 to FML-VOR.

*Clover Int: Int R-328 FML-VOR & CLT-ILS SW crs. (To be shown on AL chart only)

City and State: ✈Charlotte, N C | Airport Name & Elev.: Douglas 748' | Fac. Class & Ident.: LOM CL | Procedure No. & Eff. Date: 1, Amdt 14, 16 Apr 60 | Sup. Amdt. No. Dated: 13, 2 Apr 60

Duluth VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Duluth LFR	LOM	Direct	2700	C-d	400-1	500-1	500-1 ←
Int VOR R-320 & 180° brng to LOM	LOM	Direct	2700	C-n	400-1½	500-1½	500-1½ ←
Int 142° brng to DLH-LFR & 180° brng to LOM	LOM	Direct	2700	S-dn-9	400-1	400-1	400-1
Int 226° brng to DLH-LFR & 268° brng to LOM	LOM	Direct	3000	A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 268° Outbnd, 088° Inbnd, 2700' within 10 mi.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 088°-4.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . within 4.3 mi of LOM, climb to 3000' on 088° crs from LOM within 20 miles.
CAUTION: 2049' tower approximately 4.5 mi SE of Duluth Municipal Airport.

City and State: ✈Duluth, Minn. | Airport Name & Elev.: Duluth Municipal 1430' | Fac. Class & Ident.: LOM DL | Procedure No. & Eff. Date: 1, Amdt 2, 16 Apr 60 | Sup. Amdt. No. Dated: 1, 26 Mar 60

Procedure CANCELLED, effective upon publication in the Federal Register. Facility decommissioned 4 Mar 60.

City and State: ✈Fallon, Nev | Airport Name & Elev.: Municipal 3965' | Fac. Class & Ident.: SBRAZ FFN | Procedure No. & Eff. Date: 1, Orig 12 Mar 1955 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Port Chester FM	LGA-LFR (Final)	223-13.9	*1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-22	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 043 Outbnd, 223 Inbnd, 1900' within 10 miles
Minimum altitude over facility on final approach crs, *1500 (*1000' authorized after New Rochelle MHW)
Crs and distance, facility to airport, 223-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles after passing LaGuardia LFR, climb to 1500' on SW crs LaGuardia LFR or, when directed by ATC, (1) climb to a higher altitude, or (2) make a climbing left turn to 1500', return to New Rochelle MHW.
CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.
Major Change: Deletes obsolete portion of alternate missed approach procedure.

*Descent to landing minimums authorized only after passing LaGuardia LFR.

City and State: ✈New York, N Y | Airport Name & Elev.: LaGuardia 20' | Fac. Class & Ident.: SBRAZ LGA | Procedure No. & Eff. Date: 1, Amdt 7, 23 Apr 60 | Sup. Amdt. No. Dated: 6, 27 Feb 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rochester VOR	RST-LFR	Direct	2400	T-dn	300-1	300-1	200-½
Stewartville FM	RST-LFR (Final)	Direct	1900	C-dn	500-1	600-1	600-1½
→ RST-VOR	*Stewartville Int	Direct	2400	S-dn-35	500-1	500-1	500-1
→ **Spring Valley Int	*Stewartville Int	Direct	2400	A-dn	800-2	800-2	800-2
→ *Stewartville Int	RST-LFR (Final)	Direct	1900				

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 350-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.3 miles, climb to 2800' on N crs or, when directed by ATC, make immediate right climbing turn to 2800',
→ proceed out E crs RST-LFR within 20 miles.
AIR CARRIER NOTE: Sliding scale not authorized.
→ CAUTION: 1783' MSL Tower 4 mi WNW of airport and 1635' MSL Tower 3 mi NNE of airport.
Major Change: RST-VOR relocated.

→ *Stewartville Int: Int RST-VOR R-100 & S crs RST-LFR.
→ **Spring Valley Int: Int RST-VOR R-065 & S crs RST-LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Rochester, Minn	Lobb Field 1041'	SBMRLZ RST	1, Amdt 10, 23 Apr 60	9, 27 Aug 65

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Procedure CANCELLED, Effective upon publication in the Federal Register. Airport closed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Ardmore, Okla	Municipal 875'	BVOR ADM	1, Orig., 20 Apr 57	None

BGS LFR	BGS VOR	019-11.5	4000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½ ←
				*A-dn	800-2	800-2	800-2 ←

Procedure turn East side of crs, 324° Outbnd, 144° Inbnd, 3900' within 10 mi.
Minimum Altitude over facility on final approach crs, 3300'
Crs and distance, facility to airport, 144°-5.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, climb to 4100' on BGS VOR R-144 within 20 miles.
→ AIR CARRIER NOTE: Procedure may be authorized for carriers having approval of their arrangement for use of the
→ communications and weather service at this airport.
→ NOTES: Weather and communications service not available to general public at Howard County Airport. Prior ATC approval required in using this facility.
Pilots using this approach shall, as soon as practicable, advise Webb Approach Control when contact or executing a missed approach.

→ *Alternate usage authorized for air carriers only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Big Spring, Tex	Howard County 2560'	BVOR BGS	1, Amdt 1, 23 Apr 60	Orig, 30 Jan 60

HSV-VOR	Ballard Int* (Final) %	Direct	2200	T-dn	300-1	300-1	300-1
Ballard Int.*	Chemical Int.# (Final)	Direct	1700	C-d	400-1	500-1	500-1½
				C-n	600-2	600-2	600-2
				**A-dn	800-2	800-2	800-2

%If Ballard Int not received, descent below 2200' NA.
*Ballard Int.: Int. HSV-VOR R-238 & HUA-VOR R-351.
#Chemical Int: Int. HSV-VOR R-238 & HUA-VOR R-275.
(HUA-VOR is on Redstone AAF)
→ **NOTE: Weather reporting facilities not available to general public, therefore authorized as an alternate only
→ for Air Carriers; provided such Air Carriers have approval of their arrangement for communications and
→ weather service at this airport.

Procedure turn N side of crs 058 Outbnd, 238 Inbnd, 3000' within 10 mi
Minimum altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 238-17.9
Minimum altitude over Ballard Int on final approach crs, 2200'
Crs and distance, Ballard Int to airport, 238-14.2
Minimum altitude over Chemical Int, 1700'
Crs and distance, Chemical Int to airport, 238-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 17.9 mi of HSV-VOR, turn right and return to HSV-VOR on R-238 at 3000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Decatur, Ala	Pryor Field 593'	M-BVOR HSV	1, Amdt 3, 16 Apr 60	2, 27 Sept 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1		
				C-d	1000-1		←
				C-n	1000-2		←
				A-dn	1000-2		←

→ Procedure turn South side of crs, 269° Outbnd, 089° Inbnd, 3600' within 10 miles.
Minimum altitude over facility on final approach crs, 3000'
→ Crs and distance, facility to airport, 089°-2.5 mi.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished . . . .
→ within 2.5 miles, turn left and climb to 3400' on R-059 within 20 miles.
NOTE: Airport suitable for aircraft with stall speed of 65 K or less only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Philip, S D	Philip 2210'	L-BVOR PHP	1, Amdt 2, 16 Apr 60	1, 26 Dec. 56

Procedure CANCELLED upon publication in the Federal Register due to relocation of this facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Rochester, Minn	Lobb Field 1041'	BVOR RST	1, Amdt 4 27 Aug 1955	3 23 Nov 53

Springfield LFR	SPI-VOR	direct	2000	T-dn	300-1	300-1	200-½
Int R-156 PIA VOR & R-036 SPI VOR	SPI-VOR	direct	1900	C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
Int R-156 PIA VOR & R-036 SPI VOR	SPI-VOR (Final)	direct	1400	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 036 Outbnd, 216 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 216-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ within 3.2 miles, make right turn, climb to 2000', proceed to SPI VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Springfield, Ill	Capital 593'	BVOR SPI	1, Amdt 6, 16 Apr 60	5, 26 Jul 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 144° Outbnd, 324° Inbnd, 1400' within 8 miles. Beyond 8 miles NA.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to Rnwy 31, 304°-0.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles of ALI-VOR, turn left, climb to 1600' on R-261 within 10 miles of VOR.
CAUTION: 550' MSL radio tower 5.5 mi. WNW on crs 282° & 580' MSL radio tower 5.5 mi NW on crs 318° from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Alice, Tex	Municipal 178'	BVOR ALI	TerVOR-31, Orig, 16 Apr 60	None

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'	BVOR DME	TerVOR-12, Amdt 3, 26 Oct 57	2, 20 Apr 56

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'	BVOR DME	TerVOR-17, Amdt 3, 26 Oct 57	2, 20 Apr 56

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'	BVOR DME	TerVOR-30, Amdt 3, 26 Oct 57	2, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houston, Tex	International 50'	BVOR DME	TerVOR-35, Amdt 3, 28 Oct 57	2, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte LFR & SW crs ILS	LOM	direct	2200	C-dn	400-1	500-1	500-1½
				*S-dn-5	200-½	200-½	200-½
Ft. Mill VOR	Clover Int**	direct	2300	A-dn	600-2	600-2	600-2
Clover Int**	LOM (Final)	direct	2300				
Union Int	Clover Int**	direct	2300				
York Int	Clover Int**	direct	2200				
→ Bradley Int	LOM	Direct	2900				
Mt. Holly Int	LOM	Direct	2300				
Weddington Int	LOM	Direct	2100				
Waco Int	LOM	Direct	2900				
Bethany Int	LOM	direct	2300				
Ft. Mill VOR	LOM	direct	2300				
High Rock Int	LOM	Direct	2900				

Procedure turn N side of SW crs, 229 Outbnd, 049 Inbnd, 2300 within 10 miles
Minimum altitude at Glide Slope int inbnd, 2300'
Altitude of G.S. and distance to appr end of rny at OM 2290-4.6, at MM 950-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . climb to 2200' on NE crs ILS within 20 miles or, when directed by ATC, turn left, climb to 3000' on FML-VOR R-006 to Mt. Holly Int or turn right, climb to 2100' on R-006 to FML-VOR.
*400-¾ required when glide slope not utilized.
**Clover Int: Int R-328 FML-VOR & CLT-ILS SW crs. (To be shown on AL chart only)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Charlotte, N C	Douglas 748'	ILS I-CLT	ILS-5, Amdt 14, 16 Apr 60	13, 2 Apr 60

Duluth VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Duluth LFR	LOM	Direct	2700	C-d	400-1	500-1	500-1 ←
Int VOR R-320 & 180 brg to LOM	LOM	Direct	2700	C-n	400-1½	500-1½	500-1½ ←
Int 142° brng to DLH-LFR & 180°				S-dn-9	200-½	200-½	200-½
→ brng to LOM	LOM	Direct	2700	A-dn	600-2	600-2	600-2
Int 226° brng to DLH-LFR & 268° brng to LOM	LOM	Direct	3000				

Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.
Minimum altitude at Glide Slope interception inbound, 2700'
Altitude of glide slope and distance to approach end of runway at LOM, 2700'-4.3; at MM, 1630'-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . climb to 3000' on 088° crs from LOM within 20 miles.
CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Duluth, Minn	Duluth Municipal 1430'	ILS I-DLH	ILS-9, Amdt 2, 16 Apr 60	1, 26 Mar 60

MSY VOR	Kenner Int*	Direct	1400	T-dn	300-1	300-1	200-½
MSY LOM	Kenner Int*	Direct	1500	C-dn	400-1	500-1	500-1½
Radar Vectoring Position	Bridge Int**(Final)	Direct	1500	S-dn-28	400-1	400-1	400-1
Bridge Int**	Kenner Int*(Final)	Direct	700	A-dn	600-2	600-2	600-2

Radar Terminal transition altitude 1500' within 25 miles. Radar control must provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 978' TV tower 16 miles E of airport. Radar may be used to position aircraft for a final approach within 5 miles of Kenner Int*, with the elimination of a procedure turn.

Teardrop procedure turn S side of crs, 117° Outbnd, 279° Inbnd, 2000' within 10 miles of Kenner Int. Nonstandard due to ATC requirements.
Minimum Altitude over Bridge Int**, 1500'; over Kenner Int*, 700'
Crs and distance, Bridge Int** to airport, 279°-4.7 mi; Kenner Int* to airport, 279°-2.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.9 miles after passing Kenner Int, climb to 1400' on W crs ILS or when directed by MSY Approach Control, (1) Turn left, climb to 1500' on R-220 MSY-VOR, or (2) Turn right, climb to 1400' on R-320 MSY-VOR, all within 20 miles.
*Kenner Int: Int E crs ILS localizer & MSY-VOR R-195.
**Bridge Int: Int E crs ILS localizer & MSY-VOR R-165.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ New Orleans, La	Moisant Int'l 3	ILS I-MSY	ILS-28, Orig, 16 Apr 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engines: More Than 65 Knots
SPI-LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Int R-209 SPI-VOR and/or SW crs SPI-LFR & R-312 VLA-VOR (via crs 015°)	SW crs ILS (Final)	direct	2000	S-dn-4 A-dn	200-½ 600-2	200-½ 600-2	200-½ 2600-2
Int R-097 SPI-VOR & 250°-270° Brg SPI LOM	LOM	Direct	2600				
Int R-265 SPI VOR & 125°-305° Brg SPI LOM	LOM	Direct	2000				

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles
→ Minimum Altitude at Glide Slope interception inbnd, 2000'
Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ climb to 2000' and proceed to SPI-VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ill	Capital 593'	ILS I-SPI	ILS-4, Amdt 4, 16 Apr 60	3, 24 May 58 (ILS portion of Comb. ILS-ADF

Nowata Int	OWS-RBn	direct	2100	T-dn	300-1	300-1	*200-½
Tulsa LFR	OWS-RBn	direct	1900	C-dn	400-1	500-1	500-1½
Sperry Int	OWS-RBn	direct	2100	S-dn-17L	400-1	400-1	400-1
College Int	OWS-RBn	direct	2100	A-dn	800-2	800-2	800-2
Tulsa VOR	OWS-RBn	direct	2000				
Adair Int	OWS-RBn	direct	2000				
Int R-327 TUL & N crs ILS	OWS-RBn (Final)	direct	1900				

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 mi. NA beyond 10 mi.
→ No glide slope. Minimum Altitude over OWS RBn on final approach crs, 1900'
Bearing and distance, OWS RBn to Rny 17L, 174°-5.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing no accomplished . . . .
within 5.4 miles, climb to 2200' on S crs ILS within 20 miles or, when directed by ATC, climb to 2200' on R-113 TUL VOR within 20 miles.

*300-1 required on Runways 3L, 21R, 17R and 35L

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	ILS I-TUL	ILS-17, Amdt 3, 23 Apr 60	2, 26 Mar 60

U.S. GOVERNMENT PRINTING OFFICE : 1960

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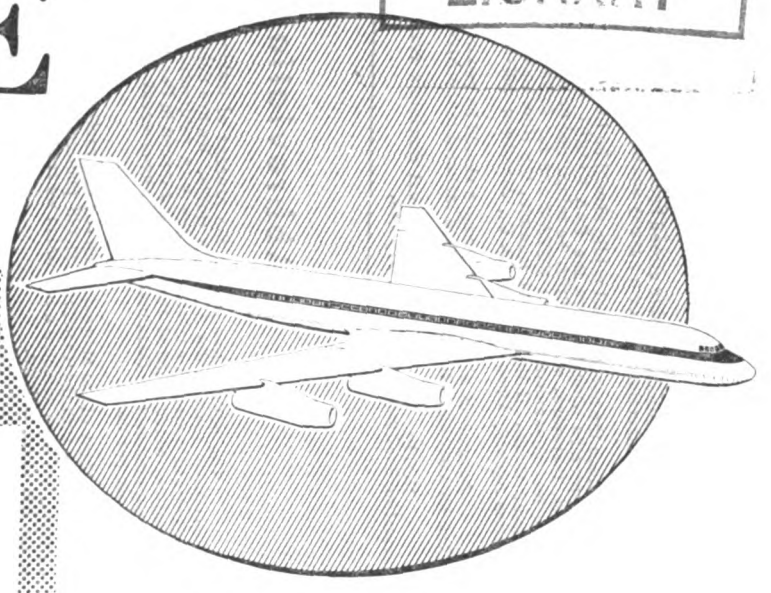
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VOL. 15, NO.2 MARCH 29, 1960

AIRMAN'S GUIDE

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway	efctv	effective	nmi	nautical miles
aprx	approximate	emgcy	emergency	patn	pattern
avbl	available	eqpmt	equipment	rvr	river
brg	bearing	excp	except	svc	service
btn	between	extsn	extension	smi	statute miles
bcst	broadcast	extsv	extensive	tkof	take-off
char	characteristic	facil	facility	tmpry	temporary
combd	combined	flt	flight	trml	terminal
coml	commercial	inst	instrument	tsmt	transmit
comsn	commission	intsv	intensive		
comm	communication	intl	international		
constr	construction	int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 25 cents.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: ALBERTVILLE ARPT: 150' lgtd temp twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)

ANNISTON RADIO: About June 6, VOR class will be chgd to L-VOR and freq changed to 108.8 mc. (3-24)

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.

BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day and ngt rnwy lowered to 200'-1/2.

FORT RUCKER SPECIAL NOTICE: May 1 thru 15, U.S. Army Aviation Board will conduct tests of a Personal Rescue Rdo Set on 243.0 mc with voice and tone tsmtns at 75 milliwatts pwr durg ..rs 0900-1200 and 1800-2100 within 100 mi radius. (3-16)

GADSDEN RADIO: About May 5, VOR will be comsnd. Freq: 112.0 mc Ident: GAD. Lctd lat 33-58-33, long. 86-05-05. Class: M-VORW. (2-24)

GADSDEN ARPT: 150' unlgtd temp twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)

HUNTSVILLE RADIO: About May 23, VOR class will be chgd to L-VOR and freq changed to 108.2 mc. (3-24)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)

MOBILE, BATES FLD TOWER: ILS glide slope relctd to lat 30-41-36, long. 88-14-41 and - operg on test basis. Dist from end rnwy 14-32 is 760'; from end rnwy 14-32 to touchdown point 500'. Elev at end rnwy 216'; at glide slope site 211.5'. Glide slope angle: 2.49°. Elev OM/H facil 220'; alt over OM/H 1400'; procedure turn over OM/H facil 1400' MSL.

**MOBILE, BATES FLD: 900' extn rnwy 32 open to tfc btwn hrs SR-SS only. (11-25) Hi-intensity apch lgt system configuration A without sequence flashers comsnd. (2-10)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

✱MONTGOMERY, DANNELLY FLD TOWER: March 25, freq 396 kc chgd to 278 kc. (3-17)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 33. (8-12) About May 1, VOR freq will be chgd to 116.5 mc; TACAN channel chg to 112; class chg to M-BVOR. (3-24)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA TRI CITIES ARPT: 503'(962'MSL) lgt stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Power Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard (1-6)

CLIFTON, GREENLEE CO ARPT: N/S strip clsd acct ruf and rocky. (11-20)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

ARIZONA: GILA BEND ARPT: Apr 1, fld will be abandoned. (3-14) New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.

GRAND CANYON, S RIM ARPT: Hazardous due mud & snow, Nov thru Apr, land at own risk, Info concerning arpt conditions may be obtained fone Grand Canyon)5F-1-3.

**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)

PEACH SPRINGS RADIO: TACAN operg on test basis, unmonitored; channel 117. Not synchronzied with VOR ident. (8-10)

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc; Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112°-10'W and 112°-35'W. (6-1)

PHOENIX, AIRHAVEN ARPT: Clsd all acft over 6000 lbs gross wt. (2-4) Effective Apr 1 thru May 1 clsd to all tfc, will be abandoned May 1. (3-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy under constr with gravel surface and 2' windows. Extsn not to be used. (2-17)

ST JOHNS RADIO: TACAN operg on test basis; channel 70. (10-7)

SAFFORD MUN ARPT: Constr in progress, men, eqpmt working sides of rnwy, txwys and areas btn rnwys. (11-17)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: All rnwys clsd excp E/W rnwy. (10-15)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern cont. daily. (6-4)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during daylgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinty San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson Arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)

TUCSON, DOWNTOWN ARPT: Inactive.

WINSLOW RADIO: TACAN operg test basis; channel 81. (9-10)

YUMA-MCAAS ARPT RADIO: Dec 19 to April 1, tmpry twr in use lctd 1000' NNW perm twr. Tsmtg & rcvg 340.2, 360.2, 243.0, 126.18, 119.1, 121.5 mc. Rcvg only 122.5 mc CM twr voice feature on 290 kc inop. (2-26)

YUMA-MCAAS/MUN ARPT: Rnwy 17-35 clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-21 only. 2-way rdo rqrd. (2-26)

ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Both strips hazardous. N/S clsd. E/W strip emgcy only.

EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FAYETTEVILLE, DRAKE ARPT: N/S txwy W side hard surfaced rnwy under constr; use hard surfaced rnwy only; open trenches within 50' both ends hard surfaced rnwy. (9-11)

FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)

✱FT. SMITH ARPT TOWER: ILS lclzr course width reduced from 5° to 4°. (3-25)

ARKANSAS: LITTLE ROCK, ADAMS FLD: North E/W taxi strip open to acft less than 45,000 lbs.
MONTICELLO ARPT: New NE/SW strip under constr. (2-27)
PARAGOULD MUN ARPT: E/W rnwy clsd. (2-16)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.
CALIFORNIA: AGNEW-RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000' -acct scalloping. (4-9)
★ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9) ILS LMM voice feature gnd checked only. Mar. 26, LF rng decmsnd. (3-26)
BAKERSFIELD RADIO: VORTAC operg without auto or remote ctl transfer to standby eqmpt. (4-30) Mar 21, VOR shut down until aprx Apr 2- reconstr. (3-24) During this period, following route structure & MEAs will be in efct: Unusable Awys: V23 Sandberg Int-Fowler Int; V23E BFL-FNO. Unusable Reportin Point: White Oaks, Whitman, Pixley, Laton, Porterville, Dinuba, Dunlap, Dogleg & McKittrick Ints. Usable Awys: (Tmpry redesignated with published MEAs & MCAs unless otherwise indicated.) V299 GMN-BFL via GMN R330° & 330° brg to BFL LF rng; MEA GMN-Grapevine Int., 10,000', Grapevine Int-BFL 6000' N, 10,000' S; MCA BFL 7000' S. V183 SBA-BFL via SBA R013° & 022° brg to BFL LF rng; MEA, SBA-Maricopa Int., 11,000'; Maricopa Int.- BFL, 3000' NE, 11,000' SW; MCA, BFL 8000' SW. V248 AVE-BFL via AVE R088° & 088° brg to BFL LF rng. Usable Reporting Points: Guyama Int- AVE R135° and 022° brg to BFL LF rng; Delano Int- AVE R067° & 140° brg to BFL LF rng; Shafter Int-GMN R316° & 088° brg to BFL LF rng.
BAKERSFIELD-MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx May 1- relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (12-4)
BAKERSFIELD, MEADOWS FLD: Rnwy 12-30 open present length 4550', rnwy 30 threshold aprxly 3800' from bndry, use caution on apch to rnwy 30; 15' cranes with men and eqpmt working 300' SE of threshold and unlgtd apch lgt standards from 0' to 2700' from bndry. Ngt tkofs rnwy 16 and ngt lndgs rnwy 34 authorized for all acft. (11-10)
**BARSTOW ARPT: Abandoned. (2-10)
BLUE CANYON ARPT: Clsd due to snow. (2-9)
BLYTHE RADIO: DMET operg test basis; channel 77. (2-8)
BURBANK-LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15) Mar 15, ILS lclzr & glide slope shut down until aprx Apr 1- reconstr. (3-15)
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported. Lat 33-53, long. 117-36, Lctn: 2.5 mi NW. One oil strip 2000' x 100'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs.
DAGGETT RADIO: TACAN operg on test basis, without synchronous keying; channel 79. (7-20) About April 20, VORTAC will be comsnd. TACAN channel 70. Class: M-VORTACW.
**DAGGETT ARPT: 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of centerline of rnwy 3 and 940' N centerline rnwy 7. (3-30) Formerly Site 13, LAX-AMA. (2-10)
**DEL MAR ARPT: Delete from records, perm clsd. (2-1)
EL CENTRO RADIO: TACAN operg test basis; channel 86. (9-21)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE RADIO: TACAN operg on test basis; channel 72. (10-14) About Apr 29, VORTAC will be comsnd. TACAN channel 72, Class: M-BVORTAC. (3-18)
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. Only awys radials flt-checked. (10-6)
FREMONT, CENTER FLD: Caution - extsv glider activity conducted every Wed thru Sun.
★FRESNO RADIO: March 10, VOR/DME relctd lat 36-41-19, long. 119-46-40. (3-19)
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) About May 9, ILS LMM and MM will be shut down until aprx June 10 - relctn to 0.68 smi from apch end of rnwy. (3-21)
**FRESNO-AIR TRML: Hi-intensity apch configuration B perm decmsnd. Neon bar apch

CALIFORNIA: lgtg system lined up with left edge rnwy 29 tmpry decmsnd. Caution-men, eqpmt working in jet overrun and 3000' of rnwy 29. Configuration A apch lgtg comsnd rnwy 29.
FULLERTON MUN ARPT: Due non-visibility twr, unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
★GOFFS RADIO: March 12, VOR freq chgd 114.4 mc. (3-19)
HAYWARD MUN ARPT: Due non-visibility twr unable to ctl tfc on main N/S taxi strip on E side of fld. (4-16) 65' twr under constr 800 yds /065° from int rnwys 28R and 22. (11-9)
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
**LANCASTER, WM. J. FOX ARPT: New arpt. Lctd 4.0 mi NW; lat 34-44, long. 118-12; elev: 2349'; one rnwy 6-24, 5000' paved; lgts sunset to sunrise; rotg bcn; Fuel: F3; minor svc; Unicom; rgt hand tfc W. (1-27)
LINDEN RADIO: TACAN operg on test basis; channel 102. (11-2)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution - when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
LONG BEACH MUN ARPT TOWER: About May 2, ILS glide slope will be shut down until aprx May 7 - chg of glide slope angle to 2.75°. (3-22)
LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct constr of perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 4, ARSR-1 and IFF bcn will be shut down for modification. (3-22)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Min ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope on rnwy 25R. Other components remain aligned rnwy 25L or 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 6-24 8925' long now avbl for use from SR-SS under VFR to the following types acft: All single and twin eng prop type acft, Electras and Viscounts. Durg period when rnwys 7L-25R are clsd or acft emgcy conditions exist this rnwy 6-24 avbl in both directions to all type acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward the E and tkofs to the W only. Use caution; men, eqpmt along edges of all rnwy and txwy pavements. Unmrkd ditches and mounds of earth along edges of all pavements. Use same tfc patns as outline for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non visibility from ctl twr. Hi-intensity lgts & sequence flashers rnwy 25L inop. (12-20) All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maint a course along the extended centerline of this rnwy to the shoreline. All acft are to remain S of the flashg green bcn site lctd on the sand dunes aprx 1.0 mi beyond the W end of this rnwy. (12-29) Constr, 8' blast wall in progress threshold rnwy 25R. (1-10) Acft weighing 12,500 lbs or less not restricted as to direction of tkofs or lndg rnwy 6-24, unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy.
MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on the folg dates: Apr 10, May 8, June 12, July 10, Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)
MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)
MONTEREY RADIO: DMET operg test basis; channel 87. (2-23)
MONTEREY-PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
**MONTEREY, PENINUSULA ARPT: Hi-intensity configuration A apch lgtg comsnd rnwy 10. Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution during hrs of darkness. (3-2)
★MONTEREY PENINSULA NAAS ARPT RADIO: CM twr apch ctl avbl. (3-16)

CALIFORNIA: MOUNTAIN VIEW MOFFETT FLD SPECIAL NOTICE: Tfc pat 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

NAPA RADIO: DMET shut down.(3-4) About April 22, VORTAC will be comsnd. TACAN channel 45. Class: M-BVORTAC. (3-17)

NEWHALL RADIO: About Apr 11, Hollywood Fan Mrkr will be shut down until aprx Apr 23, modification. (3-25)

NORCO, SWANSON FLD: New arpt reported. Lctn: 2.0 S; lat 33-55, long 117-34; elev: 590; one rnwy, 1700' bare; Fuel: F2; maj svc; lgts flares; remarks: road crosses rnwy E. P-line E, W. Atnd days. (5-4)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15)

✱OLAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17) Mar 17, additional enroute radar air tfc ctl svc provided on following awys: V6 from Rio Int to Sacramento VOR; V6S from a point 5 mi N of the centerline V108 to Sacramento VOR. (3-17) Mar 16, freq 118.2 mc comsnd; freq 118.8 mc decmsnd San Luis Obispo peripheral site. Mar 16, freq 125.55 mc comsnd; freq 118.2 mc decmsnd Fresno peripheral site.

OAKLAND-METROPOLITAN OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340° -030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (7-19)

OCEANSIDE RADIO: About Apr 11, VOR will be shut down until aprx Apr 23 - constr. Durg this period following route structure & MEAs in effct: Unusable Awys: V23, V165 LGB-SAN. Unusable Reporting Points: Victa, Valley Center, Dana Pt., Surf, Mt. Dad, Sargo, Jamul, Natilus, Rancho, San Marcos, Barrett Lake, Bachelor, Hemet & Stardust. Usable Awys (Tmpry redesignated as follows with published MEAs & MCAs unless otherwise indicated): V208 LAX - OCN via LAX R170° &085° brg to OCN H facil; V208 OCN - Mesa Grande Int, via 264° brg to OCN H facil, MEA 9000' E-bnd, 7000' W-bnd. Usable Reporting Points: Avalon Int - LGB R185° & 085° brg to OCN H facil; Catalina Int - LGB R208° &085° brg to OCN H facil; Pacific Int-SAN R305° & 085°brg to OCN H facil; Mesa Grande Int-SAN R029° & 264° brg to OCN H facil; Redfin Int - SAN R305° & 344° brg to OCN H facil; Triton Int - SAN R305° &030° brg to OCN H facil; Palomar Int - ONT R125° & 244° brg to OCN H facil. (3-17)

ONTARIO INTL ARPT TOWER: ILS touchdown lctd 2500' from apch end rnwy 25. (1-12) ILS lndg minimums (rnwy 25) ceiling 300' visibility 3/4 mi until apch lgts recomsnd. (2-11) About April 25, ILS will be shut down until aprx June 3, - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi. (3-16)

**ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Rnwy 7-25 length chgd to 8200'. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000'MSL & above S of V-64 to Fallbrook. Hrs of opern: cont daily. (6-4)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000'MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000'MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

RED BLUFF RADIO: About Apr 11, LF rng Z mrkr will be shut down until aprx Apr 23 - modernization. (3-25)

RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sun 0900-1800 PST - acct drag races. (10-6)

RICE RADIO: TACAN operg test basis; channel 124. (4-25)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000'MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000'MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8-21.

RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.

RIVERSIDE MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013°-033° and 064°-077°. (3-18)

SACRAMENTO RADIO: TACAN operg test basis; channel 99. (5-8) Soon, VORTAC will be comsnd. TACAN channel 99. Class: H-BVORTAC. (3-13)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000'MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

SALINAS RADIO: TACAN test operns inop until aprx May 25, (3-26)

**SAN CARLOS ARPT: Rgt turns lndgs & tkof to N. (3-15)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

✱SAN DIEGO-MIRAMAR NAS RADAR AIR TRAFFIC CONTROL: Radar dptr ctl svc avbl on 142.02, 354.8 mc Ream NAS. About Apr 15, 122.1 mc will be discontd; 122.7 will be comsnd.

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R.

SAN FRANCISCO INTNL ARPT SPECIAL NOTICE: 5000' of semi-flush experimental lgt fixtures installed centerline rnwy 28R, bgng at rnwy threshold and extending aprx to txwy D. Fixtures, using white lgts, aprx 6" in diameter, have rounded surface and extend aprx 5 8 inches above pavement. Acft can run over fixtures without adverse effects to fixtures or acft.

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi intensity apch lgt lane including strobe lgt operg. Apch lgt terminating bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy centerlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11)

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' & 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

CALIFORNIA: SAN LUIS OBISPO RADIO: TACAN operg on test basis; channel 71.
SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR -NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)
SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)
★SANTA BARABARA RADIO: VORTAC class chgd to H-BVORTAC. (3-17)
SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (9-10)
SAUSALITO RADIO: TACAN operg on test basis; channel 41. (6-5) about Apr 22, VORTAC will be comsnd. TACAN channel 41. Class: L-VORTACW. (3-23)
SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn, near Shingletown; one oil surfaced rnwy, 2400'. No lgts or other facil avbl; Remark: Warning, a rise at the NE end of the rnwy. (9-14)
STOCKTON RADIO: TACAN operg test basis; channel 107. (11-2)
STOCKTON MUN ARPT: Lgts on txwys B, D and E inop. (9-17)
SUNSET BEACH ARPT: E/W rnwy clsd. (7-22)
THERMAL RADIO: TACAN operg test basis; channel 114. (5-18)
TWENTY-NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21)
UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.(12-5)
VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V117 on V08 awy; (4) at or below 12,000' MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WILLIAMS RADIO: No TACAN standby eqpmt avbl. (3-9)
WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted to 5200' - acct scalloping. (10-17)
COLORADO: ★ ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4) Mar 21, VOR voice feature comsnd. Montrg category (1). Monitored & ctld from Trinidada FSS. Class: M-BVOR.
**ASPEN, SARDY FLD: Acft equipped to guard 122.8 mc must do so when operg on arpt & while in tfc patn. (2-19)
**BOULDER MUN ARPT: No. of rnwys-one-E/W paved 4100'. (2-4)
★ COLORADO SPRINGS RADIO: Mar 22, VORTAC comsnd/TACAN channel 118. Class: L/BVORTAC. Coverage : MEA at 40 nmi excp 245° counterclockwise to 225°, 30 nmi at 16,500'; 030° counterclockwise to 340°, 25 nmi at 9000'; 340° counterclockwise to 310°, 30 nmi at 11,000' MSL. (3-22)
DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Exstv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowery AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowery AFB.
DENVER RADIO: TACAN operg test basis; channel 110. About May 1, VORTAC will be comsnd. TACAN channel 110. Class: M-BVORTAC. (3-21)
★DENVER AIR ROUTE TRAFFIC CONTROL CENTER: Mar 15, radar arrival service implemented on V8 south from Akron, Colo to Denver, Colo and on V4 from Thurman, Colo to Denver, Colo. Freq 124.0 mc decmsnd; 126.5 comsnd Cheyenne, Wyo. peripheral site.
DENVER STAPLETON FLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500'; 154°-180° and below 16,000',181° thru 243°. VHF/DF bearings reliable in these areas.(12-24)
**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. (10-9)
DOVE CREEK RADIO: TACAN operg on test basis; channel 91. (6-27)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)
GRAND JUNCTION RADIO: TACAN operg test basis; channel 71. (10-29)
GUNNISON RADIO: DMET operg test basis; channel 96. (6-24)
HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow of Pikes Peak. (12-4)
KIOWA RADIO: TACAN operg test basis; channel 89. (6-9)

COLORADO: KREMMLING RADIO: DMET operg test basis; channel 85. (6-22)
LAJUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Col VOR; on W by V169 btn Tobe and La Junta, Colo Int excp for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of the following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst. (7-3)
LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'; one sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MEEKER RADIO: DMET operg test basis; channel 104. (6-29)
PUEBLO RADIO: TACAN operg test basis; channel 114. (5-11) About May 1, VORTAC will be comsnd. TACAN channel 114. Class: M-BVORTAC. (3-21)
PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.
TOBE RADIO: TACAN operg test basis; channel 81. (6-11)
CONNECTICUT: GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
HARTFORD RADIO: About Apr 18, VOR will be shut down until aprx Apr 23 - freq chg to 114.9 mc (3-9) See page 39 for substitute route structures & MEAs durg shutdown.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS-BRADLEY FLD TOWER: About Apr 20, gnd ctl freq 275.8 mc will be chgd to 379.9 mc. (3-8)
**WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (9-21) Arresting barriers on rnwys 6 and 24 for mil use only. Sequenced flashing lgt system comsnd rnwy 6, system operates in conjunction with Configuration A lgts and consists of 26 units at 100' intervals starting at the apch end of the system. (2-19)
DELAWARE: BOWERS SPECIAL NOTICE: Caution Area C-53, centered in lower Delaware Bay is rescinded. (3-22)
DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
KENTON RADIO: TACAN test operns tmpry suspended. (2-10) About Mar 31, VORTAC will be comsnd. TACAN channel 95. Class: H-BVORTAC. (2-25)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.
WILMINGTON- NEW CASTLE CO. ARPT TOWER: About Apr 5, ILS will be shut down until aprx Apr 14 - modernization. (2-25)
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)
DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 25.
WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1=20)
★WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14) About Apr 15, freq 353.7 mc will be decmsnd at Green Bay, Va. peripheral site, & 120.5 mc will be decmsnd at Falls Church, Va. peripheral site; freq 119.7 mc will be decmsnd & freq 125.2 & 125.8 mc will be comsnd at Dunn Loring, Va. peripheral site. Mar 22, ATCRB comsnd. About Apr 29, freq 120.8 mc will be decmsnd Bucks Elbow, Va. and freq 285.5 mc will be decmsnd Raleigh, N.C. peripheral sites. (3-23)

HANOVER RADIO: [illegible] 20 [illegible] Pikes Peak (12-4)
KIOWA RADIO: [illegible]

[illegible]: WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq. 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Apr 20, freq 125.1 mc will be decmsnd; freq 119.7 mc will be comsnd. (3-7)

WASHINGTON (CHANTILLY, VA.), DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcn operg rnwy 15 comsnd. (1-21)

WASHINGTON MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty of Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Natl' Arpt.

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000 to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into Warning Areas 497-A, B, and C, and Restricted Area R-162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns conducted in these areas consist of missile firing, bombing and aerial gunnery. These activities are extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation of the CARs. (7-2)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW/SE rnwy under constr. Use caution E end. (8-25)

FT. LAUDERDALE-BROWARD CO. INTL ARPT TOWER: Ctl twr operg E side arpt. Tsmts 272 kc; tsmts & rcvrs 121.3, 121.5, 243.0, 257.8, 348.6 mc. Rcvg: 3023.5 kc; 122.5 mc. Freq 121.7 mc for gnd ctl. Class: C (g.7). (3-22)

**FT LAUDERDALE, BROWARD CO INTL ARPT: 80' lgtd twr erected 1.3 nmi NE (60°T) at lat 26-05-10, long. 80-08-21. (3-11)

GAINESVILLE STENGEL ARPT: 218.5' (384.5'MSL) lgtd twr being erected 3.5 nmi NE (59°T) at lat 29-39-03, long. 82-19-45 and 200'(348'MSL) lgtd chimney will be erected 3.5 nmi ENE (71°T) at lat 29-38-46, long. 82-19-12. (1-11)

**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)

JACKSONVILLE RADIO: No standby TACAN eqpmt. (2-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

JACKSONVILLE, IMESON ARPT: 267'(283'MSL) lgtd twr being erected 5.8 nmi S (195°T) at lat 30-19-51, long. 81-39-47. (1-11) Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

KEYSTONE HEIGHTS - KEYSTONE AIRPARK: 330'(510'MSL) lgtd twr being erected 3.8 nmi E (91°T) at lat 29-50-03, long. 81-58-43. (1-11)

LAKE CITY ARPT: 278'(435'MSL) lgtd twr being erected 23.9 nmi WNW (311°T) at lat 30-26-35, long. 82-56-16. (1-11) 166'(361'MSL) lgtd twr being erected 3.2 nmi W (277°T) at lat 30-11-17, long. 82-38-18. (2-11)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

**LAKELAND, LODWICK ARPT: Abandoned, facils transferred to Drane Fld.

★MELBOURNE-PATRICK AFB RADIO: Mar 20, CM twr inaugurated. Civil acft tsmt & rcvr on 118.4, 137.88 mc. Acft may use 122.7 mc for transmissions to apch ctl & should monitor 118.4 mc for apch ctl reply when 122.7 mc used. UHF equipped acft use 270.6, 275.8, 363.8 mc. Civil acft dptg Mun Arpt, file instr flt plans Miami ARTCC & ctc Patrick AFB apch ctl for clearance prior to dptr. Apch ctl avbl. (3-21)

MIAMI INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speed in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this [illegible]: area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 346.8 mc. (9-28)

MIAMI INTL ARPT: 660' (670'MSL) lgtd twr being erected 27.5 nmi WNW (304°T) at lat 26-03-09, long. 81-42-08. (3-12) Caution extsv ditching, paving and constr; men eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run-up pads are requested to position themseleves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result, IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. (3-9)

★OCALA RADIO: Mar 25, VORTAC comsnd. TACAN channel 75. Class: M-BVORTAC.

ORLANDO RADIO: DMET operg test basis, channel 59.

PAHOKEE RADIO: TACAN operg on test basis, channel 71. (8-26)

PANAMA CITY-TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8)

PENSACOLA SPECIAL NOTICE: Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650'MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

**PLYMOUTH, McDONALD ARPT: 266' (353'MSL) lgtd twr erected 1.3 nmi NW (319°T) at lat 28-43-45, long. 81-36-40. (2-29)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

ST PETERSBURG RADIO: TACAN test operns tmpry shut down. (2-15)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. (4-1) Threshold end of rnwy 17 not mrkd, end of rnwy indicated by threshold lgts only. (3-22)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

TALLAHASSEE RADIO: TACAN operg without standby tsmtg eqpmt. (2-29)

TALLAHASSEE: New arpt under constr aprx 2.5 mi SSE of Dale Mabry Arpt, unusable.

TALLAHASSEE, DALE MABRY ARPT TOWER: About March 28, ILS glide slope will be shut down until aprx Apr 17 - modernization. (1-4)

TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)

TAMPA-INTL ARPT: Rnwy 32 clsd lndgs acct constr and other activity near apch end. Caution, taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 & perimeter txwy on W side of fld N of rnwy 9 to rnwy 14 not visible from ctl twr. N/S txwy btn end of rnwy 14 and end of rnwy 9 partially obscured from twr view. Caution, soft - wet; grass area N of trml ramp approved for parking twin Beechcraft and smaller-days.

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: VOR operg on test basis. Freq: 109.6 mc. Ident: TAY. Lctd lat 30-30-14, long. 82-33-12, Montrg category (1). Voice ctl from Valdosta, Ga. FSS. Class: BVOR.

TITUSVILLE-COCOA ARPT: 400' (424'MSL) twr being erected 2 nmi SSE (167°T) at lat 28-29-39, long. 80-47-01. (3-1)

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy.

VERO BEACH ARPT: 260' (317'MSL) lgtd twr being erected 20.1 nmi WSW (246°T) at lat 27-31-39, long. 80-46-53. (1-15) All rnwys clsd ngts, excp rnwy 11-29.

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt trng not permitted without Port Authority approval. (1-14)

FLORIDA: WEST PALM BEACH, PALM BEACH INTL ARPT: 240'(260'MSL) lgtd twr being erected 15 nmi NW(323°T) at lat 26-52-55, long. 80-15-44 and 300'(320'MSL) lgtd twr being erected 6.8 nmi SSW(207°T) at lat 26-27-56, long. 80-09-52. (1-18) Two 206'(221'MSL) lgtd twr array being erected 7.5 nmi SSE(179°T) at lat 26-27-21, long. 80-05-58. (2-4)

GEORGIA: ALBANY ARPT: Bndrylgts inop.
ATHENS RADIO: TACAN operg test basis; channel 33. (11-27)
ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)
ATLANTA ARPT: Transmissometer inop. (1-25) Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 miles out. (3-23)
BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice
BUTLER ARPT, SITE 14, TLH-ATL: Closed, constr; usable in emgcy. (10-9)
CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)
COLUMBUS MUN ARPT: Rnwy 12-30 closed, repairs. (3-4)
DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing Int N/S and E/W rnwys. (11-10)
McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)
NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)
ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.
SAVANNAH, TRAVIS(CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis Fld. Contact Savannah twr for flgt advisory service.
SAVANNAH, TRAVIS(CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'-acct interference. (9-27)
**SAVANNAH, TRAVIS(CHATHAM) FLD: 2-way rdo rqrd. Transmissometer comsnd. (3-11)
SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
THOMASVILLE, ROSE CITY ARPT: 254'(484'MSL) lgtd twr being erected 18.2 nmi SSE (161°T) at lat 30-32-48, long. 83-52-06. (2-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
VIENNA RADIO: DMET operg test basis; channel 108. (6-15)
**WINDER 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)

IDAHO: BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.
**BOISE AIR TERMINAL: Rnwy 7-25 clsd to all tfc excp taxiing; men eqpmt on or near all rnwys at various times. (10-19) Ceilometer comsnd vcnty ILS MM. (12-1)
BURLEY RADIO: TACAN operg test basis; channel 88. (5-21) About Apr 11, VOR will be shut down until aprx Apr 23-reconstr. (3-24) During this period, following route structures and MEA will be in efct: Unusable Awys: V-4, Boise, Idaho to begin Branch Int., Idaho. Unusable Reporting Points: Glenns Ferry, Bear Trap, and Rock Creek Intsxns. Usable (Tmpry redesignated with published MEA's and MCA's unless otherwise indicated.) Awys: V-253, TWR to LCU, MEA 11,000'; V269, TWF to BYI LFR via TWR R-062°; V269, BYI LFR to PIH via 232° brg to BYI LFR & PIH R-232°; V-101, BYI LFR to Strevell Int, Utah via 303° brg to BYI LFR. Usable Reporting Points: Rehn Ranch, Idaho Int.: PIH R-208° and MLD R-273°; Strevell, Utah Int.: MLD R-225° and OGD R-299°
MALAD CITY RADIO: TACAN operg test basis; channel 121. (12-4)
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL(745' MSL)- not mrkd or lgtd. (12-6)
BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Extsv jet and conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)
BENTON ARPT: 153'(603'MSL) lgtd twr being erected 1.5 nmi SE(138°T) at lat 37-59-40 long. 88-54-50. (3-10)

ILLINOIS: ★CHAMPAIGN RADIO: TACAN operg on test basis; channel 37. Mar 21, CS/T comsnd. Freqs: 122.2, 121.5, 243.0, 126.7, 255.4, 272.7 mc tsmtg; 122.1 mc rcvg. Class: L-BVOR.
★CHAMPAIGN, UNIV. of ILLINOIS ARPT TOWER: Mar 21, CS/T comsnd. Freqs: tsmt 233 kc; tsmtg & rcvg: 121.5, 118.9, 119.8, 243.0 mc. Rcvg only 122.5 mc. Freq 121.9 mc comsnd for ctl gnd tfc. Class: AC(g). (3-21)
CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs and one ant pole extending 30' AGL(775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider opems Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & equipment operg on SE portion of fld including SE txwy, dalgt hrs.
CHICAGO SPECIAL NOTICE: Caution-V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)
CHICAGO RADIO: Multiples all courses LF rng. (10-30)
CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)
CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions. (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT TOWER: ILS glide slope(rnwy 13R) unusable from MM to touchdown. (1-11)
CHICAGO-O'HARE INTL ARPT TOWER: TACAN ident not synchronized with VOR ident. Audio interference may be encountered between ILS OM serving both ILS systems to rnwy 14R and 14L, caution advised. ILS lclzr, glide slope and OM/LOM (rnwy 14R) shut down until aprx Apr 1-relctn. Lclzr to be relctd to 3677' from SE end existing rnwy. OM/LOM to be relctd 32, 474' (6.1 smi) from apch end rnwy 14R. Glide slope angle to be aprx 2.5°
CHICAGO-O'HARE INTL ARPT SPECIAL NOTICE: An opernl evaluation of simultaneous radar turn-on procedures in VFR conditions has started to rnwys 14L & 14R at O'Hare Fld. All pilots on IFR flgts within the O'Hare apch ctl area are encouraged to participate. For the purpose of this evaluation, pilots need not be on an IFR flgt plan, or lndg at O'Hare but should be willing to accept a vector from one of the feeder facils (Northbrook VOR, Spring Lake and/or Morton Ints.) in order to simulate a simultaneous turn-on and ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch. Additional details are available from O'Hare apch ctl. See chart page 33
**CHICAGO'O'HARE INTL ARPT: 256'(954'MSL) lgtd twr erected 8 nmi NW(335°T) at lat 42-06-43, long. 87-58-53. (3-14) Apch lgts rnwy 14R shut down. (2-7)
CHICAGO HEIGHTS RADIO: TACAN operg test basis; channel 89; not synchronized with VOR ident. (7-1)
DANVILLE, VERMILION CO ARPT: Caution; constr, eqpmt on NE/SW rnwy. (7-22)
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R-547. (10-5)
JOLIET RADIO: TACAN operg on test basis; channel 70; not synchronized with VOR ident.
JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind
** is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13) 275' (890'MSL) lgtd twr erected 3.8 nmi NE(62°T) at lat 41-32-18, long. 88-05-35. (3-11)
LAKE MICHIGAN SPECIAL NOTICE: Feb 1 to July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)
MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)
MOLINE RADIO: TACAN operg test basis; channel 75; not synchronized with VOR ident
MOLINE, QUAD CITY ARPT: Some lgts 1400' from threshold on apch lgt system not visible until glide slope descent to 256' AGL has been made. (6-24)
NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
NORTHBROOK RADIO: TACAN operg test basis; channel 77. (8-27)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
**PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. (12-11) Configuration A apch lgtg comsnd rnwy 30. (3-22) 161.5'(676' MSL) lgtd 300,000 gal tank being erected 11.9 nmi N(21°T) at lat 40-51-14, long. 89-34-52 (3-7)

ILLINOIS: PEORIA, MT. HAWLEY ARPT: Constr in progress with 150' unlgtd derrick 0.8 mi from apch end of rnwy 4. (12-12)
PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.
POLO RADIO: TACAN operg test basis; channel 85; not synchronized with VOR ident. (8-13)
ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.
ROCKFORD RADIO: TACAN operg test basis; channel 45.
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwys constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. 40' lgtd twr erected 225' W of rnwy 36. (12-30)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Captial Arpt & proceeding on a true crs of 249° to lat 39-17, long 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)
SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.
STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.
★ TROY RADIO: Mar 28. VORTAC comsnd. TACAN channel 107. Class: M-BVORTAC.
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to landing. (12-1)
INDIANA: SPECIAL NOTICE: The Atomic Energy Comm requests all pilots to maint a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved as lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

**ANDERSON MUN ARPT: New arpt lctd 0.5 mi W Chesterfield, lat 40-06, long. 85-37. N/S rnwy clsd, use 4200' NW/SE strip and taxi strips only. (1-18)
AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.
EVANSVILLE RADIO: TACAN operg test basis; channel 80. (4-28)
EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)
EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress; men & eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. Shoulder area all rnwys & txwys soft. Rnwys 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.
FT WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6,000' or above & visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)
FORT WAYNE, BAER FLD: Caution, lnd beyond the acft arresting barrier installed 75' NE of threshold lgts, cldd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)
FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)
HUNTINGBURG ARPT: E/W turf area under constr; caution men eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.
INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from S E hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown.
KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy.
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KOKOMO MUN ARPT: Ctn, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing

INDIANA: LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
NEW CASTLE ARPT: 263'(1463'MSL) lgtd twr being erected 3 nmi ENE(76°T) at lat 39-58-00, long. 85-10-30. (2-19)
RENSSELAER, JASPER COUNTY ARPT: W bndry lgts inop. (11-25)
SEYMOUR, FREEMAN FLD: 300'(908'MSL) lgtd twr being erected 1.8 nmi NNE(27°T) at lat 38-57-20, long. 85-53-03. (3-18)
SCOTLAND RADIO: TACAN operg test basis; channel 49. (8-12)
SOUTH BEND RADIO: TACAN operg test basis; channel 101. (9-28)
SOUTH BEND, ST. JOSEPH CO. ARPT TOUWER: ILS lclzr back course unusable due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
SOUTH BEND, ST. JOSEPH CO. ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited to tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2)
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)1
IOWA: AMES MUN ARPT: NW/SE rnwy under constr, use present hard surfaced portion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surface rnwy acct seeding. Closed ngts. (10-6)
**CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. Arriving acft with proper freq should make initial ctc with CID apch ctl on (119.9 mc) mil (291.6 mc) regardless of wea. Apch ctl will specify reptg pt when flt chg to twr freq. (3-22)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
DES MOINES, NORTH FLD: Rnwy lgts inop - due to thawing & poor rnwy condition.
ESTHERVILLE ARPT: 260' (1665' MSL) lgtd twr being erected 6 nmi WNW (308°T) at lat 43-23-00, long. 94-51-00. (3-14)
GUTHRIE CENTER ARPT: Closed. (3-25)
IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6)
LAMONI RADIO: About Apr 15, J facil will be decmsnd. (3-9)
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel - 80 oct avbl on request.
MARSHALLTOWN, NIEDERHAUSER ARPT: Rnwy lgts inop until further notice. (3-11)
NEOLA RADIO: TACAN test operns shut down until aprx Apr 2. (2-2)
NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.
OTTUMWA RADIO: TACAN operg test basis; channel 53; not synchronized with VOR ident.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn 2600' MSL. Tetrahedron not controllable. (7-24) Due non-visibility twr unable to ctl ramp tfc in front admin bldg on portions ramp and txwy NE of AF hangars and first 1500' rnwy 22. (10-24)
STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,00' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct; for all flts 15,000' & above: V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161 W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN test operns; shut down until aprx June 7. (3-7)

IOWA: WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (12-28)
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported; lctn 2.0 mi N; elev 800'; 2 rnwys, lngst rnwy 2200', turf; P-line N and E. (8-28)
WOODBINE MUN ARPT: New arpt reported; lctn 1.0 E; elev 1050'; 1 rnwy, 2300'; fuel F2.
KANSAS: CLAY CENTER MUN ARPT: N/S rnwy and E/W txwy clsd, repairs. N/S and NW/SE sod rnwys soft and hazardous when temperature above freezing. (2-11)
DODGE CITY ARPT: 183' (2716'MSL) lgtd twr being erected 4.2 nmi ENE (79°T) lat 37-46-51, long 99-52-32. (1-30)
EL DORADO ARPT: 273' (1662'MSL) lgtd twr being erected 6 nmi WNW (301°T) lat 37-49-36, long 96-55-23. (3-3)
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar and 120' from E edge of ramp area, fenced and lgtd.
GOODLAND RADIO: TACAN test operns tmpry suspended until aprx May 2. (2-3)
HILL CITY RADIO: About Apr 15, J facil will be decmsnd. (3-9)
LIBERAL RADIO: DMET operg test basis; channel 113. (11-1)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679' (3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) lat 39-49-48, long 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface to 12,000'MSL within ctl zone from 1300-2230Z daily Mon-Fri. (5-12)
OTTAWA, HILL HOUSE ARPT: New arpt reported; lctd 2.0 mi SW; elev 1100'; one sod strip NE/SW 2000' long; duel 80/87; NE blkd.
**NEWTON, WIRT FLD-NEWTON MUN: New arpt; lctn 4.0 ENE; one N/S 7000 x 300' rnwy; maj and minor rprs, 80/90 oct fuel avbl; open dalgt hrs only.
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution, work in progress on all rnwys, NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)
RUSSELL RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SALINA RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Hvy B-47 jet tfc 0800-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3500'MSL. Forbes tfc patn alt 2600'MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILIP BILLARD ARPT: Due non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable. (4-28)
TOPEKA, WILSON ARPT: 253' (1303'MSL) lgtd twr being erected 3.5 nmi E (104°T) lat 39-03-02, long 95-49-13. (3-13)
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness and badger holes. (2-1)
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnel AFB. Radar vectors to apch facil only. (1-21) Transcribed wea bcst on LFR operg test basis until aprx Apr 7. (3-8)
**WICHITA ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane cmsnd. Maint eqpmt operg days. Stay on concrete surfaces, sod unsafe.
KENTUCKY: BOWLING GREEN RADIO: DMET operg test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg test basis; channel 35. (2-9)
FT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported; lctd 3/4 mi N; 2 strips, 3000' paved, 2700' grass strip; 80 & 100 oct fuel; hangar space and tie downs.
HARRODSBURG, MERCER ARPT: New arpt reported; lat 37-48, long 84-51; sod strip 3000'; 80 & 100 oct fuel; mechanic service; rnwy lgts operg sunset-2400E, other hrs on request; phone 1355 or 638. (11-12)
LEXINGTON RADIO: TACAN operg test basis; channel 106. (3-31) About Apr 26, VORTAC will be cmsnd. TACAN channel 106. Class H-BVORTAC. (3-10)
**LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end rnwy 4-22. 2-way rdo rqrd. (2-26)
LONDON RADIO: DMET inop indef. (3-15) About Apr 18, VOR will be shut down until aprx May 16, grading and cable installation. (3-9) See page 39 for substitute route structures and MEAs durg shutdown.
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)
NEW HOPE RADIO: DMET operg test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.
YORK RADIO: About May 2, VOR/DME will be shut down until aprx May 7, freq chg to 116.2 mc/channel 83. See page 40 for substitute route structure, tmpry MEAs and reporting points durg shutdown. (3-17)
LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported; lat 31-19-45, long 92-26-55; one N/S strip, sod 3300 x 150'; no lgts; fuel 80 & 90 octane; A&E mechanic days; remarks: p-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER FLD: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg test basis; channel 103. (7-29)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)
BATON ROUGE, RYAN ARPT TOWER: About May 2, ILS glide slope will be shut down until aprx May 14, antenna work. (3-28)
**BATON ROUGE, RYAN ARPT: S txwy btn rnwys 35 & 31 abandoned. S txwy btn rnwy 4 & 35 clsd acft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of the hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft and vehicles. (3-4) Also see page 23.
FRANKLINTON AIRSTRIP: New arpt reported; lctd 5.5 mi SSW; lat 30-46, long 90-10; one sod strip E/W, 2600 x 150'. (2-23)
**GLENMORA, McDONALD ARPT: New arpt reported; lctn 1 mi NW; 1 sod strip 1900 x 65', N/S; rnwy lgts on request; fuel F3; trees N. (2-13)
LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and threshold lgts ngts.
LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbnd VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MANY, HART ARPT: Apr 1, fld will be clsd until aprx Apr 15, extsv repairs. (3-15)
MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300'MSL. (5-5)
NEW ORLEANS RADIO: DMET operg test basis; channel 74. (6-19)
✱NEW ORLEANS AIR ROUTE TRAFFIC CONTROL CENTER: Mar 17, radar dptr ctl svc implemented for acft dptg New Orleans Trml area utilizing radar separation standards. Freqs: 124.1, 323.8, 123.6, 307.9, 274.3, 301.4 mc.
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas on the E side of the cntr taxi strip clsd. (7-16) 136'AGL lgtd obstn, cntrline of rnwy 17-35 aprx 4000' S of the threshold. (2-11) First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc unctld in blind area. Pilots tkof rnwy 31 requested not to use blind area unless needed. (3-7) 400' (404'MSL) lgtd twr being erected 4.9 nmi E (112°T) lat 30-00-28, long 89-56-08. (12-4) 87.1' (97.65'MSL) lgtd storage elevators being erected aprx 1 nmi E (95°T) lat 30-02-00, long 90-02-00. (2-3)
NEW ORLEANS, MOISANT INTL ARPT TWR: ILS glide slope inop, rnwy extension. (3-4)
NEW ORLEANS, MOISANT INTL ARPT: Caution in apch to rnwy 10 & tkof rnwy 28. Obstn mrkd with orange flag for day, red steady and flashing hazard lgts for ngt. Displaced threshold W end rnwy 10, threshold mrkd by 4 chevrons and transverse stripe in white non-reflective paint. Hi-intensity apch lgts operg but touchdown pt at W end of rnwy is 500' farther E than normal. Avbl length of rnwy 10-28 now 6500' for all cperns excp 7000' avbl for tkof on rnwy 10. Constr eqpmt to max height of 20' will be operg from existing end rnwy 10 to pt 600' W of rnwy end from sunrise to sunset. 45' boom operg dalgt hrs in apch zone to rnwy 10 not less than 1100' from end of rnwy, mrkd. (3-4)
OPELOUSAS, ST LANDRY PARISH ARPT: Bcn inop. (7-25)
SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int - 053° BAD H facil & E crs of SHV LFR; Forbing Int - 233° BAD H facil and S crs SHV LFR. (6-6)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable (1-20)
BANGOR RADIO: DMET operg test basis; channel 68. (2-4)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4-eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas: (a) W of Bangor, area enclosed by awys A7, R25, Gl and Maine and N. H. borders and V93; (b) SW of Bangor, area enclosed by awys R58, B84 and coastline; (c) E of Bangor, area S of

MAINE: *R58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory service on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000'MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)*

**BLUE HILL ARPT: New listing; lat 44-26, long 68-34; lctd 3.0 NE; elev 360'; one 2300' strip.

BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.

EASTPORT ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi-brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE. (11-20)

HOULTON INTL ARPT: Rnwy 1-19 clsd winters. (1-4)

LIMESTONE-LORING AFB RADIO: USAF VOR crs errors exist beyond 20 mi up to 3° in NW quad from 27°-300° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off M crs. (5-27)

MILLINOCKET RADIO: About Apr 4, VOR will be comsnd. Freq 112.2 mc; ident MLT; lctd lat 45-35-12, long 68-30-56; elev 557'MSL; M var. 20°25'W. Monty category (I); class M-BVOR. (3-10)

MILLINOCKET ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy and bndry lgts 16-34 inop. Rnwy 11-29 plowed winters, rnwy 16-34 suitable for skis only. Caution snow banks at int with rnwy 11-29. (11-19)

OLD TOWN ARPT: Rnwy 4-22 clsd until spring, usable at pilot's risk only. (11-23)

PERU, LINNELL'S ARPT: Inactive. (3-10)

RANGELEY ARPT: NE/SW rnwy clsd and mrkd. (7-28)

PORTLAND INTL ARPT TOWER: ILS LOM shut down indef. (1-27) ILS lclzr unusable beyond 15 mi due roughness. (2-24) About Apr 4, ILS LOM freq will be chgd to 394 kc. (3-7)

ROCKLAND ARPT: Rnwy 3-21 plowed winter months. Rnwy and apch lgts inop remainder of winter. (1-27)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenbury Pt lat 38-58-22, long 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)

BALTIMORE-FRIENDSHIP INTL ARPT TWR: ILS glide slope unusable from 400' inside MM to touchdown, acct roughness. (3-29)

BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at executive trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to executive trml for static parking. Fld constr work stopped for winter. Perm lgts in holding block rnwy 28 replaced with white and yellow reflectors. Clsd 2200-0530 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1)

BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960, fld will be perm clsd. (6-3)

**BALTIMORE, PIER 4 HELIPORT: Efctv Dec 30, heliport perm clsd; lctd Pier 4, Pratt St; lat 39-18, long 76-35; elev 10'; size 100' x 72'; air mrkd; no lgts or servicing.

BLOSSOM POINT SPECIAL NOTICE: Day and ngt calibration runs are made by naval acft within a 9 mi radius Mini-track Station (lat 38-25-50, long 77-05-12) at alts of 5000', 10,000', 15,000', 20,000' and 25,000' VFR only. (7-13)

GRANTSVILLE RADIO: DME T operg test basis; channel 53. (2-6)

HAGERSTOWN ARPT TOWER: Efct Apr 4, twr hrs opern will be 0800-1600 Mon-Fri. (3-24)

HAGERSTOWN ARPT: Caution, constr in progress, then, equip all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.

✱HUNTINGTON RADIO: Mar 18, MH facil chgd to 260 kc.

LAYTONSVILLE, DAVIS ARPT: Caution rnwy soft due to thawing conditions, usable for lgt acft only, until aprx May 31. (3-21)

POTOMAC RIVER SPECIAL NOTICE: A hazardous amount of electromagnetic radiation exists in vcnty of parabolic antenna situated near Stump Neck, lctd aprx lat 38-33, long 77-12; area extends up to 1000' within 1/2 mi radius. The radiation is definitely dangerous to personnel, acft, power service and/or insts. Helicopter pilots are warned against hovering in the vcnty and should avoid apchg closer than 1/2 mi. (7-13)

SALISBURY RADIO: Mar 14, DME shut down until aprx Apr 1. About Apr 1, VOR/DME will be relctd to lat 38-20-44, long 75-30-37, and freq chg to 114.0 mc/channel 60; elevation: 49'MSL. (3-14)

MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

BEVERLY RADIO: MHW facil reception lmtd to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)

BOSTON RADIO: About Mar 31, VORTAC will be comsnd; TACAN channel 124; class - H-*BVORTAC. (2-11)

BOSTON BEDFORD (HANSCOM) ARPT TOWER: About May 3, twr freq 118.9 mc will replace 123.7 mc. (3-21) About Apr 20, ILS glide slope will be shut down until aprx Oct 20, arpt constr. (3-22) About May 1, ILS will be shut down until aprx May 10, eqpmt modernization. (3-24)

BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900'MSL for acft with patn speed below 110 mph; 1300'MSL for conventional and multi-engine jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About Apr 20, neon apch lgts will be shut down due constr.

BOSTON, LOGAN ARPT SPECIAL NOTICE: Efctv 1/7/60 standard instr apch procedure for ILS and PAR amended as follows: ceiling 200' and RVR 2600' also authorized for tkof and lndg on rnwy 4R provided all components of ILS/PAR and related airborne eqpmt are in satisfactory operg condition. (1-8)

**BOSTON, LOGAN INTL ARPT: Caution, scattered areas of loose and broken bit paving outside lights on txwy and rnwy shoulders. Men, equipment off apch end rnwy 15-33 days. All landing acft equipped with the proper freqs may expedite their handling by contacting apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R shows red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' except full 7870' avbl for tkof toward SW and 800' of overrun area avbl for lndg toward NE. Military turbojet acft lndg or tkof rnwy 4L-22R and turbojet tkof rnwy 33 are prohibited. Civil turbojet operns prohibited rnwy 4L-22R. Use marked hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy centerline from 42 - 1142' out from end of pavement. Transissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG Base Commander. No transient mil flts will be accepted from 2100-1200Z.(2-2)

CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)

EDGARTOWN, KATAMA AIRPARK: Clsd indefinite period. (12-31)

HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, long 71-02-00; lctn 3.0 E; lngst rnwy (6-24) 1150' turf; fuel; hangars; repairs avbl; remks: rgt patn lndgs and tkofs to E.

HYANNIS RADIO: About Mar 31, VOR will be comsnd; freq 110.8 mc; ident HYA; lctd lat 41-42-10, long 70-12-56; montrg category (I); M var: 15°35'W; elev 94'MSL; class L-VOR. (2-26) Non-scheduled voice transmissions avbl from Falmouth-Otis AFB RAPCON. (2-26)

HYANNIS, BARNSTABLE ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndg and tkof; may be used as txwy and parking.

LAWRENCE ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc unicom. (3-12)

MANSFIELD ARPT: Unscheduled parachute jumps held. (9-23)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

NANTUCKET MEML ARPT: Hi-intensity apch lgts bgng rnwy 24 inop. (1-5) 55' tmpry unlgtd ant pole 400' W of lndg area. (1-12)

ORANGE RADIO: Private H facil shut down indefinitely. (6-17)

MASSACHUSETTS: ORANGE ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
WESTFIELD-BARNES ARPT: Mil jet opems practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)
**WILLIAMSTOWN, FAIR VIEW FARM: Permanently closed. (2-15)
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar. 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' MSL. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)
ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)
ANN ARBOR MUN ARPT: Use rnwys & txwys only. During thawing period fld & rnwy lgts are inop. (3-15)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi; 145°-155° clockwise-due scalloping and/or roughness. (12-16)
BAY CITY, CLEMENTS ARPT: 154'(752'MSL) water tank being erected 2.1 nmi NNE (39°T) at lat 43-34-40, long. 83-52-20. Durg constr erection eqpmt will extend 180'(778' MSL).
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
CADILLAC ARPT: Closed night operns. (12-7)
**DETROIT, CITY ARPT: Due non-visibility twr unable to ctl tfc on first 1000' rnwy 2; rnwy 2-20 clsd to large twin-eng acft 12,500 lbs gross and over excp on pilot's req. Inbnd acft with appropriate multiple freq shall make initial ctc with Detroit City Apch Ctl on 120.0 mc regardless of wea; apch ctl will specify reporting pt where flt will chg to twr freq.
**DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old fld clsd to lndgs & tkofs. Bldg constr in front of and along side main trml bldg. Sequence flashers associated with hi-intensity apch lgts comsnd. (2-12)
DETROIT WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15)
EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.
★FLINT RADIO: Mar 25, VORTAC comsnd. TACAN channel 53. Class: L-BVORTAC.
**FLINT, BISHOP ARPT: All acft operns restricted to hard surface areas. (2-16) Due to deterioration of twr cab windows twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown.
GLADWIN RADIO: BMH facil usable dist limited to 15 mi-190°-280° clockwise due interference. (2-26)
GRAND RAPIDS-KENT CO ARPT TOWER: ILS glide slope flyable MM to rnwy. (12-29)
**GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3) All VFR inbnd acft ctc Grand Rapids apch ctl on 125.2 mc aprx 10 mi out for lndg & tfc info pilots will be advised when to chg to twr freq. (1-12)
GULLIVER ARPT: Closed, construction. (12-6)
HART SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)
HOUGHTON COUNTY MEMORIAL ARPT: Disregard 10' bamboo poles with mixed red & black flags which are lctd on various parts of fld. Only rnwy 13-31, ramp and NE txwy maintd winter months. All other rnwys clsd durg winter. (11-20)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
JACKSON, REYNOLDS ARPT: Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway.

MICHIGAN: KALAMAZOO ARPT: 50' obstn lgtd ctl twr under const at terminal site. (12-30)
LANSING-CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi-interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)
**LANSING, CAPITAL CITY ARPT: Due non-visibility twr unable to ctl tfc on W ramp txwy btn rnwy 6 and 9.
LITCHFIELD RADIO: TACAN operg test basis; channel 55. (7-17)
LUDINGTON, MASON COUNTY ARPT: Snow removal on N/S rnwy only. (12-23)
MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.
MUSKEGON CO ARPT TOWER: About Apr 1, ILS will be comsnd. Lclzr freq 109.9 mc with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc. Lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623' MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected centerline and 3314'(0.63 smi) from apch end rnwy 32. Elev: 630' MSL. LOM freq 219 kc., ident: MK. OM/LOM lctd on projected centerline and 22,847' (4.3 smi) from apch end rnwy 32. Elev: 610' MSL. (3-9)
**MUSKEGON-COUNTY ARPT: Due non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100', trees along bndry. 60' wea radar twr aprx 100' from centerline NE/SW rnwy, at NE end, at S end of trml bldg. N/S rnwy clsd. (2-13) Caution, 40' lgtd ant mast at glide slope bldg 750' NW apch end rnwy 32 and 400' SE of centerline. (10-8)
OWOSSO CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgtd on poles 3' above twr. (11-2)
PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.
PLAINWELL, OTSEGO, PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)
PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.
PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3)(Formerly carried under Wayne, Mich.)
PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)
PULLMAN RADIO: TACAN operg test basis; channel 58; not synchronized with VOR ident.
ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.
SAGINAW-TRI CITY ARPT: Use rnwys only. Rnwy lgts on request. (3-23)
SALEM RADIO: TACAN operg test basis; channel 125; not synchronized with VOR ident.
SAULT STE MARIE-KINCHELOE AFB RADIO: ILS lclzr operg without voice. (11-30)
STURGIS, KIRSCH ARPT: Use NE/SW rnwy only. (6-17)
MINNESOTA: AUSTIN RADIO: Feb 8, State owned VOR voice feature inop. (3-16)
BEMIDJI ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)
BEMIDJI, PORT-O-WILDS ARPT: Caution, hazardous, rough strips. (3-18)
COOK MUN ARPT: NE/SW rnwy closed. (7-3)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scelloping. DMET operg test basis; channel 73. (10-30)
DULUTH ARPT TOWER: ILS BC unusable for apchs. (1-7)
**DULUTH ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry thershold lgts installed 500' W of E end rnwy 27, constr.
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
GRAND RAPIDS RADIO: Feb 20, State owned VOR operg on test basis; freq: 111.4 mc. Ident: GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13)
HECTOR ARPT: 550'(1649'MSL) lgtd twr being erected 7 nmi W(287°T) at lat 44-45-50, long. 94-54-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
MANKATO RADIO: State owned VOR operg test basis; freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MARSHALL MUN ARPT: All rnwys clsd excp NW/SE until further notice. (11-6)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.

(29 March 1960)

[redacted]: MINNEAPOLIS, ST. PAUL INTL-(WOLD CHAMBERLAIN) FLD TOWER: ILS (ident APL) glide slope inop. (3-1) ILS (ident MSP) inop. (3-8)
MINNEAPOLIS, ST. PAUL INTL (WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11)
Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof premitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MORA ARPT: NW/SE rnwy clsd, usable with skis exercise caution. N/S rnwy open to wheels or skis; ridges of snow along edge of rnwy. (1-9)
MORRIS ARPT: Clsd wheeled acft. (1-4)
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER, LOBB FLD SPECIAL NOTICE: Effective 0001 EST 10 March 1960, cancel procedure #1, amdt 4, effective 27 Aug 1955, due to relocation of RST VOR. (3-7) LFR procedures, Amdt, 10, eff. 4/23/60, designation Stewartsville Int. should read: R-065 RST VOR and S course RST LFR; designation Spring Valley Int. should read: R-100 RST VOR and S course RST LFR. (3-28)
ROCHESTER, LOBB FLD: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.
STANTON, CARLETON ARPT: Bcn and rnwy lgts inop. (11-18)
WINONA RADIO: VOR unusable beyond 14 mi- course instability. (3-20)

MISSISSIPPI: COLUMBIA ARPT: 400' (605' MSL) lgtd twr being erected 2 nmi SSW (212°T) at lat 31-16-00, long. 89-50-03. (1-21)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12)
HATTIESBURG RADIO: VOR operg unmonitored. About Apr 7, VOR will be comsnd. Freq: 110.6 mc. Ident: HGB. Lctd lat 31-25-05, long. 89-20-24. Class: VORW. (2-20)
LAUREL ARPT: 130' (365' MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld.
MERIDIAN RADIO: Voice on VOR portion of VORTAC. (5-22)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men, eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.
NATCHEZ-ADAMS CO. ARPT: 355' MSL lgtd twr being erected 12.3 nmi WSW (269°T) at lat 31-36-06, long. 91-32-10. (1-27)

MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
CAPE GIRARDEAU ARPT: NW/SE sod strip clsd. (9-8)
**CARTHAGE-MYERS PARK MEML ARPT SPECIAL NOTICE: Flt Test Area described as follows: from a point lat 37-04N, 94-17W, NW to 37-05N, 94-21W, N to 37-07N, 94-21W, NE to 37-11N, 94-08W. Hours: dalgt, VFR wea conditions. Altitudes: from surface to 20,000'. Used by: James R. Cash, Carthage, Missouri. Expires 1 Feb 61. (2-11)
BUTLER RADIO: About Apr 15, J fac will be decmsnd. (3-9)
FARMINGTON RADIO: TACAN operg on test basis; channel 104. (1-1) About Apr 15, J facil will be decmsnd. (3-9)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flame-out apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
JOPLIN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope. (10-28)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident. (11-1)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29)

MISSOURI: KIRKSVILLE RADIO: TACAN operg on test basis; channel 21. (12-10)
KIRKSVILLE ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
MALDEN RADIO: About Apr 15, J facil will be decmsnd. (3-9)
MAPLES RADIO: DMET operg on test basis; channel 89.
MARSHALL RADIO: DMET operg on test basis; channel 33. Bearing indicator inop. (6-26)
MARYLAND HEIGHTS RADIO: TACAN operg on test basis; channel 45. (9-5)
MOBERLY-BRADLEY FLD: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ST. JOSEPH SPECIAL NOTICE: Caution - TWA conducting extsv flt trng on Boeing 707 acft 0700-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local traffic pattern and control zone from surface to 20,000' executing VORTAC and homer beacon VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vcnty of Rosecrans Memorial Arpt. Enroute and landing tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
✱ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Low alt freq 343.8 mc comsnd.
ST. LOUIS, LAMBERT FLD TOWER: VHF/DF shut down indef - relctn. (7-28) Caution - lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About Apr 18, lcl ctl freq will be chgd to 118.5 mc; apch ctl freq will be chgd to 118.1 mc. (3-22)
ST. LOUIS, LAMBERT FLD: Due non-visibility twr unable to ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6. Constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd; concrete surface on rnwy 6-24 slippery when wet. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)
SPRINGFIELD RADIO: DME restricted 140° counterclockwise to 330°, 35 nmi at MEA.
VERSAILLES ARPT: N/S and NE/SW rnwys clsd. (6-9)
WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102'. Lctd: 2.5 NW, one 2300' sod strip NW/SE. Remarks: Land at own risk. Fuel: 80 oct.

MONTANA: BILLINGS, LOGAN FLD: Final apch to rnwy 22 in excess of 2 mi from end of rnwy and last half of a base leg for rnwy 22 obscured from twr vision by constr atop new admin bldg. Two ctl twr structures on Logan Field, active twr lctd on S side of fld atop SW hangar. Twr structure on admin bldg not comsnd. First half of right base leg for rnwy 27 not visible. Due to non-visibility twr unable to provide visual ctl of tfc in these areas. Pilots will assume responsibility for separation from other acft in this portion of ctl zone. Extreme caution advised. Due non-visibility twr unable to ctl tfc on ramp N and NE of admin bldg. Aprx 700' of second 1000' & that portion from 3500-4200' of apch end rnwy 27 not visible from twr. Pilots will assume responsibility to determine rnwy is clear of obstns when using first 4200' rnwy 27.
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (2-18)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch useonly. (3-22)
**BUTTE, SILVER BOW COUNTY ARPT: Formerly carried as Butte Mun Arpt. (2-3)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)
GREAT FALLS-MALMSTROM AFB-RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
MILES CITY RADIO: TACAN has no auto or remotely ctld transfer to standby eqpmt.
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR & LF rng.

NEBRASKA: BROKEN BOW ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side NW/SE rnwy btn lgts & new constr. All rnwy lgts inop. Fone for other info.
BRUNING, STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)
**CHADRON SPECIAL NOTICE: Efct Nov 1, civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unclt airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area area advised to monitor one of the following FSS: Casper, Wyo.; Chadron, Nebr.; Rapid City, S. Dak. Durg trng periods, these stations will include an advisory message at the end of each wea bcst. (10-26)

[redacted]: CHADRON RADIO: About Apr 1, state owned HW facil freq will be chgd to 275 kc
COLUMBUS ARPT: ENE/ WSW sod strip closed. (11-2)
FAIRMONT, STATE ARPT: NE/SW rnwy clsd. (6-29)
HAYES CENTER RADIO: TACAN operg on test basis; channel 59. (3-20)
HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.
LEXINGTON ARPT: 180' (2747'MSL) lgtd twr being erected 5.2 nmi S (187°T) at lat 40-42-02, long. 99-47-18. (3-16)
OMAHA ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. (9-11)
ONEILL RADIO: TACAN operg on test basis; channel 86. (7-29)
★SCOTTSBLUFF RADIO: Mar 23, VORTAC comsnd. TACAN channel 58. Class:M-BVOR-TAC.
SCOTTSBLUFF ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips, Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev: 1100' one 4000 x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown, maj & minor repairs, 80 and 100 oct fuel. Rmks: Windcone on req. (10-10)
THEDFORD ARPT: New arpt reported, aprx 2 mi E; 1 sod strip, 2800' long. Fuel avbl.
**WISNER, HELLER AIR RANCH ARPT: Delete from records; personal use fld.
WOLBACH RADIO: DMET operg on test basis; channel 111.

NEVADA: COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 mi at MOCA.
ELKO RADIO: TACAN operg test basis; channel 92. (3-15)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000'MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop. (3-10)
LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000'MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR direct to the NE corner of Caution Area C436. The alts of 8000 & 9000'MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000'MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11 W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48 N, 114-15 W to 35-58 N, 115-30.W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000'MSL. (6-1) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. ACaution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 3000 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain area.
LAS VEGAS RADIO: DMET operg on test basis; channel 116. About April 29, VORTAC will be comsnd. TACAN channel 116. Class: H-BVORTAC. (3-17)
LAS VEGAS, THUNDERBIRD FLD: E/W rnwy only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only.
MORMON MESA RADIO: TACAN operg test basis; channel 23. (4-23)
RENO ARPT TOWER: Soon. ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-31-00, long. 119-46-00; 270' off E edge & 850' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (3-19)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs. (9-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Captial 5-6611, ext. 211) or FAA-FSS Concord Mun Arpt anytime (fone Capital 5-6151 acft in flt call Concord rdo.)
LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6)
LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)

NEW JERSEY: ATLANTIC CITY RADIO: UHF H facil 279.0 mc ident: ACY, operg test basis, unmontrd. TACAN operg test basis; channel 39.. About Apr 6, VORTAC will be comsnd. TACAN channel 39. Class: L-VORTAC. (3-23)
ATLANTIC CITY-POMONA (NAFEC) ARPT-TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. About Apr 21, twr will tsmt LF voice on 278 kc in place of 275 kc. (3-8)
ATLANTIC CITY (POMONA) NAFEC ARPT: GCA practice apchs avbl VFR conditions only, Mon, Tues, Wed and Thurs 1300-2000Z. First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10.000'. Experimental lights installed first 2000' rnwy 13. Experimental electronic and lighting eqpmt installation on a continuing basis rnwy 13-31. (1-6)
BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flgts.
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. (3-3) Constr NW end rnwy 14-32, 4000' usable from SE end. (2-11)
CALDWELL, WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)
COLTS NECK RADIO: VOR unusable beyond 25 nmi from 020°-035° due to interference of undisclosed source. Soon, DME will be recomsnd. (2-23)
COYLE RADIO: DMET operg test basis; channel 81. (11-20)
NEWARDK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.
NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090°.
NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy elev, 1250' E of threshold lgts mrkd by red & white panels & obst lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' above gnd boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men and eqpmt on fld. (3-17)
RED BANK ARPT: VOR rcvr gnd check pt unusable. (9-3)
ROBBINSVILLE RADIO: VOR unusable beyond 30 nmi from 020° clockwise to 065°, and from 245° clockwise to 260° at MOCA due industrial interference. V123 unusable beyond 30 nmi NE of Robbinsville VOR. Utilize LGA LOM freq 332 kc ident LG to supplement V123 from VOR to Maspeth Int. (5-14) DMET operg test basis; channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOLBERG RADIO: VOR unusable 060° clockwise to 100° beyond 30 nmi-due industrial interference causing excessive course deviation and intermittent flag activity. (1-5)
SPARATA RADIO: DMET operg on test basis; channel 19. (7-17)
STILLWATER RADIO: TACAN test operns tmpry suspended. (3-23)
TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000' lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excpt with prior permission of arpt mgr. 200' x 400' mrkd sod area N of center txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)
TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved area only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)
WRIGHTSTOWN, MCGUIRE AFB SPECIAL NOTICE: Conventional acft right tfc rnwy 18 and 24 to avoid R-25. Caution-exten jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to , and 10 mi beyond the Medford (MFX) bcn. All VFR tfc req to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft have two-way comm on both 126.2 and 134.1 mcs. Acft not having proper freqs are directed to land elsewhere. (6-22)

NEW MEXICO: **ALAMOGORDO ARPT: Abandoned. 2.4 mi N, lat 32-56, long. 105-57.(2-17)
ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59;elev: 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc ; 100 oct avbl.

NEW MEXICO: *ALBUQUERQUE SPECIAL NOTICE: Until May 2, 1961, "cratering-uncased explosives" tests will be conducted 0800M Mon, Wed, Fri. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (11-12)*

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque/Kirtland AFB hi-density trml area: (1) All E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° & not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000' MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68, and V68S. (6-18)

ALBUQUERQUE-KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.

ALBUQUERQUE, KIRTLAND AFB/MUN ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for a tmpry period due to wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilots discretion. (12-31)

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (25 nmi of airdrome) is saturated with hi speed jet tfc. For safety considerations, flt should be planned to avoid this area durg dalgt hrs. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18 or 118.7 mc

✱COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16) VOR class: M-BVOR.

**EL MORRO, SITE 60, LAX-AMA: Mar. 26, bcn site recomsnd with six red & white flashes per min. Concurrently bcn site 60A, lctd 8 mi W of Elmorro LFR perm discontd. (3-26)

**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

FARMINGTON ARPT: Rnwy 11-29 clsd from SE end to int rnwy 7-25.

**HAGERMAN ARPT: Permanently clsd. (2-15)

LA CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg on test basis; channel 120. (8-2)

**ROSWELL, WALKER AFB SPECIAL NOTICE: Jet test durg dalgt hrs conducted in the following described area; bgng at Corona, N. Mex VOR to Socorro VOR; to Albuquerque VOR Anton Chico VOR; Tucumcari VOR; Texico VOR; Roswell VOR to pt of bgng. (11-14)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

NEW YORK: BATAVIA ARPT: Use at pilot's own risk during inclement weather. (2-8)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1)

BINGHAMTON, BROOME CO. ARPT: Soon, lgt system to be lengthened to 3000'.

BUFFALO ARPK: Snow removal NE/SW rnwy only, snow banks each side of rnwy. Use rnwy only. Ctc UNICOM for lndg info.

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (10-24) 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr.

CICERO ARPT: Closed transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

COOPERSTOWN-WESTVILLE ARPT: Snow operns, ctc fld prior to lndg for wheel acft.

DUNKIRK MUN ARPT: Rnwy and threshold lgts inop. (3-23)

ELMIRA, CHEMUNG CO. ARPT: Due non-visibility twr unable to observe tfc from point 1000' N to apch end rnwy 19; trml bldg constr.

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200-2130Z rgt

NEW YORK: tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-250° at MOCA.

GLENS FALLS, WARREN COUNTY ARPT: Ramp and taxwy lgts inop.

GRANVILLE ARPT: Fld plowed and open to wheel eqpd acft winter months. (1-31)

HUGUENOT RADIO: TACAN operg test basis; channel 76. (5-20) About Mar 31, VORTAC will be comsnd. TACAN channel 76. Class: M-BVORTAC. (2-11)

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr ppint of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)

★JAMESTOWN RADIO: Mar 22, VOR voice feature comsnd. Montrg category chgd to (1) Voice & ctl from Bradford, Pa FSS. Class: L-BVOR.

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

LAKEVIEW ARPT: Reported reopened. Lctd 1.5 mi E; elev: 750'; 1 rnwy, 2600'; 80 oct fuel avbl wk-ends and evenings. (8-22)

LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MALONE-DUFORT ARPT: Clsd - due snow & ice. (3-22)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution - hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L.I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching at pt abeam SE of Floyd Bennett VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitteing, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 29, freq 124.5 mc will be decmsnd Philipsburg, Pa. peripheral site. (3-22)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.

NEW YORK INTL (IDLEWILD) ARPT TOWER: Nov 16, VHF/DF shut down until aprx Apr 8. About Apr 29, gnd ctl freq 121.65 mc will be comsnd in place of 121.6 mc. (3-10) About May 1, ILS (rnwy 22R) will be shifted to rnwy 22L. Lclzr will be lctd 460' from 4R and rnwy 22L; lat 40-37-27, long. 73-46-19. Elev: 10' MSL. Glide slope will be lctd 400' left centerline & 750' apch end rnwy 22L. Apch brg 223°. Mag. var.: 12°W. MM will be lctd 3464'(0.66 smi) apch end rnwy 22L & 14' left of extended centerline. OM will be lctd 33, 630' (6.37 smi) from apch end rnwy 22L & on extended centerline. LOM freq: 392 kc. Ident: IW., lctd lat 40-43-30, long. 73-41-35. Only alternate opern of either rnwy 4R or 22L. Simultaneous operns not avbl. (3-24)

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lat 40-38-37, long. 72-46-56 will be shut down for modernization about May 2 until aprx Sept 15. Rdo equipped sweeper machine operg all active areas. Feb 15, apch lgt system with sequence flashers serving rnwy 4L decmsnd, concurrently apch lgt system with sequence flashers comsnd on new parallel rnwy 4R. About May 1, apch lgtg system with sequence flashers serving rnwy 22R will be decmsnd, concurrently apch lgt system configuration A with sequenced flashers serving rnwy 22L will be comsnd, including semiflush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions.

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390' MSL. (12-3)

NEW YORK: NEW YORK (LA GUARDIA) RADIO: About Apr 15, VOR will be comsnd. Freq: 112.3 mc. Ident: LGA. Lctd lat 40-47-16, long. 73-52-39. Mag. var.: 11°35'W. Elev: 72' MSL. Montrg category (1). Class: L-VOR. (3-24)

NEW YORK-LA GUARDIA FLD TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs: 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1900. About Apr 21, substitute lclzr will be comsnd on pavement of clsd rnwy 4-22, at lat 40-46-18, long. 73-52-56; 1120' NE of SW end of rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. Use of lclzr BC uncertain. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & txwy marking & barricades. (3-28)

NEW YORK, LA GUARDIA FLD: Caution, constr adjt N side of rnwy 13-31, eqpmt, 24' MSL sandpiles parallel to rnwy 210' from cntrline of rnwy 13-31; mrkd day and ngts. (2-17) Mar 21, rnwy 4-22 clsd-constr. Also, see LGA twr notam.

**NIAGARA FALLS MUN ARPT: Feb 6, 1500' configuration B apch lgtg system decmsnd; simultaneously 2600' standard configuration A apch lgtg system including semi flush lgts at green threshold bar btn rnwy lgts at red terminating bar & last seven white bars thru paved overrun comsnd on rnwy 28R; semi-flush lgts may be obscured during adverse wea conditions. Twr unable to observe NE portion of perimeter txwys, E/W txwy on N side of arpt, NG, AF & AF Reserve ramps.

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from - Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

RIVERHEAD RADIO: TACAN operg test basis, channel 119. About May 3, VORTAC will be comsnd. TACAN channel 119. Class: M-BVORTAC.

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE CO. ARPT TOWER: ILS shut down until aprx May 9 - rnwy constr. Lclzr will be relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long. 77-40-45. Elev: 546'MSL. (3-28)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr. Men, eqpmt off W end rnwy 28 dalgt hrs xcpt Sat. & Sun.

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

STORMVILLE ARPT: Caution, spring mud and ruts, red flags point danger spots.

SYRACUSE RADIO: TACAN test operns tmpry suspended. (3-6) About Apr 25, VORTAC will be comsnd. TACAN channel 117. Class: H-BVORTAC.

SYRACUSE HANCOCK ARPT TOWER: UHF/DF inop. (2-10)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

UPPER ST REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

WARWICK ARPT: Open to ski operns only durg snow conditions. (12-4)

WATERTOWN MUN ARPT: All txwys mrkd with 4' flags aprx 10' off edge of txwys for snow removal purposes. (10-27)

WHITE PLAINS-WESTCHESTER CO ARPT TOWER: ILS LOM freq 281 kc unusable 130 clockwise to 240° beyond 12 n mi. (5-14)

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis, channel 71. (4-6)

ASHEVILLE ARPT: New arpt under const, lctd 9 mi S. Hazardous, clsd all operns.

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

**CHARLOTTE, DOUGLAS ARPT: 124' (897'MSL) unlgtd tank erected aprx 2 nmi NNE. 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)

COFIELD RADIO: DMET operg test basis, channel 109. (5-18)

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test operns tmpry suspended. (3-24)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21, due constr. Entire rnwy clsd ngts. (2-25)

FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip, caution S end soft when wet. (4-6)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

HICKORY ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)

KINSTON RADIO: About May 5, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Class: L-VORW. (2-24)

LIBERTY RADIO: About June 2, VOR will be comsnd. Freq: 113.1 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Class: VORW. (3-24)

LUMBERTON ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

MONROE, SHUTE ARPT: Clsd Suns. 1300-dark, parachute jumps, lndg permitted btn jumps. (9-6)

RALEIGH-DURHAM RADIO: DMET operg test basis, channel 122. (9-25)

**RALEIGH-DURHAM ARPT: 2-way rdo rqrd.

WILMINGTON, NEW HANOVER CO ARPT TOWER: Soon, freq 396 kc will be chgd to 323kc.

WILMINGTON, NEW HANOVER CO ARPT: 133' MSL (102'AGL) lgtd radar twr being erected 400' NW of trml bldg.

WINSTON-SALEM-SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable.

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys clsd winter months, no snow removal.

**CAVALIER ARPT: 324'(1183'MSL) lgtd twr erected 3 nmi NE (50° T) at lat 48-49-10, long. 97-34-30. (3-2)

FARGO RADIO: About Apr 29, West Fargo FM will be discontd. (3-24)

FARGO, HECTOR ARPT: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flgts call Fargo twr when within 25 mi for jet tfc info. (1-25)

GLEN ULLIN ARPT: Rnwy lgts inoper.

GRAFTON ARPT: N/S & E/W txwy under const. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.

MAYVILLE ARPT: 303'(1179'MSL) lgtd twr erected 22.5 nmi E (112°T) at lat 47-20-51, long. 96-50-46. (2-12)

WESTHOPE ARPT: Caution, NW/SE strip soft due grading.

WILLISTON RADIO: About Apr 11, VOR will be shut down until aprx May 2 - modernization. & retuning. (3-16)

OHIO: AKRON RADIO : About May 2, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (3-10) DMET operg on test basis, channel 21. (3-14)

AKRON MUN ARPT: Tetrahedron unctlbl and flasher not oper. Obstn lgts inop SE hill apch rnwy 32; stadium E bndry obstn lgts inop excp one lgt on N corner. (3-15)

AKRON, CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. (8-19) ILS BC unusable. (1-14)

**AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight - in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch Zone; avoid tfc patn of Akron Mun Arpt. 1500' left hand neon apch lgt system decmsnd and standard configuration A lgtg system comsnd rnwy 1.

APPLETON RADIO: March 28. VORTAC comsnd. TACAN channel 114. Class: H-BVORTAC

ATHENS-OHIO UNIVERSITY ARPT: 602' (1189'MSL) stack being erected 23 nmi SSE (163°T) at lat 38-58-09, long. 81-55-29. (6-29)

ATTICA RADIO: DMET operg on test basis, channel 91. (3-11)

BELLAIRE RADIO: About Apr 15, VOR will be comsnd. Freq: 115.6 mc. Ident: AIP. Lctd lat 40-01-04, long. 80-49-03. Elev: 1288'MSL. Mag var.: 3° 40' W. Montrg category (1) voice, ctl & montrg Wheeling, W. Va. Class: M-BVOR. (3-10)

CHAGRIN FALLS ARPT: Caution, durg winter months fld occasionally unusable due to soft fld or deep snow. (12-2)

CHARDON RADIO: TACAN test operns tmpry suspended. (9-30) About Apr 30, VORTAC will be comsnd. Tacan channel 35. Class: L-BVORTAC. (2-2)

CINCINNATI RADIO: TACAN test operns tmpry suspended. (2-2) About Mar 31, VORTAC will be comsnd. TACAN channel 76. Class: M-BORTAC. (2-11)

ELIZABETH CITY RADIO: VOR radials out clockwise from 100 and 300 clockwise thru

[redacted]: CLEVELAND RADIO: TACAN test operns tmpry suspended. (3-28)

CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co. and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W-120.8 mc primary; 125.8 mc secondary. Acft arriving from E-124.6 mc primary; 125.7 mc secondary. (3-5) About Apr 29, freqs 125.9, 323.2 mc will be decmsnd Warren peripheral site. (3-23)

CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)

CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)

CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (2-9)

CLEVELAND, HOPKINS ARPT: Rnwy 14-32 clsd. Taxiing permitted btn rnwy 36R & 9L. S txwy clsd. (2-1) 4' snow fence erected 100' W of txwys T, U, W and S hangar line and in W executive parking mat btn txwys R and S lgtd ngts, flagged days. All acft equipped with proper freq may expedite their handling by ctc apch ctl on apch ctl freq regardless of wea. (10-30) 4' unmrkd snow fence erected aprx 200' from apch end of rnwy 5L and 20' NW side of rnwy, extends to and ends at rnwy 14-32. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (3-9) Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (3-21)

COLUMBUS- SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000'. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)

COLUMBUS-PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)

COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.

**DAYTON ARPT: Rnwy 12-30 open full length; hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)

DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)

DAYTON WRIGHT PATTERSON AFB SPECIAL NOTICE: Extreme caution - extsv tfc in VFR corridor btn AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. (8-1) USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances btn the given geographical coordinates. Wright Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. (2-18)

FINDLAY RADIO: About Apr 12, DME will be shut down until aprx May 1 - relctn to VOR site and channel change to 2. About May 1, VOR freq will be chgd to 108.2 mc and relctd to lat 40-57-18, long. 83-45-21. Mag. var.: 1°30' W. Elev: 821'MSL. Class: L-BVOR.

HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped, when using ctc arpt on UNICOM 122.8 mc. (12-27)

JEFFERSON RADIO: TACAN operg test basis; channel 99. (6-12) About Apr 25, VORTAC will be comsnd. TACAN channel 99. Class: L-BVORTAC. (3-10)

★ MANSFIELD RADIO: March 21, VOR freq chgd to 108.8 mc.

MARION ARPT: Gliders operg, Sats. & Suns. 0800 to 1900. (8-28)

MARION-COUNTY ARPT: Durg winter mos and especially durg wet wea fld soft or covered [redacted]: with snow; pilots ascertain fld conditions by use of UNICOM, or ctc fld by fone prior to tkof. (11-3)

**MONTPELIER ARPT: Reinstated. Lat 41-34, long. 84-34, lctd 1.9 mi ESE; elev: 890'; three rnwys, lngst rnwy 2700'; remrks: Soft, wet. (1-27)

NAVARRE RADIO: VOR unusable acct roughness on V75 btn stn & Kilgore Int above 9000'. Utilize published Wheeling radial from Navarre to Wheeling. (12-16) VOR unusable 15,000' on V276 btn Navarre and Power Point Int. (1-10)

PORT CLINTON ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar & trml bldg; men, eqpmt & structures in area.

RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld Firing for demolition purposes, when wea permits, during regular working hrs, Mon thru Fri. within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)

TOLEDO EXPRESS ARPT TOWER: Twr freq 396 kc unreliable beyond 5 mi due interference Golf H fac, ident G, freq 398 kc. (3-22)

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)

XENIA, PORT XENIA ARPT: Reported reinstated. Lctn: 3.0 mi E. Elev: 1050', one strip 2000' long, major repairs and 80/87 oct fuel avbl. (11-24)

ZANESVILLE RADIO: VOR standby power unavbl. DMET operg test basis; channel 51.

ZANESVILLE ARPT: E/W strip clsd. (12-4)

OKLAHOMA: ** ARDMORE MUN ARPT: Formerly Ardmore AFB, lctd 10.8 mi NNE; elev: 762'; (old Mun Arpt abandoned). Longest rnwy 7275', bcn operg Sunset-Sunrise, rnwy and txwy lgts avbl Ardmore rdo. UNICOM 122.8 mc dalgt hours, major repairs, attended 24 hrs; fuel: 115/145 oct and JP-4.

BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt operns. (2-12)

BUFFALO ARPT: 255' (2912' MSL) lgtd twr being erected 36.3 nmi W (276°T) at lat 36-53-47, long. 100-23-54. (12-9)

ENID, DILLINGHAM RANCH ARPT: New arpt reported. 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (1-14)

GAGE RADIO: DMET operg on test basis; unmonitored; channel 103.

**GAGE ARPT, SITE 13, AMA-MKC: Open to lgt acft or less than 5000 lbs wheel load. (8-6)

KINGFISHER RADIO: TACAN operg test basis; channel 89. (7-22)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978' (1828' MSL) lgtd twr erected 9.5 nmi W (288°T) at lat 34-02-29, long. 96-48-04. (3-21)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

OKLAHOMA CITY RADIO: DMET operg on test basis; channel 97. (5-26)

OKLAHOMA CITY, TULAKES ARPT: Constr in progress on both rnwys, days; rnwys opened and clsd by supplementary notams on short notice. Closures inicated by standard white crosses at end of clsd rnwy. Ctc UNICOM. Pilots use extreme caution taxiing. (7-10)

** OKLAHOMA CITY, WILL ROGERS FLD: First 1000' rnwy 35 clsd for lndgs and tkofs. Rnwy 17-35 useable length 6400'; no tkofs to N permitted on clsd portion rnwy 35; full length rnwy 17 avbl for lndg roll to S. Only 1000' of yellow caution lgts avbl on rnwy 17. 18 inch drop at apch end rnwy 35 lgtd; same drop at E attendent txwy exstn lgtd and barricaded. Hvy machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E/W txwy and rnwy 21 clsd all operns. (2-17) High intensity apch lgts desmsnd Mar 8. (3-9) Configuration A apch lgt system with sequence flashers to be installed about Sept 1.

PONCA CITY ARPT: Constr on new txwy extension paralleling W side of N/S rnwy on S half of fld, mrkd and lgtd. (2-15)

SHAWNEE ARPT: 120.5' AGL (1211.5' AMSL) lgtd elevated water storage tank under constr E side of fld. (7-10)

STROUD ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.

TULSA ARPT TOWER: About April 18, ILS LOM freq will be changed to 338 kc. (3-16)

TULSA, BROWN ARPT: 190' (876'MSL) lgtd twr being erected 1.5 nmi NW (327°T) at lat 36-06-42, long. 95-54-00. (2-24)

[redacted]: TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L;visibility obstructed to greater extent when hvy acft parked at loadng finger. (3-2)

[redacted]: BAKER ARPT: Hazardous conditions exist when rnwy lgts are on due to high voltage lines several inches above ground parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)

BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

EUGENE, MAHLON SWEET ARPT: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS-KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)

★MEDFORD RADIO: March 23, VORTAC comsnd. TACAN channel 83. Class: H-BVORTAC.

MEDFORD ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, at 10,000';30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500; 210°-225°, 30 NMI at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

NEWBERG RADIO: VOR flt-checked for en route Victor Arwys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

★NEWPORT RADIO: March 18, VOR class chgd to H-BVOR-D. Ctld from Eugene FSS.

NEWPORT ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.

PENDLETON RADIO: TACAN operg test basis; channel 94. (7-31) About April 1, LFR will be shut down until aprx April 4. (3-25)

PENDLETON, WOODPECKER FLD: New arpt reported; lctd 2.5 nmi NE; hwy W. Elev: 1410'. One 2500' rnwy, minor svc, 100/130 oct fuel avbl. (3-24)

PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)

PORTLAND INTL ARPT TOWER: VHF/DF inop.

REDMOND RADIO: About April 11, LFR will be shut down until aprx April 27 - Tower modernization. (3-25)

UMPQUA RIVER-SCOTTSBURG TO REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Eastern most crossing also mrkd with 20'' orange aluminum balls, spot lgtd from both sides of the rvr. (1-4)

PENNSYLVANIA: ALLENTOWN RADIO: TACAN test operns tmpry suspended (3-10) About Apr 25, VORTAC will be comsnd. TACAN channel 122. Class: M-BVORTAC. (3-10)

ALLENTOWN-BETHLEHEM EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)

ALTOONA, BLAIR COUNTY ARPT.: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)

BEDFORD, WEIDMAN ARPT: New arpt reported. Lctn 2.0 N; lat 40-04, long. 78-30; elev: 1200', mono-strip NE/SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel & minor repairs avbl. (1-13)

BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)

BRADFORD, HARRI-EMERY ARPT: Closed to all tfc. (12-2)

**BRIDGEVILLE, CAMPBELL ARPT: New arpt. Lat 40-21-30 long. 80-10-30; lctn: 3.0 mi W; elev: 1000';one NW/SE shale strip, 2500' x 300';80/91 oct fuel, minor rprs.

CRESSON ARPT: E/W rnwy clsd. (9-2)

COUDERSPORT, POTATO CITY ARPT: Closed, snow and soft rnwys. (12-10)

DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)

DOYLESTOWN ARPT: Closed - due soft fld conditions. (3-29)

DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice, ctl & montrg from Brookville-FSS. (3-10) About Apr 19, H facil ident will be chgd to DUJ. (3-21)

DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.

EBENSBURG ARPT: Caution, no snow removal. (12-14)

ELLWOOD CITY RADIO: DMET test operns tmpry suspended. About Apr 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (2-29)

ERIE RADIO: TACAN test operns tmpry suspended. (2-10) About March 31, VORTAC will be comsnd. TACAN channel 104. Class: H-BVORTAC.

[redacted]: GALETON, CHERRY SPRINGS ARPT: Clsd until further notice to all transient tfc. (2-24)

GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.

GETTYSBURG ARPT: Clsd to all tfc until April 1, 1960 - due to soft fld conditions.

GETTYSBURG, DOERSOM ARPT: Clsd all tfc until Apr 1 due to fld conditions, ctc UNICOM durg aforementioned months. (1-21)

**GILBERTSVILLE, NEW HANOVER ARPT: New arpt. Lat 40-18, long. 75-36. Lctn: 1 mi SW; elev: 300'; 2 sod strips, NW/SE 1965 x 300', E/W 2000'x 300'. Storage avbl; p-line E. Trees SE.

GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)

HANOVER, DEVENER ARPT: Clsd to all tfc, soft fld conditions.

HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN distance unusable beyond 30 nmi between 325° clockwise to 360° beyond 35 nmi; 360°-025° at MOCA. (3-10) VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)

HARRISBURG-YORK STATE ARPT: Twr unable observe 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 3 minutes stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. (2-5)

HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)

INDIANHEAD RADIO: Soon, VOR will be comsnd. Freq: 108.6 mc. Ident: IHD. Lctd at lat 39-58-30, long. 79-21-21. Elev: 2820' MSL. Mag. var: 3°20'W. Montrg category (3).Class: L-VORW. VOR abvl for use on V106 Indianhead to Johnstown and Indianhead to Morgantown, W. Va. (3-24)

JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)

LANCASTER MUN ARPT: Caution- constr. (11-10)

LINESVILLE, MERRYS PYMATUNING ARPT: Reported reactivated. Lat 41-40, long. 80-26 elev: 1200'; No. of rnwys: 2 sod, NNE/SSW-2250'; WNW/ESE - 1675'; 80 octane. Limited service. (9-17)

MATAMORAS ARPT: Caution, constr on N end NE/SW rnwy.

MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable, men, eqpmt on fld. (7-31)

MIDDLETOWN OLMSTEAD AFB: GCA apchs for civil operators authorized with minima of 500-1 day and night. This supersedes notam in AIRGI Vol. 14, No. 24, dated Feb 2, 1960.

★MILTON RADIO: Mar 24, VORTAC comsnd. TACAN channel 29. Class: L-BVORTAC. (3-24)

MT. POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd most acitvity will occur wk-ends from gnd to 12,500', observe white cross closing fld durg course of jumping activities.

NORTH PHILADELPHIA RADIO: VOR unusable beyond 35 nmi 040°-065° due interference from unknown source. (10-24)

PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl (8-14) ILS lclzr back course unusable. (12-9) About Apr 21, twr will tsmt LF voice on 371 kc in place of 278 kc. (3-8)

PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts; steam pile driver operg in vcnty of Scott Paper Bldg 3900' W of TWA hangar, aprx 88' hi, flagged days, lgtd ngts. Hvy constr eqpmt operg grass area bounded by txwys 12-30 and rnwys 4-22, 9-27. Mil jet acft arriving & dptrg fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)

**PHILADELPHIA, NORTH PHILADELPHIA ARPT: Rnwy 10-28 perm decmsnd.

PHILADELPHIA, WINGS ARPT: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)

TACAN channel 33. Class: L-BVORTAC. (2-29)
ERIE RADIO: TACAN test operns tmpry suspended. (9-10) About March 31, VORTAC

PENNSYLVANIA: PITTSBURGH RADIO: DMET operg test basis; channel 121. (7-27)
PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 1, low alt freq 120.1 mc will be decmsnd at Moontownship peripheral site. (3-23)
PITTSBURGH GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men and equipment adjt to rnwy. (3-22)
PROSPECT, CARNAHAN ARPT: Clsd to all tfc.
PUNXSUTAWNEY ARPT: Caution, use N/S rnwy only. (1-25)
READING-GENERAL SPAATZ ARPT TOWER: About Apr 19, ILS lclzr and glide slope will be shut down until aprx Apr 28, modernization. (3-10)
ST THOMAS RADIO: About Apr 13, VOR will be comsnd. Freq 115.0; ident THS; lctd lat 39-56-00, long 77-57-06; montrg category (l); M var 6°35'W; elev 2338'MSL; voice ctl and montrg from Harrisburg-FSS; class M-BVOR. (3-10)
SELINSGROVE RADIO: TACAN operg test basis; channel 80. (3-27) VOR unusable beyond 26 nmi 105° clockwise to 115°; beyond 35 nmi btn 210°-230°; 26 nmi from 250°-265°; 35 nmi 265°-285° at MOCA. (10-29) About Mar 31, VORTAC will be comsnd. TACAN channel 80. Class M-VORTAC. (2-25)
STONY FORK RADIO: DMET operg test basis; channel 49. (2-25)
★STROUDSBURG RADIO: March 28, VORTAC commissioned. TACAN channel 89. Class: M-BVORTAC.
STROUDSBURG-HAMLEN ARPT: Clsd to all transient acft until aprx Apr 5. (2-24)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800-2400 each Sat Apr 16 to Oct 29, drag racing; ctc unicom for clear rnwy. (3-18)
TYRONE RADIO: TACAN operg test basis; channel 86. (2-19) About Apr 26, VORTAC will be comsnd; TACAN channel 86; class M-BVORTAC. (3-10)
WAYNESBURG, GREENE COUNTY ARPT: Clsd transient acft. (1-7)
WELLSBORO, GRAND CANYON STATE ARPT: Caution, snow and drifts; ctc by phone or unicom during winter months for fld condition. (2-24)
WEST CHESTER RADIO: TACAN test operns tmpry suspended. (2-5) About Apr 26, VORTAC will be comsnd; TACAN channel 111; class M-BVORTAC. (3-10)
WILKES BARRE SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILKES BARRE SCRANTON ARPT TOWER: ILS glide slope unusable btn MM and touchdown, acct roughness. (2-10)
WILLIAMSPORT-LYCOMING COUNTY ARPT TOWER: About Apr 1, apch ctl svcs will be comsnd; freq 118.0 mc. (3-18)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of tower. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use cntr taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded; land within rnwy markers.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°, 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

RHODE ISLAND: COVENTRY AIR PARK: Clsd all transient acft. (1-22)
PROVIDENCE-GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.
PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-engine acft during VFR conditions as follows: no lndg rnwy 5L and no tkof rnwy 23R. (8-15)
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of txwy, unmrkd.
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)

SOUTH CAROLINA: BARNWELL-COUNTY ARPT: 266' (569'MSL) lgtd twr being erected 10.5 nmi NNE (28°T) lat 33-24-55, long 81-17-02. (2-29)
BARNWELL, COUNTY ARPT: Fld clsd May 14 and 15 for state-wide Jaycee teen-age Roadeo; NE/SW rnwy will be open for use. (2-4)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V1 and V3 awys S of V18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vcnty MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)
**BENNETTS POINT BCN SITE 16, JAX-RIC: Feb 29, awy bcn site discontinued.
CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, marked with barrels and flare pots. (9-3) Due to training and operational flights heavy transport and jet type acft in vcnty, lgt acft operations exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in traffic pattern and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the ground when encountered. Jet tfc pattern 1700'MSL, hvy transport tfc patn 1200'MSL, lgt acft tfc patn 700'MSL. (2-4)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'. (7-25) Mar 14, ILS lclzr and glide slope shut down until aprx Apr 4, modernization. (3-18)
COLUMBIA ARPT: 291' (700'MSL) lgtd twrs being erected 12.8 nmi SSE (170°T) lat 33-44-42, long 81-04-25. (2-29)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all wea opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
DILLON COUNTY ARPT: New arpt reported; lctd 1.7 nmi N; elev 120'; one rnwy, 3000' paved; rotating bcn and rnwy lgts; opers dusk-dawn. (1-15)
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000'. MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE ARPT: Taxi strip btn rnwys 29 and 36 clsd.
GREENVILLE ARPT TOWER: ILS glide slope usable to MM only. (2-3)
**GREENVILLE ARPT: Transmissometer comsnd. (4-15) Jet fuel avbl. (2-23)
KLINE, WALKER ARPT: 291' (549'MSL) lgtd twr being erected 3.5 nmi S (187°T) lat 33-01-56, long. 81-20-53. (2-29)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use; lat 32-13, long 80-41, (1/4 mi W of old Hilton Head Arpt, now perm clsd); elev 15'; one 3000' x 200' NE/SW turf strip; no services or lgts avbl. (2-4)
ROCK HILL ARPT: New arpt reported; lat 34-59, long 81-03; aprx 5 mi N; elev 666'; one paved rnwy, NE/SW, 3500' x 100'. Rnwy lgts dusk-dawn, no servicing. (11-17)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

SOUTH DAKOTA: ABERDEEN RADIO: March 14, VOR shut down until aprx April 4, modernization. (3-14) During this period, following route structure and MEA in effect: V4 ATY VOR via ATY R286° and 285/105° brg ABR LFR - ABR LFR, 3000'. V15 - utilize Amber Fed Awy 4 Bismarck, N. Dak to Huron, S. Dak. (2-24)
ABERDEEN MUN ARPT: N/S rnwy restricted to 4 tons or less; 200' N end clsd to all acft.
DUPREE RADIO: DMET operg test basis; channel 115.
FLANDREAU MUN ARPT: 1117' (2748'MSL) lgtd twr being erected 5 nmi E (100°T) at lat 43-59-05, long 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-21 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET opert test basis; channel 123.
**MITCHELL ARPT: 572' (1927'MSL) lgtd twr erected 5 nmi SSE (163°T) lat 43-41-25, long 98-00-27. (12-29)
PIERRE MUN ARPT: N/S rnwy clsd winter months, no snow removal. (1-27)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a week during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V89 between RAP and CDR, V182 between CDR and DGW, V247 between DGW and the Ross Int at alts 10,000'-23,000'MSL inclusive. All acft contemplating VFR flight thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods, these stations will include an advisory message at the end of each wea bcst. (10-26)
RAPID CITY RADIO: Feb 29, TACAN shut down until aprx Apr 29, installation montrg eqpmt.
RAPID CITY-ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000'MSL between Ellsworth TVOR and Ellsworth AFB remain S of the TVOR and below 4500'MSL or contact Ellsworth advisory svc on 119.5 or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution, extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for aprx 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
**VERMILLION, DAVIDSON ARPT: (formerly Vermillion Arpt) N/S rnwy clsd due to softness.

[redacted]: ★WINNER RADIO: DMET operg on test basis; channel 114. March 19, VOR montrg category chgd to (1).

TENNESSEE: **BRISTOL, TRI CITY MUN ARPT: Caution, constr in progress. Transmissometer cmsnd. (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not open for service, mrkd at apch ends. (1-4)

CHATTANOOGA RADIO: TACAN operg test basis; channel 75. (12-31)

**CLIFTON ARPT: Reactivated; lat 35-23, long. 97-58. Lctn: 1 mi E; elev: 402'; 2 turf strips, N/S 2700 x 100', E/W 1500 x 100'; storage & 91-96 oct fuel avbl.

CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)

DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27) About April 18, H facil will be chgd to 251 kc. (3-18)

JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on the sides 500' S of N end; 4200' lgtg from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or takeoff S; work in progress dalgt hrs.

KNOXVILLE RADIO: TACAN operg on test basis; channel 111, without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; lat 35-45-17, long. 83-55-41. LF rng has moderate to severe multiples on N and NE courses.

**LIVINGSTON MUN ARPT: New arpt, lat 36-24, long. 85-20; lctn 1 mi N; elev 1330'; 1 paved rnwy, 3225 x 75' rnwy lgts T hangars and F2 fuel avbl. Mtn W 200' higher than arpt.

MEMPHIS AREA-SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int.-Dell Int. V9 11,000'; V9E Ramsey Int. Driver Int. 15,000'; Driver Int.-Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

MEMPHIS-SPECIAL NOTICE: VFR-flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss(HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)

MEMPHIS MUN ARPT: Caution, construction.

NASHVILLE-BERRY FLD: Use rnwys. 2-way rdo rqrd. Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working along both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Earth embankment S end rnwy 2R. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)

TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: ABILENE MUN ARPT: **Configuration A apch lgt system comsnd Feb 19. (2-24) 308'(2003'MSL) lgtd twr being erected 7.2 nmi NW(330°T) at lat 32-31-11, long. 99-45-26.

ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR advisory service within 25 nmi of fld call Dyess Twr on Abilene Rdo. Pilots (civil or mil) are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR tfc advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

AMARILLO RADIO: DMET operg on test basis; channel 78. (5-5)

★AMARILLO AFB/MUN ARPT TOWER: ILS glide slope angle: 2.5°. (3-16)

AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75' AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.

TEXAS: AUSTIN RADIO: TACAN operg on test basis; channel 72. VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flgts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)

BEEVILLE, TRAVLAND ARPT: 403'(900'MSL) twr being erected 19.2 nmi NNW(345°T) at lat 28-44-02, long. 97-51-31. (3-4)

**BELLVILLE, GRAWUNDER FLD: New arpt; lat 29-57, long. 90-75; lctn: 0.3 mi E; elev: 265'. 3 sod strips, NW/SE 2000 x 75', N/S 1900 x 75', E/W 1200 x 50'; rolling, TV twrs N, NW; p-line W. Caution, use strips only.

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000, 5,000, 6,000 and 7,000' MSL while crossing V-66 and at 6,000 and 7,000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000' MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty increase in-flgt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btn R-554 and R-556. (3-18)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution-all alts above 4100' MSL-intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE(10-29)

BRIDGEPORT RADIO: DMET operg on test basis; channel 112. (6-18)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)

CARRIZO SPRINGS-DIMMIT CO ARPT: 441'(1098'MSL) lgtd twr being erected 4.3 nmi W (276°T) at lat 28-32-05, long. 99-53-30. (2-15)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

**COLLEGE STATION, EASTERWOOD FLD: Rnwy 4-22 unlgtd. (1-25)

CORPUS CHRISTI RADIO: TACAN operg test basis; channel 102. (5-7)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325°M. Penetrations and climbouts executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120°M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' amd by avoiding the described penetration area W of Cotulla. Below 3,000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120' AGL(547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALHART RADIO: DMET operg test basis; channel 96. (2-18) About May 16, VOR class will be changed to M-BVOR, Ident to 112.0 mc; TACAN channel to 57. (3-1)

DALLAS-LOVE FLD TOWER: ILS LMM unusable due interference. (2-23)

DENVER CITY-HUMBLE ARPT: 485'(3773'MSL) lgtd twr being erected 18.2 nmi SE(142°T) at lat 32-43-50, long. 102-37-45. (2-4)

EAGLE PASS MUN ARPT: Caution, constr in progress.

ELDORADO ARPT: 165'(2604'MSL) lgtd twr being erected 1.5 nmi ESE(124°T) at lat 30-50-53, long. 100-35-36. (2-10)

EL PASO RADIO: DMET operg on test basis; channel 92.

EL PASO BIGGS AFB RADAR APPROACH CONTROL: Mar 28, ASR & all freqs excp 363.8 243.0, 121.0, 126.18, 121.5 mc inop until aprx Apr 11-major constr work. (3-26)

**EL PASO, WESTSIDE ARPT: Formerly Cristo Rey arpt. Minor acft, maj eng rprs avbl.

**FABENS ARPT: Reactivated. Lctn: 2 mi NNE; elev: 3621'; 3 paved rnwys, NE/SW 4000'; N/S 3000'; SE/NW 2000'; no lgts, 80-100 oct fuel, major rprs & storage avbl. P-line SE. (2-5)

FT McKAVETT-C-B RANCH ARPT: 328'(2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) at lat 30-39-24, long. 100-07-12. (2-4)

(29 March 1960)

ARLINGTON, LOCAR ARPT: Easterly N/S [illegible]

[illegible]

TEXAS: FORT STOCKTON RADIO: TACAN inop. (2-5)

★FT WORTH AIR ROUTE TRAFFIC CONTROL CENTER: Mar 26, additional enroute radar air tfc ctl svc comsnd utilizing radar separation standards for the purpose of expediting traffic; service provided daily within 100 nmi radius of Keller.

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution-extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carawell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 ami N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avail RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc. rcv only. (6-3)

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)

GREENVILLE-MAJORS ARPT: 440'(713'MSL) lgtd twr being erected 15.6 nmi SE(153°T) at lat 32-49-05, long. 95-55-05. (12-16) Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)

★HARLINGEN RADIO: Mar 10, VOR comsnd. Freq: 108.8 mc. Ident: HRL. Lctd lat 26-17-26, long. 97-47-42. Montrg category (1). Wea bcst and ctl from Brownsville CS T. Class: L-BVOR-DV. (3-19)

HARLINGEN MUN ARPT: Clsd ngts, bcn and rnwy lgts inop. Extreme caution, men, eqpmt on field. (3-12)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80'(AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT: 100'(145'MSL) lgtd twr being erected 1.8 nmi W(270°T) at lat 29-38-30, long. 95-18-30. (2-3) Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flgt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (11-5)

HUMBLE ARPT: 260'(330'MSL) lgtd twr being erected 2.1 nmi ESE(131°T) at lat 29-57-53, long. 95-15-25. (12-21)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long. 97-09-45.

IRAAN ARPT: 300'(2995'MSL) lgtd twr being erected 20.6 nmi NNW(351°T) at lat 31-14-20 long. 101-57-10. (2-4)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

KELLY RADIO: About May 5, LF rng will be decmsnd. (3-23)

LAREDO SPECIAL NOTICE: Efctv Feb 1, intsv VFR jet trng will be conducted in Laredo Ctl Zone an in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution-due extsv jet trng. (1-22)

★LAREDO RADIO: Mar 19, VORTAC comsnd. TACAN channel 86. Class: H-BVORTAC.

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13-commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn: R-552 and R-555 in a corridor bounded on E by town of Pettit and on W by Morton, Tex., and R-555 and R-554 in a corridor extending 5 nmi either side of hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. Pilots operg VFR in vcnty should avoid the alt levels used by jet acft. (3-17)

TEXAS: LUBBOCK RADIO: TACAN operg on test basis; channel 111. (9-7)

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW(198°T) at lat 33-31-

** 35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31) Rnwys 3-21 and 12-30 clsd to acft with rated gross tk-off wt over 60,000 lbs xcpt durg emgcy conditions or cross winds exceeding operators specifications.

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

MONUMENT RADIO: About May 5, MHW will be relctd to Pasadena, Tex. Ident: PDA. Lctd lat 29-42-09, long. 95-12-55. (3-24)

OZONA ARPT: 180'(2689'MSL) lgtd twr erected 5 nmi E(103°T) at lat 30-42-50, long. 101-06-40. (3-18)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PORT ISABEL, PADRE BEACH ARPT: New arpt reported. Lctd lat 26-04-11, long. 97-14-06; 2 turf strips, NW/SE, 3200' & N/S 1800'.

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

SAN ANTONIO RADIO: About May 5, LF rng will be converted to BHZ facil, on freq 254 kc.

★SAN ANTONIO AIR ROUTE TRAFFIC CONTROL CENTER: Mar 18, IFF bcn comsnd.

SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

SHERMAN PERRIN AFB SPECIAL NOTICE: Intsv VFR and BCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' between hrs 1300Z and 0500Z Extreme caution when proceeding thru this area. (2-20) If flgt thru congested area is necessary it is recommended that flgt be conducted on 030° and or/ 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520 and N of V278 and V-66, 5,000' & above; 20,000' & above in all quads. For flgt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. (7-29)

STEPHENVILLE MUN ARPT: New NW/SE rnwy under constr. N/S and E/W rnwys usable with caution. (8-14)

**TAFT, WORSHAM ARPT: 165' AGL drilling derrick erected 1.8 nmi NNW(345°T) at lat 28-01-00, long. 97-23-20. (2-18)

WACO RADIO: TACAN operg on test basis; channel 100. (7-22)

WACO CONNALLY AFB RADAR APPROACH CONTROL: About Apr 1, apch ctl freq 137.88 mc will be chgd to 134.1 mc. About Apr 15, UHF freq 270.6 mc will be chgd to 263.0 mc.

WICHITA FALLS RADIO: Mar 22, VORTAC comsnd. TACAN channel 74. Class: H-BVORTAC.

★WICHITA FALLS-SHEPPARD MUN/AFB ARPT TOWER: About Apr 7, ILS will be comsnd. Lclzr freq: 109.7 mc. Ident: SPS. Lctd 2000' from N end rnwy 15-33. Lat 34-00-29, long. 98-30-04. Glide slope freq: 333.2 mc. Lctd 1100' from S end & 500' from rgt side of rnwy 13-55, at lat 33-58-22, long. 98-28-57. LMM freq 254 kc. Ident: PS. MM lctd 3400' (0.64 smi) from end of rnwy, at lat 33-57-41, long. 98-28-44. LOM freq: 296 kc. Ident: SPS. LOM is the HW facil. Lctd lat 35-54-39, long. 98-27-16. (3-17) Rcvr 3023.5 kc decmsnd; freq 274.3 mc comsnd. (3-14)

WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Caution, E/W txwy acct uncontrolled vehicular tfc. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24)

WICHITA FALLS, WICHITA VALLEY ARPT: Intermittent constr in progress on NW/SE rnwy. Portions of rnwys clsd on short notice, daylgt hrs. (7-23)

UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000' MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction, (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)

BRYCE CANYON ARPT SITE 45, LAX-DEN: Rnwy 12-30 clsd winters account of snow.

DELTA RADIO: DMET operg on test basis; channel 123. (10-20) About Apr 11, LF rng will be shut down until aprx Apr 30-modernization. (3-23) Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2-ENP LF rng to SLC LF rng; Blue 22-DTA LF rng to Stansbury Int. (3-17)

UTAH: **GREEN RIVER MUN ARPT: New arpt, 1/4 mi W; lat 39-00, long. 110-11; elev: 4120'; one hard surfaced rnwy, 4200' x 60'. Minor rprs, 80/87 & 100/130 oct fuel avbl.
HANKSVILLE RADIO: TACAN operg test basis; channel 102. Nov 23, DME shut down indefinitely - reconst. (12-14) About May 1, VORTAC will be comsnd. TACAN channel 102. Class: M-BVORTAC. (3-22)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damgae at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)
LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14)
LUCIN RADIO: LF rng not monitored cont. (11-9)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis; channel 83. (10-20)
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)
SALT LAKE CITY MUN # 1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts.
**SALT ALKE CITY MUN #1 ARPT: Stay on rnwy, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed approx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev: lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)
VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LF rng not monitored cont. (11-9)
VERMONT: BARRE, MONTPELIER MUN ARPT: Rnwy 5-23 clsd. (12-14)
BURLINGTON SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at pt . 44-51-30. 73-46-00(17 mi NW of Plattsburgh AFB) making ILLS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
BURLINGTON MUN ARPT: Soon, configuration A apch lgtg system with sequence flashers will be comsnd rnwy 15 concurrently, configuration B apch lgts will be decmsnd. (3-8)
COLCHESTER, CHAMPLAIN ARPT: Tmpry pole and p-lines across S end N/S rnwy.
NEWPORT MUN ARPT: Avbl to ski equipped acft only. (1-11)
RUTLAND MUN ARPT: NW/SE rnwy clsd. N/S rnwy plowed full lenght and width. (1-11)
VIRGINIA: BLACKFORD RADIO: Soon, VOR will be comsnd. Freq: 111.6 mc. Ident: BFO. Lctd lat 36-49-31, long. 82-04-45. Elev: 4199' MSL. Mag. var.: 1°45' W. Montrg category (3) Class: L-VORW. (2-11) VOR avbl for use only on V35 Blackford to Charleston, W. Va and V 35 Blackford to Tri-Cities. (3-22)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220, MOCA. TACAN azimuth & distance unusable beyond 20 nmi 230° clockwise to 270° MOCA. (3-1)
CASANOVA RADIO: TACAN test operns tmpry suspended. (12-21) About Apr 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (3-4)
DAHLGREN SPECIAL NOTICE: Restricted Area R-38 routein daily air & surface firing presents extreme chazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1,800';80/87 oct fuel, maj svcg. P-line SW.
FALLS CHURCH ARPT: E/W rnwy very dangerous, int to W end; SE/NW rnwy very dangerous, int to NW end due to mud; no gas avbl until condition clears; use fld at own risk.
FRANKLIN RADIO: DMETT operns tmpry suspended. (2-9)
GORDONSVILLE RADIO: TACAN operg test basis; channel 100. (5-16)
HERNDON RADIO: DME inop.
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LYNCHBURG RADIO: TACAN test operns tmpry suspended. (10-2)
**LYNCHBURG, PRESTON GLENN ARPT: Signal for below VFR min not operg ngt hrs.
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300'MSL and 35 nmi 180°-210° at 6000'MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)
NEWPORT NEWS PATRICK HENRY ARPT: Cuation, deer on and adjacant to lndg area. N/S

VIRGINIA: rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)
NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 15, freq 125.2 mc will be decmsnd; freq 125.5 mc will be comsnd. (3-2)
NORFOLK ARPT TOWER: Nov 19, ASR shut down 0 relctn of indicators. (2-10)
★ PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°; 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10 16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000 on J22V to GVE. (2-25) Mar 19, VOR freq chgd to 117.7 mc. TACAN operg test basis; 124. DME operg test basis; channel 44.
RICHMOND-SPECIAL NOTICE: Caution - lcl mil trng flgts within 25 mi radius 1300Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter Richmond area at 3000' or below to avoid jet acft. (5-15)
★ RICHMOND, BYRD FLD TOWER: UHF/DF freqs avbl 243.0, 257.8, 348, 355.8mc. Mar 28, ILS lclzr and glide slope shut down until aprx May 12 - lclzr antenna reconstr. (3-28)
RICHMOND, BYRD ARPT: Follow cntrline all txways; overrun area rnwy 6-24 clsd. Unlgtd trees in apch zone W of cntrline rnwy 6 removed 200' each side of cntrline of lgts.
ROANOKE RADIO: Stn passage on G5 & R57 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)
★ SOUTH BOSTON RADIO: DMET operg on test basis; channel 41. (2-12) Mar 16, VOR voice feature comsnd. Montrd & ctld from Danville FSS. Class: L-BVOR. (3-16)
WINCHESTER MUN ARPT: Closed constr, fld mrkd with X. (1-19)
WASHINGTON: BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end rnwy. (6-15)
BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (-29) Mar 21, VOR shut down until aprx Apr 4 - reconstr. (3-21)
DEER PARK MUN ARPT: Closed. (7-9)
ELLENSBURG RADIO: TACAN operg test basis; channel 126. (8-31) About Apr 8, VORTAC will be comsnd. TACAN channel 126. Class: M-BVORTA C. (3-11)
EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptr on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptr maintain 5000' MSL or below until clear of arwy structure however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advixory svc avbl. (10-15)
OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop. (2-19)
SEATTLE RADIO: TACAN operg on test basis; channel 92. (8-19) About April 29, VORTAC will be comsnd. TACAN channel 92. Class: H-BVORTAC. (3-18) LF rng NW course has splits and multiples beyond 20 mi. (10-26)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 4, ARSR and IFF bcn will be unavbl until aprx June 4.
SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due to non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. Tfc patn E of arpt at 1000. (7-17)
SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.
SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)
SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)
**SPOKANE, GEIGER FLD: SW txwy btn rnwy 3 & 7 clsd. (12-4) Caution, cables across overruns 135' beyond threshold lgts rnwy 3-21. (3-1)
TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution - hvy jet tfc in vcnty, from surface to 25,000'. (9-18)
WATERVILLE MUN ARPT: Clsd until April 15, due to snow and soft rnwy; use at own risk.

[redacted]: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

★CHARLESTON-KANAWHA CO. ARPT TOWER: ILS glide slope operg on test basis only. Mar 15, freq 348.6 mc comsnd.

CHARLESTON, KANAWHA CO. ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23.

CLARKSBURG, BENEDUM ARPT: N/S rnwy clsd.

ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor.

HENDERSON RADIO: TACAN test operns tmpry suspended. (1-14) About Mar 28, VORTAC will be comsnd. TACAN channel 49. Class: L-BVORTAC. (3-23)

★MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration. Mar 18, VORTAC comsnd. TACAN channel 85. Class: M-BVORTAC.

MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)

MORGANTOWN RADIO: TACAN test operns suspended until aprx Apr 11. (3-1) About Apr 26, VORTAC will be comsnd. TACAN channel 74. Class: H-BVORTAC.

★PARKERSBURG RADIO: TACAN test operns tmpry inop. March 20, VOR/DME freq chgd to 114.2 mc/channel 62.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd.

SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)

WISCONSIN: GREEN BAY RADIO: About May 2, VOR portion of VORTAC will be shut down until aprx May 23 - modernization & retuning. (12-31)

**GREEN BAY, AUSTIN STRAUBEL ARPT: 962' (1722' MSL) lgtd twr erected 10.8 nmi N (5°T) at lat 44-39-56, long. 88-07-47. (11-16) Apch lgts on req until further notice.

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. 034°-070°, beyond 20 mi; 071°-160° beyond 25 mi; 190°-200° beyond 25 mi; 220°-290°, beyond 18 mi 300°-360° beyond 20 mi. (5-20)

LONE ROCK RADIO: DMET operg test basis; channel 83.

MADISON-TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)

MADISON, TRUAX FLD: Constr on arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs until aprx Apr 15. Flares at ngt. (2-29)

MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27) Mar 21, transcribed wea bcst operg (LF rng 242 kc) test basis; until aprx Apr 21. (3-21)

MILWAUKEE GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down. relctn. (9-11)

MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only. SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)

MILWAUKEE, TIMMERMAN ARPT: Caution, men eqpmt NW end rnwy 15-33; use turf strip if possible. (7-21)

OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

**PEWAUKEE-CAPITOL DRIVE ARPT: 687' (1549' MSL) lgtd twr erected 4.5 nmi SE (150°T) at lat 43-01-56, long. 88-07-54. (1-6)

PHILLIPS MUN ARPT: Rnwy lgts inop. NE/SW rnwy will be plowed and usable all winter.

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd, sod removal in progress for leveling of rnwy. (8-14)

WOODRUFF, LAKELAND MUN ARPT: N/S rnwy clsd, constr. (10-26)

WYOMING: **CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are [redacted]: advised to monitor one of the following FSS: Casper, Wyo.; Chadron, Nebr.; Rapid City, S.D. Durg trng periods, these stations will include an advisory message at the end of each wea bcst. (10-26)

CASPER RADIO: TACAN operg test basis; channel 109. About Apr 1, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (2-26)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE RADIO: TACAN operg test basis; channel 78. (10-30) About May 1, VORTAC will be comsnd. TACAN channel 78. Class: M-BVORTAC. (3-21)

CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice instr apchs durg hrs 0700-2200MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

★DOUGLAS RADIO: Mar 16, VOR remotely ctld from Casper FSS. Acft calls answered by Casper FSS. Freq 243.0 mc decmsnd. Voice feature conts to be identified as Douglas Rdo excp bcst svc identified as Casper Area Radio. Tstmg: 108.6 kc, 120.7, 121.5, 126.7, 135.0, 135.9, 255.4 mc. Rcvg: 121.5, 122.1, 126.7, 135.9, 255.4 mc. DMET operg on test basis; channel 23.

EVANSTON ARPT: New arpt reported. 5 mi NNW; elev: 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. (1-16)

ROCK SPRINGS MUN ARPT: Rnwy 7 clsd ngts, due 6' unlgtd obstns 50' inside of threshold lgts 250' from edge of hard surface rnwy on W end. Hard surface on rnwy 7 begins 300' from threshold lgts. (1-22)

SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4)

WORLAND MUN ARPT: Rnwy 8-26 clsd constr, tmpry parallel dirt strip usable excp when wet.

PUERTO RICO: SAN JUAN INTL ARPT TOWER: Soon, apch ctl freqs 119.0, 269.2mc will be comsnd. (2-26)

SAN JUAN, ISLA GRANDE ARPT: Txwy to Old Puerto Rico arwys trml bldg blocked by a 4' barbed wire fence. Use txwy lctd N side rnwy 9 aprx 650' from threshold rnwy 9. 4' barbed wire fence being constrd along N side of txwy aprx 100 yds from extreme E end of txwy to aprx 1500' W, fence mrkd by white flags on top of posts. All pilots using fld use extreme caution. All taxiway lgts inop. (2-24)

SAN JUAN, PUERTO RICO INTL ARPT: Access taxiway to ANG parking apron lgtd; ditch at W side of ANG access taxiway; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of taxiway to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25, 20' derricks will be erected, area obstn lgtd. (1-7)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after take-offs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN ARPT: Use extreme caution lndg on that area of rnwy on which fresh seal coating applied, poor braking action and skidding; men and eqpmt working on rnwy, will be cleared for tfc. (2-25)

ST. THOMAS, HARRY S. TRUMAN RADIO: No coverage possible from N and E quads all VHF and UHF voice air/gnd channels - due terrain. (3-10)

LOUISIANA: BATON ROUGE-RYAN ARPT: About Apr 10, constr will begin on ramp N of center txwy, center txwy & new txwy 300' S of & parallel to rnwy 13-31 SE & NW of center int. Trucks will cross 500' off apch end rnwys 4 & 35. Eqpmt & trucks cross ramp S of trml bldg and use center txwy. Eqpmt parked on fld S of rnwy 13-31 & clear of all rnwys-lgtd ngts. (3-25)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2; 122.5G
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach (Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	134.1;335.8G
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8
✓ San Diego (North Island NAS),	San Diego Apch Ctl	304.4G;126.18G

G - Guards

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

REMEMBER!

VFR CRUISING ALTITUDES ARE ODD THOUSANDS PLUS 500 FEET BETWEEN 0° AND 179° MAGNETIC: EVEN THOUSANDS PLUS 500 FEET BETWEEN 180° AND 359° MAGNETIC. CAR 60.32 (a)

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

NEW FSS FREQUENCY: Earlier plans for decommissioning 126.7 mc as a ground-to-air channel have been changed. To accommodate pilots favoring single channel simplex operation, 126.7 mc will remain available indefinitely as a ground-to-air channel. Pilots desiring reply on 126.7 mc must so state in initial call-up. 120.7 mc will continue to be used as the normal FSS ground-to-air reply to aircraft calls on 126.7 mc unless otherwise requested by the pilot.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N.Y.	209 kc
Washington, D.C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
*Wichita, Kansas	332 kc
*Milwaukee, Wisconsin	242 kc

*Operating on test basis.

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

All tracks will be flown at 360 knots true air speed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated . NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Halfmoon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NEW FEDERAL AVIATION AGENCY STATIONS NAMES: Effective 15 February 1960, the names of FAA stations will be changed as follows:

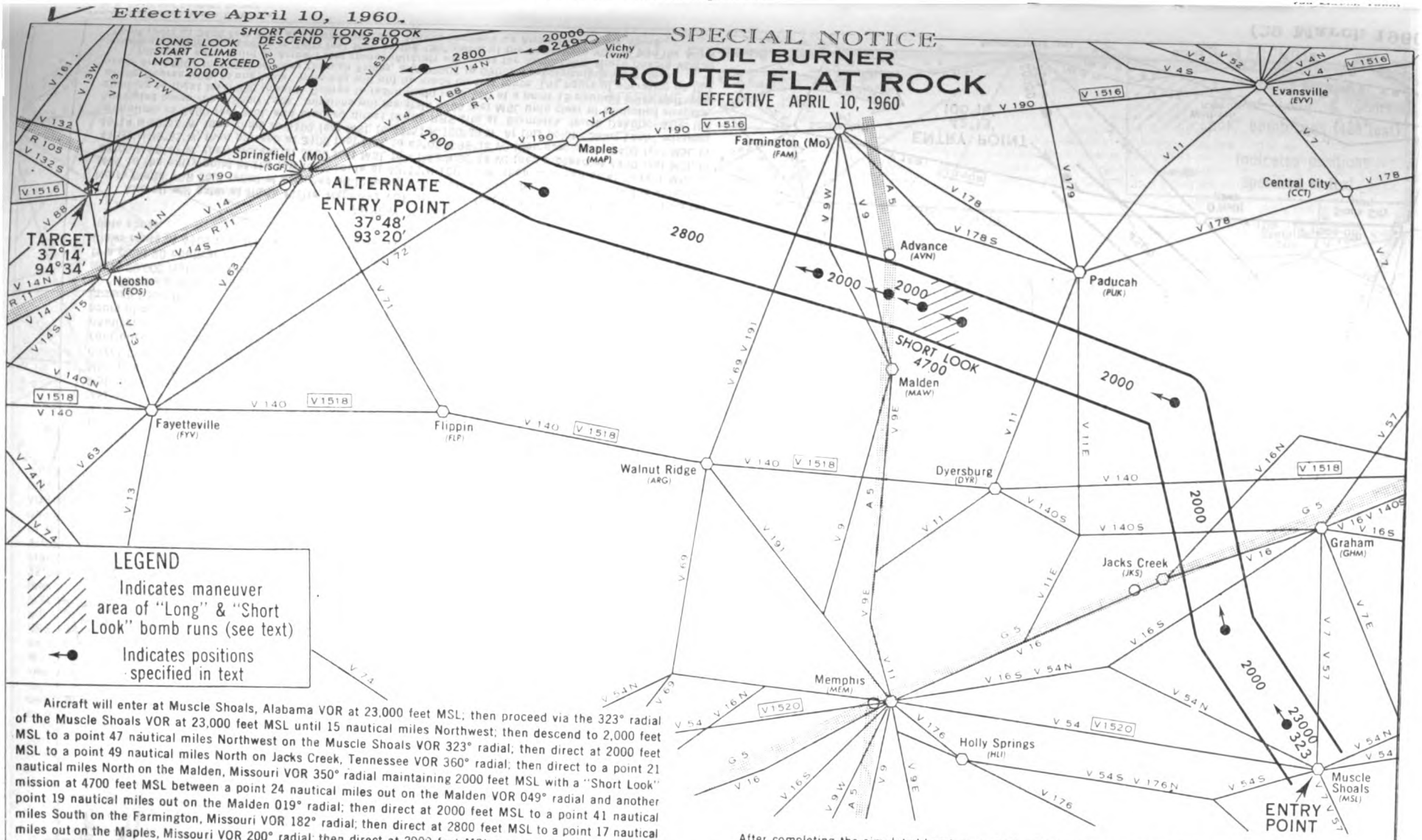
Air Traffic Communications Station (ATCS) will become Flight Service Station(FSS), and International Air Traffic Communications Station (IATCS) will become International Flight Service Station (IFSS). Stations will continue to use the identifier RADIO in air/ground communications and broadcasts but will use FLIGHT SERVICE when answering telephones and flight assistance interphones.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in B-47 and B-52 jet acft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following 6 pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

ROUTE FLAT ROCK
EFFECTIVE APRIL 10, 1960

Effective April 10, 1960.

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE APRIL 10, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text

Aircraft will enter at Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR at 23,000 feet MSL until 15 nautical miles Northwest; then descend to 2,000 feet MSL to a point 47 nautical miles Northwest on the Muscle Shoals VOR 323° radial; then direct at 2000 feet MSL to a point 49 nautical miles North on Jacks Creek, Tennessee VOR 360° radial; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point, "Short Look" missions will proceed direct to the RBS site at 37°14′N-94°34′W, at 2800 feet MSL start a climb to 4700 feet MSL three miles North of the Joplin low frequency beacon (Waco Intersection) and cross the RBS site at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0500Z to 1300Z, Tuesday through Saturday.

Alternate Entry Point–Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48′30″N-93°20′W thence continue on Flat Rock route.

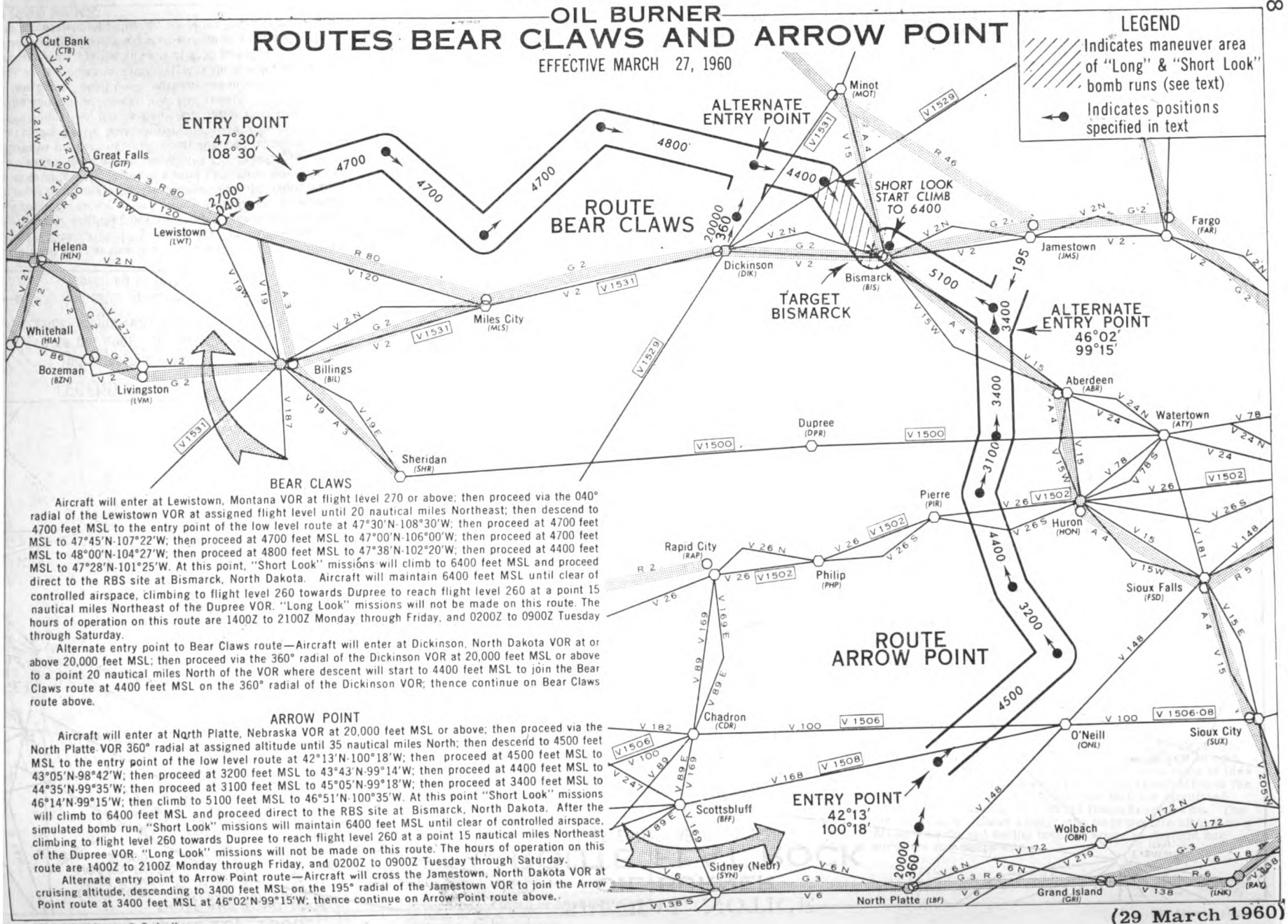
Prepared at Washington, D.C. by
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTES BEAR CLAWS AND ARROW POINT

EFFECTIVE MARCH 27, 1960



BEAR CLAWS

Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30′N-108°30′W; then proceed at 4700 feet MSL to 47°45′N-107°22′W; then proceed at 4700 feet MSL to 47°00′N-106°00′W; then proceed at 4700 feet MSL to 48°00′N-104°27′W; then proceed at 4800 feet MSL to 47°38′N-102°20′W; then proceed at 4400 feet MSL to 47°28′N-101°25′W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

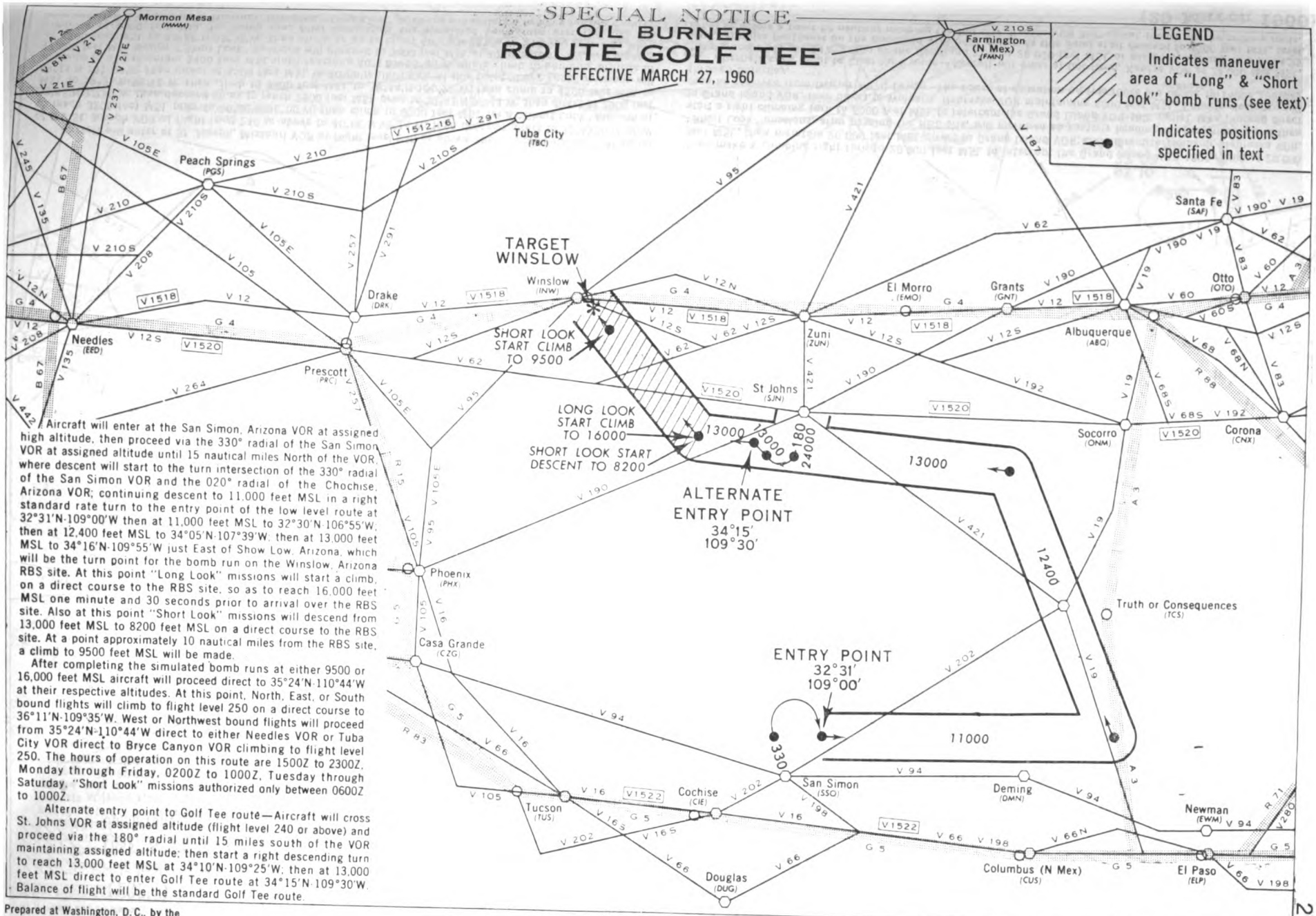
ARROW POINT

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 360° radial at assigned altitude until 35 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°13′N-100°18′W; then proceed at 4500 feet MSL to 43°05′N-98°42′W; then proceed at 3200 feet MSL to 43°43′N-99°14′W; then proceed at 4400 feet MSL to 44°35′N-99°35′W; then proceed at 3100 feet MSL to 45°05′N-99°18′W; then proceed at 3400 feet MSL to 46°14′N-99°15′W; then climb to 5100 feet MSL to 46°51′N-100°35′W. At this point "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. After the simulated bomb run, "Short Look" missions will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Arrow Point route—Aircraft will cross the Jamestown, North Dakota VOR at cruising altitude, descending to 3400 feet MSL on the 195° radial of the Jamestown VOR to join the Arrow Point route at 3400 feet MSL at 46°02′N-99°15′W; thence continue on Arrow Point route above.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(29 March 1960)



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24'N-110°44'W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11'N-109°35'W. West or Northwest bound flights will proceed from 35°24'N-110°44'W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 1500Z to 2300Z, Monday through Friday, 0200Z to 1000Z, Tuesday through Saturday. "Short Look" missions authorized only between 0600Z to 1000Z.

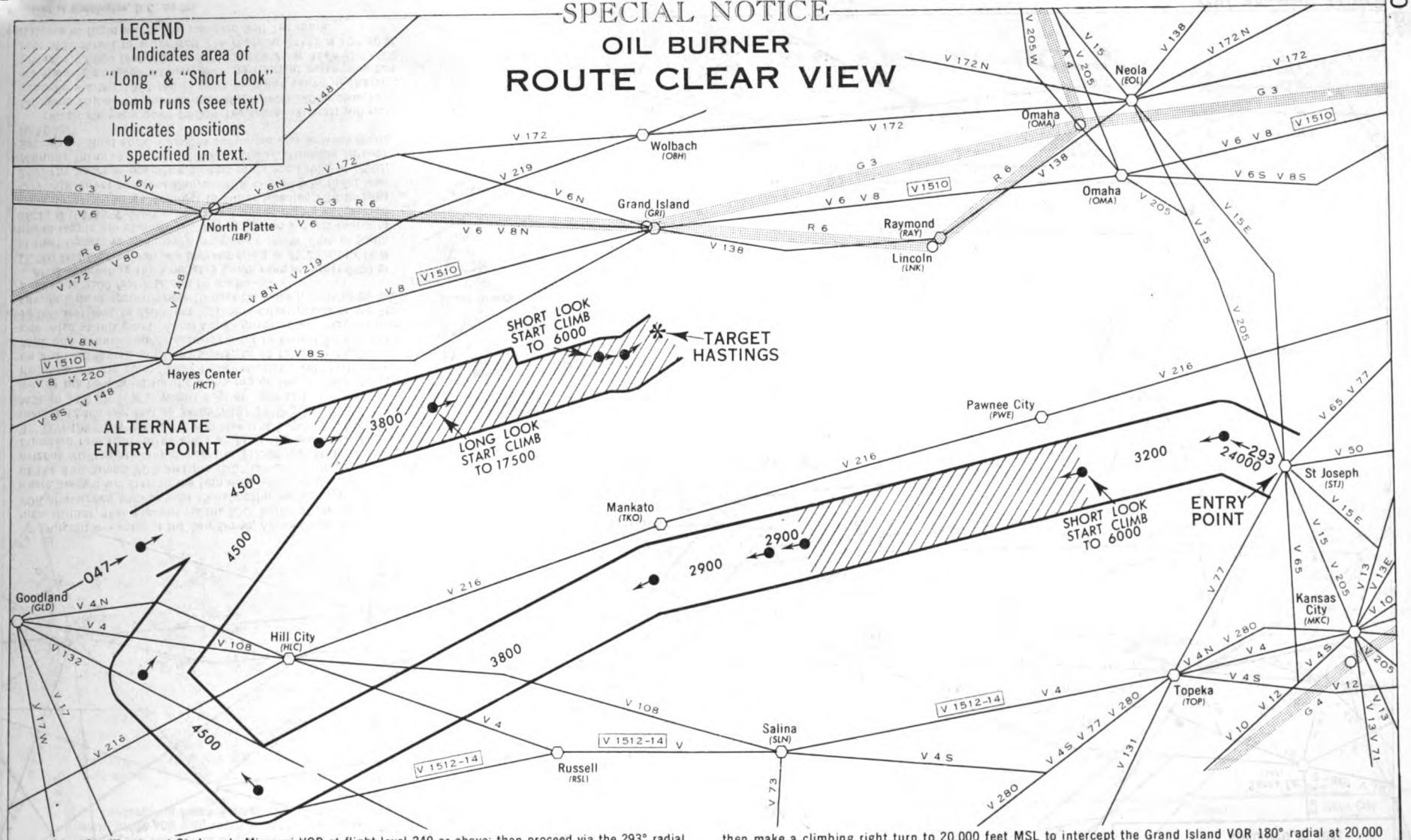
Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE CLEAR VIEW



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W; then climb to 6000 feet MSL for a "Short Look" mission at 39°43'N-97°30'W; then descend so as to reach 2900 feet MSL prior to 39°41'N-97°41'W; then direct at 2900 feet MSL to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

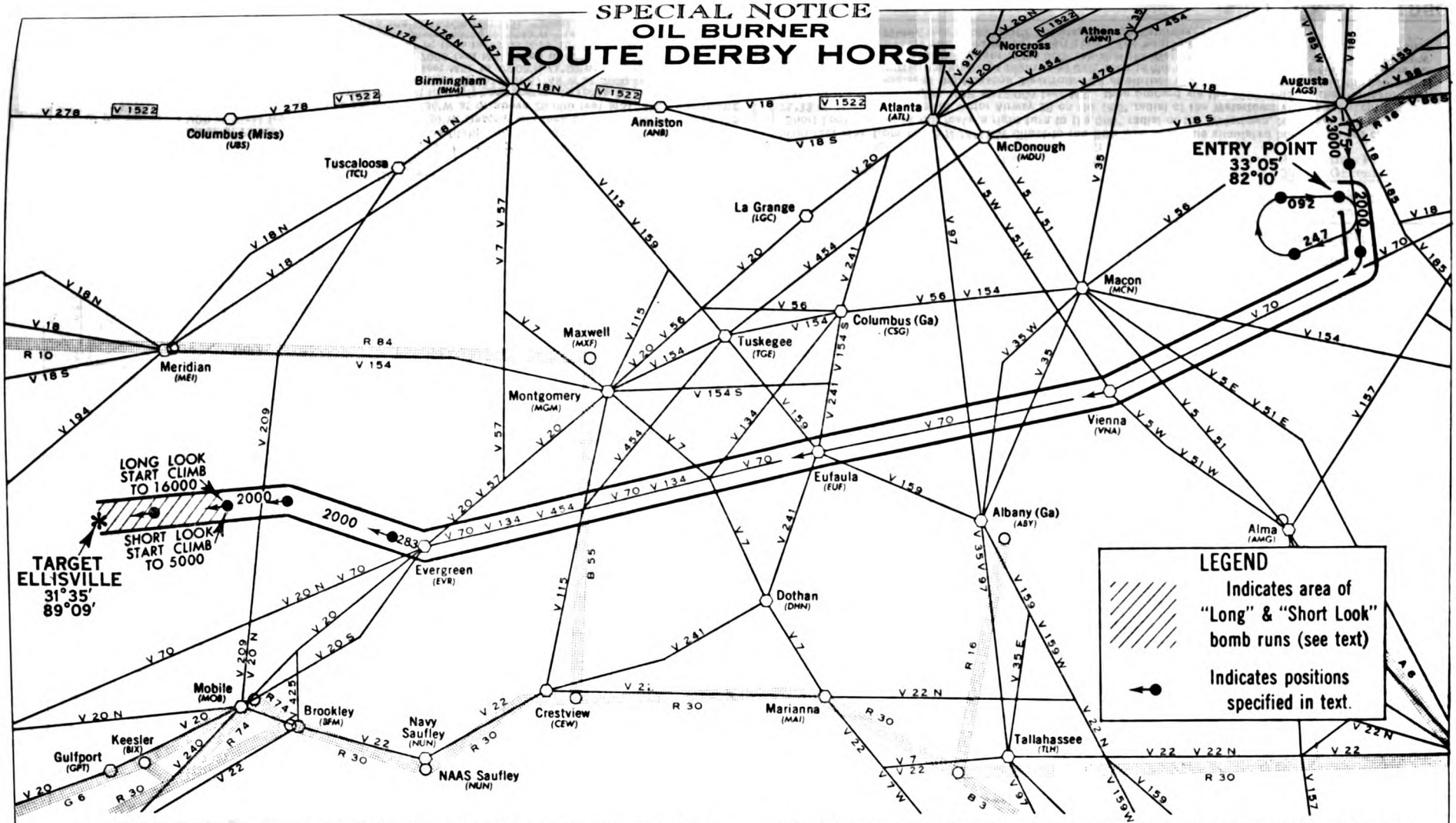
Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

(29 March 1960)

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

ROUTE "DERBY HORSE"

SPECIAL NOTICE
OIL BURNER
ROUTE DERBY HORSE



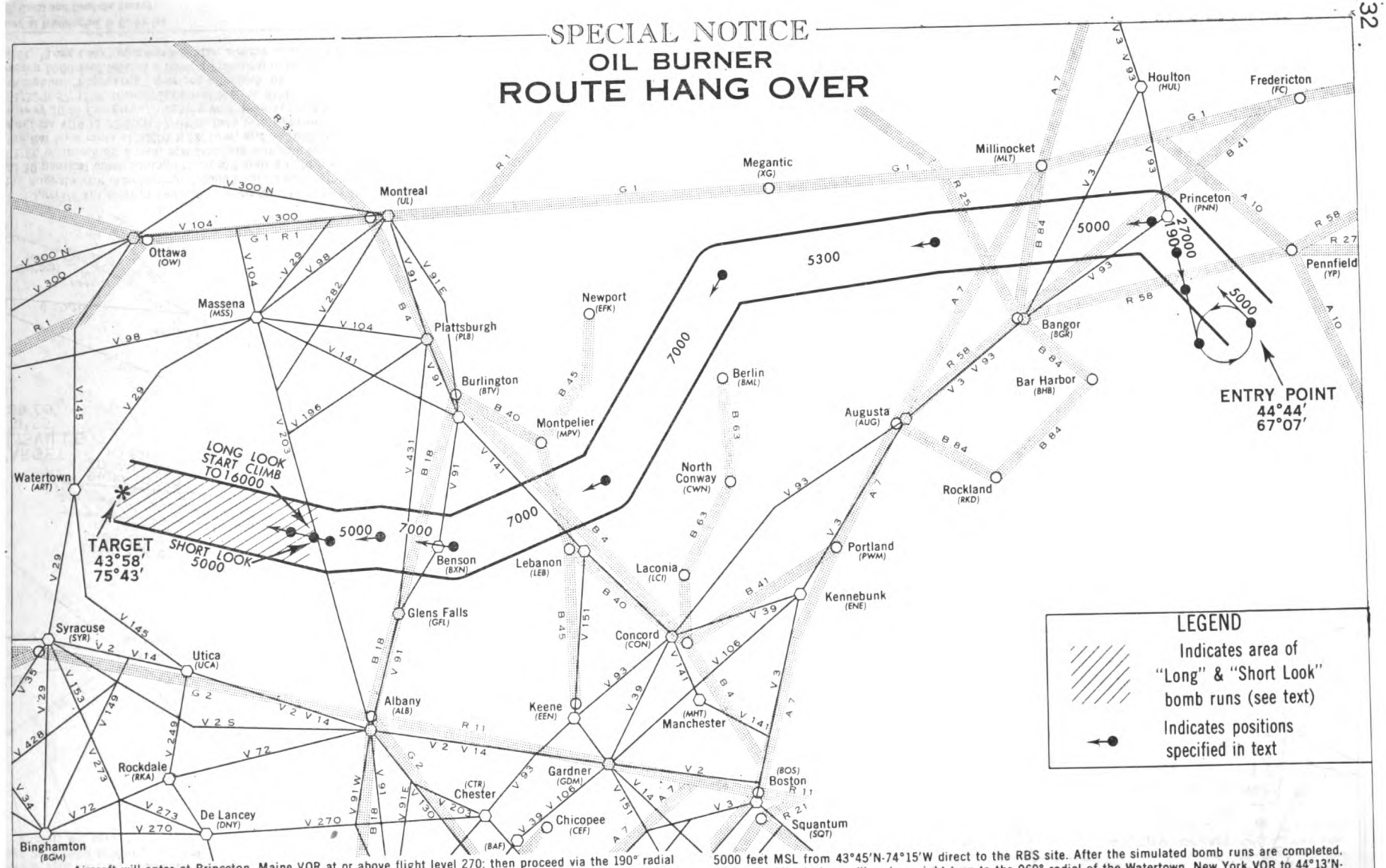
Aircraft will enter at Augusta, Georgia, at 23,000 feet MSL or above; then proceed via the 175° radial of the Augusta VOR maintaining altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to entry point of the low level route at 33°05'N-82°10'W, and at 2000 feet MSL turn right to intercept the 175° radial of the Augusta VOR to 32°50'N-82°04'W; then turn right to intercept Victor Airway 70 Westbound; then via Victor Airway 70 to Evergreen, Alabama VOR; then at 2000 feet MSL via the 283° radial of the Evergreen VOR to 31°32'N-87°31'W; then at 2000 feet MSL to 31°42'N-88°06'W; then at 2000 feet MSL to 31°40'N-88°26'W. At this point, "Short Look" missions will climb, on a direct course to the RBS site at 31°35'N-89°09'W, so as to reach 5000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 5000 feet MSL. "Long Look" missions will start a climb at 31°40'N-88°26'W, on a direct course to the RBS site, so as to reach 16,000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 16,000 feet MSL.

After completing the simulated bomb runs, "Short Look" missions will make a right turn to a true course of 096° at 31°43'N-89°09'W, proceed via the true course of 096° until passing the 180° radial of Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding to the intersection of the McComb VOR 068° radial and the Meridian VOR 160° radial to continue climbing in a non-standard one minute holding pattern making all turns to the left, Southwest of the intersection on the 068° radial of the McComb VOR.

"Long Look" missions will follow the same procedure after the bomb run, starting their climb from 16,000 feet MSL after passing the 180° radial of the Meridian VOR. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday. The route width on this route is limited to 10 statute miles, 5 statute miles either side of course.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE HANG OVER



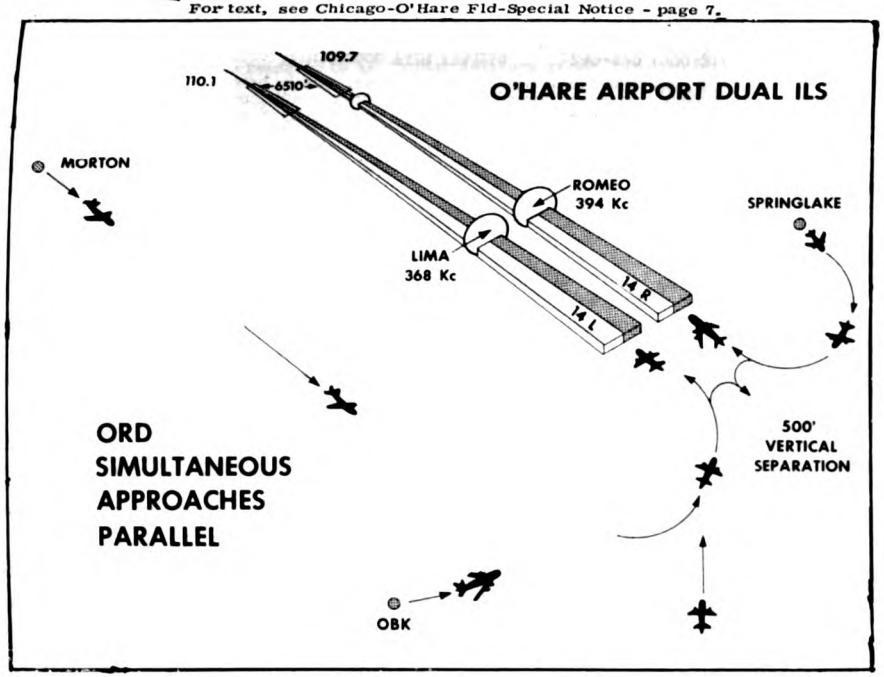
Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL. turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

(29 March 1960)

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

O'HARE AIRPORT DUAL ILS

For text, see Chicago-O'Hare Fld-Special Notice - page 7.



PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 360°;42 Grants VOR 285°;148	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	45-20;115-56 44-30;115-51 45-19;108-34 44-27;108-36	Boise VOR 353°;82 Sheridan VOR 257°;65	240-290	2030-0500 M - S
7	Drag Race	46-10;116-00 45-20;115-56 46-10;108-30 45-19;108-34	Spokane VOR 127°;128 Sheridan VOR 295°;82	240-290	1600-1800 M - F. 2200-2400 M - F. 0200-0500 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11		To be programmed at a later date.			
12	Kitty Cat	37-47; 99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	330-360 240-260	1400-1600 M - F. 0001-0400 T - S. 1800-2330 M - F

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days	
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260	1600-2300 M -F. 0400-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340	1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 240-290	1430-1930 M - F. 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290	1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350	1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340	1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340	1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290	1400-2400 M - F. 2400-0500 T - S.
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290	1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340	1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 310-340	1900-2400 M - F 0200-0500 T - S 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290	1300-2100 M - F. 0100-0400 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S

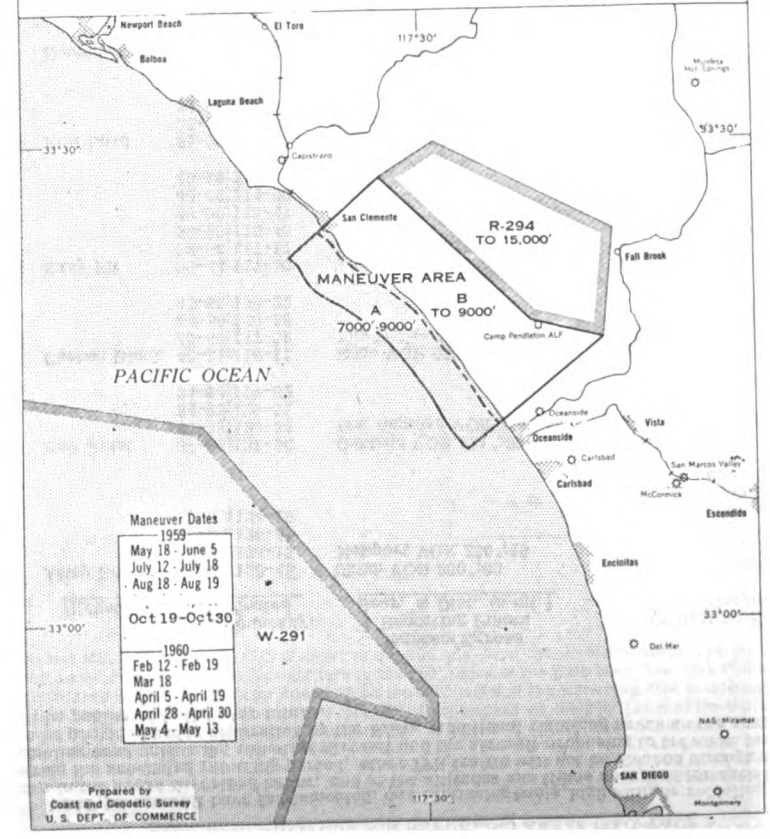
SPECIAL NOTICE

CALIFORNIA

OCEANSIDE

MARINE CORPS MANEUVER AREA

Maneuvers, including close air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact San Diego, Thermal, Long Beach, Ontario and Los Angeles ATCS for information pertaining to air activity during daylight hours on the maneuver dates.



(29 March 1960)

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas

a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 02.

b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.

c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas

The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.

a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.

b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information, when possible, and with radar vectors when requested by the pilot. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Oakland, Calif.)
2. VOR/VORTAC Jet Route No. 1 (Oakland, Calif., to Seattle, Wash.)
3. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.)
4. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Chicago, Ill.) Nonradar Advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon. Eff. 4/24/60.
8. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.)(Dallas, Tex., to San Antonio, Tex.)
9. VOR/VORTAC Jet Route No. 22 (Lake Charles, La., to Gordonsville, Va.)
10. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Joliet, Ill.)
11. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.) Eff. 5/1/60.
12. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
13. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. of J33V with J31V.) Eff. 5/1/60.
14. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
15. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.) Eff. 5/1/60.
16. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.) Eff. 4/10/60.
17. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
18. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
21. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V.)
22. VOR/VORTAC Jet Route No. 53 (Spartanburg, S.C., to Pittsburgh, Pa.)
23. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.) Eff 5/1/60.
24. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
25. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
26. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
27. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
28. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
29. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
30. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
31. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)
32. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N.Y.)
33. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
34. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
35. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
36. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 60 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Effective 10 March 1960.
37. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)

(Continued)

38. VOR/VORTAC Jet Route No. 87 (Dallas, Tex., to Houston, Tex.)
39. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
40. Control 1150 (West Palm Beach, Fla., to Wilmington, N. C.)
41. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.) Effective 5 April 1960.

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area) Effective 15 November 1959.
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B.C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass. Effective 17 December 1959.
21 New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
Effective 17 December 1959.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR Effective 17 December 1959.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 Ukiah, Calif., VOR; V-107 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.
29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S.-Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.
30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

(Continued)





b. Islip, N. Y., VOR/TAC via Hauppauge, N. Y., VOR to Albany, N. Y., VOR.
c. Islip, N. Y., VOR/TAC via Huguenot, N. Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VOR/TAC.
Effective 17 December 1959

b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-10 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently restricted Category "B" area of J-64-V.
Effective 1 December 1959

31. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
   a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
   b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
   c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
   d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
   a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
   b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

RADAR - On page 29 of Flight Information Manual Volume 13, dated December 1959, replace subtopic Air Traffic Control Radar Beacon System (ATCRBS) with the following:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft-reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control(ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route-High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification.
7. Civil aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped civil aircraft entering a United States domestic control area from outside the United States will advise of availability of such equipment when making the first radio report to the United States air traffic control center by adding the word "transponder" to its identification.

ATC PROCEDURES - On page 80 of Flight Information Manual Volume 13(page 80 dated Feb. 29, 1960) add as a continuation of the first paragraph entitled RADAR TRAFFIC CONTROL: ATC radar procedures provide more expeditious service to IFR aircraft than can be provided by other means. At locations where such procedures are used all aircraft desiring to operate IFR are subject to control in accordance with radar separation standards. Non-radar procedures will be used when deemed advisable by Air Traffic Control.

ATC PROCEDURES - On page 73 of Flight Information Manual Volume 13 dated December 1959, under first paragraph entitled POSITIVE CONTROLLED AIRSPACE add:
f. Information on observed radar targets will not be provided to aircraft operating within positive controlled airspace.

SPECIAL NOTICE

MONTANA

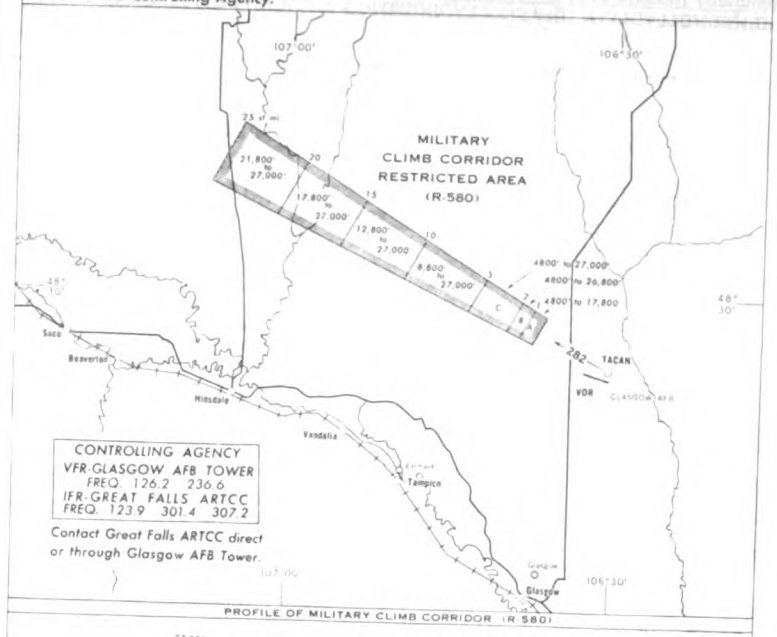
GLASGOW (GLASGOW AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. APRIL 7, 1960

(This Special Notice will not normally be revised or reissued.)

(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.



FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Charlotte, North Carolina	ED 2-7262	Hickory, North Carolina
Kerrville, Texas	CL 7-7295	Junction, Texas
Burbank, California	TH 6-0400	Los Angeles, California
Chico, California	FI 2-9074	Red Bluff, California
Long Beach, California	HE 2-9874	Los Angeles, California
Redding, California	CH 1-1661	Red Bluff, California
Colorado Springs, Colorado	ME 4-3127	Pueblo, Colorado
New London-Groton, Conn.	GI 3-3245	Providence, Rhode Island
Richmond, Indiana	RI 2-2508	Dayton, Ohio
Bedford, Massachusetts	CR 4-0050	Boston, Massachusetts
Beverly, Massachusetts	WA 7-1355	Boston, Massachusetts
Lawrence, Massachusetts	MU 3-1412	Boston, Massachusetts
Norwood, Massachusetts	NO 7-6644	Boston, Massachusetts
Newark, New Jersey	MA 2-0121	New York, New York(IDL)
Morristown, New Jersey	JE 8-2196	New York, New York(IDL)
Wildwood, New Jersey	WI 2-4642	Millville, New Jersey
Spring Valley, New York	EL 6-0021	Poughkeepsie, New York
Dayton, Ohio	BA 3-4571	Dayton, Ohio (Vandalia)
Middletown, Ohio	GA 2-5551	Dayton, Ohio (Vandalia)
Springfield, Ohio	FA 2-4562	Dayton, Ohio (Vandalia)
Pecos, Texas	4F2	Wink, Texas
Laredo, Texas	No. 21(Rural)	Cotulla, Texas
Tacoma, Washington	FU 3-4172	Seattle, Washington
Huntington, W. Va.	JA 9-4471	Huntington, W. Va.(Chesapeake)
Hot Springs, Arkansas	NA 3-9711	Little Rock, Arkansas
Lawton, Oklahoma	EL 5-1323	Wichita Falls, Texas
Hollywood, Florida	JA 4-0163	Miami, Florida
Ft. Lauderdale, Florida	JA 4-0163	Miami, Florida
Pompano Beach, Florida	JA 4-0163	Miami, Florida
Chicago, Illinois	BI 2-3111-2	Joliet, Illinois
Marianna, Florida	HU 2-2300	Dothan, Alabama
Lumberton, North Carolina	RE 9-3000	Florence, South Carolina
McAllen, Texas	MU 6-7211	Brownsville, Texas
Alamo, Texas	MU 6-7211	Brownsville, Texas
Edinburg, Texas	MU 6-7211	Brownsville, Texas
Mission, Texas	MU 6-7211	Brownsville, Texas
Pharr, Texas	MU 6-7211	Brownsville, Texas
San Juan, Texas	MU 6-7211	Brownsville, Texas
Merced, California	RA 2-0343	Stockton, California
Corpus Christi	TU 4-5712	Alice, Texas
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Clarksdale, Mississippi	MA 4-2364	Memphis, Tennessee

INTERPHONES Location	FSS Providing Service
Van Nuys Airport, California	Los Angeles, California
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, California
Clover Field, Santa Monica, Calif.	Los Angeles, California
El Monte Airport, California	Los Angeles, California
Hawthorne Municipal Airport, Calif.	Los Angeles, California
Torrance Municipal Airport, California	Los Angeles, California
Long Beach Municipal Airport, Calif.	Los Angeles, California
Fullerton Municipal Airport, Calif.	Los Angeles, California
Sunset Beach Airport, California	Los Angeles, California
Orange County Airport, Santa Ana, Calif.	Los Angeles, California
Culver City Airport, California	Los Angeles, California

INTERPHONES (Continued) Location	FSS Providing Service
Tri City Airport, San Bernardino, Calif.	Ontario, California
Riverside Municipal Airport, California	Ontario, California
Brackett Field, La Verne, California	Ontario, California
San Francisco International Airport, Calif.	Oakland, California
San Carlos Airport, California	Oakland, California
Palo Alto Airport, California	Oakland, California
San Jose Municipal Airport, California	Oakland, California
Reid-Hillview Airport, San Jose, Calif.	Oakland, California
Buchanan Field, Concord, California	Oakland, California
Napa County Airport, California	Oakland, California
Sonoma County Airport, Santa Rosa, Calif.	Ukiah, California
Oxnard-Ventura County Airport, Calif.	Santa Barbara, California
Hillsboro Airport, Oregon	Portland, Oregon
Salem-McNary Airport, Oregon	Portland, Oregon
Troutdale Airport, Oregon	Portland, Oregon
Pearson Airport, Vancouver Washington	Portland, Oregon
Greely Airport, Colorado	Denver, Colorado
Snohomich and Bellevue Airports, Washington	Seattle, Washington
Boeing Field, Washington	Seattle, Washington
Buffalo Airpark, New York	Buffalo, New York
York Airport, Thomasville, Pa.	Harrisburg, Pennsylvania
Flushing Airport, New York	New York, New York(IDL)
Brainard Field(Hartford, Conn.)	Windsor Locks, Connecticut
Deer Park Airport, L.I., New York	New York, New York(IDL)
Zahns Airport, Amityville, L.I., New York	New York, New York (IDL)
MacArthur Airport, Islip, L.I., New York	New York, New York (IDL)
Rose Valley Airport, Friendly, Maryland	Washington, D.C.
Searcy Airport, Stillwater, Oklahoma	Ponca City, Oklahoma
Meigs Field, Chicago, Illinois	Joliet, Illinois
Midway Airport, Chicago, Illinois	Joliet, Illinois
Morris Airport, Morris, Illinois	Joliet, Illinois
Twin Falls Mun Airport(Joslin Field), Idaho	Burley, Idaho
Fort Dodge Mun Airport, Iowa	Mason City, Iowa
Ellensburg Airport, Washington	Wenatchee, Washington
Detroit City Airport, Michigan	Detroit, Michigan
Davies County Airport, Owensboro, Kentucky	Evansville, Indiana
Beatrice Municipal Airport, Nebraska	Lincoln, Nebraska
Weiss Airport, Kirkwood, Missouri	St. Louis, Missouri
Wm. J. Fox Airport, Lancaster, California	Palmdale, California
Modesto Municipal Airport, California	Stockton, California
Fort Bridger Airport, Wyoming	Rock Springs, Wyoming
Gooding Municipal Airport, Idaho	Burley, Idaho
Chandler Field, Fresno, California	Fresno, California

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

(This does not apply to hearing aids)

Los Angeles, California
Los Angeles, California
Los Angeles, California

25, D. C. (Attention: W-200).
(This does not apply to hearing aids)

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-Q-3: Entry point 35-18N, 88-00W (Entry reporting point -Jacks Creek Radio); 36-34N, 88-12W; 37-20N, 91-42W; 37-33N, 93-23W (end nav. leg); to target Joplin, Mo.

Route 2-R-1: Start at 29-17N, 90-40W; to 29-42N, 92-09W. Entry reporting point- New Orleans Radio.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point- Springfield Radio.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

RADOME MOUNTED GLIDE PATH ANTENNAS: Simultaneous operation of airborne radar and glide path receiver produces deflection of the glide path crosspointer, resulting in a glide path indication which is difficult or impossible to fly. Until compatible mounting and use is perfected, pilots are cautioned to turn the weather radar to "standby" or "off" when conducting an approach utilizing the glide path portion of the Instrument Landing System.

HARTFORD, CONN. VOR SHUTDOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V3: HFD VOR-Millbury VHF Int.	HFD/LMFR Amber 7 to Int Boston VOR 271° M radial	As published Amber 7, 4000 Westboro VHF Int.
HFD VOR-ILT VOR	HFD /LMFR Amber 7 to point of Int ILT VOR 072° M radial to ILT VOR	As published
V167: HFD VOR-Sterling VHF Int.	HFD/LMFR Red 13, V 16	As published
HFD VOR-BDR VHF Int.	HFD/LMFR Amber 7 Monroe, Blue 66 to point of Int. ILT VOR 109° M radial (BDR VHF Int.)	As published
V130: HFD VOR-ORW VOR	HFD/LMFR direct ORW VOR	2,000
HFD VOR-Colebrook VHF Int.	HFD/LMFR Green 2	3,000
V58: HFD VOR-Salem VHF	Salem LF Int. direct HFD L/MFR via HFD/LMFR 323° M inbnd brng	2,000
HFD VOR-Litchfield VHF Int.	Litchfield VHF Int. direct HFD L/MFR via HFD L/MFR 105° M inbnd brng	3,000
V292: HFD VOR-PUT VOR	HFD L/MFR Amber 7 to point of Int. PUT VOR 276° M radial to PUT VOR	As published

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Woodstock	PUT VOR 276° M radial ORW VOR 354° M radial	2,500
Salem	Use Salem LF Int.	2,000
Colebrook	BAF VOR 253° M radial CTR VOR 204° M radial POU VOR 072° M radial	4,000

LONDON, KY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V140, V1518: Highway VHF Int-LOZ VOR	Highway VHF Int direct LOZ Rbn	6,000
LOZ VOR-BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V140 S: BNA VOR-LOZ VOR	None	----
V140 N: Hillsdale VHF Int-LOZ VOR	None	----
V97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3,500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5,000

During the shutdown period, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3,500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5,000
Vincent	LEX VOR 129° M radial LOZ Rbn 210° M brng inbnd	5,000
Daley	TYS VOR 025° M radial TRI VOR 311° M radial	6,000
Westbourne	TYS VOR 351° M radial CSV VOR 045° M radial	7,000

YORK, KENTUCKY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V45: LEX VOR-APE VOR	LEX VOR 060 M radial to Int. APE VOR 193° M radial direct APE VOR	8000
V44: FLM VOR-PKB VOR	FLM VOR 090° M radial to Int PKB VOR 241° M radial direct PKB VOR	8000
V174, V1516: FLM VOR-HNN VOR	FLM VOR direct HNN VOR	4000
V128: CVG VOR-CRW VOR	CVG VOR direct CRW VOR	8000
V128S: CVG VOR-YRK VOR	CVG VOR 120° M radial to Int FLM VOR 090° M radial thence via FLM VOR 090° M radial to Int PKB VOR 241° M radial	2500 to Int FLM VOR 090° M radial thence PKB VOR 241° M radial

During period of shutdown, the following temporary reporting points are established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Tyler	FLM VOR 071° M radial CVG VOR 105° M radial	8000
Rushtown	HNN VOR 278° M radial CRW VOR 305° M radial	8000
Vinton	HNN VOR 317° M radial PKB VOR 241° M radial	8000
Morehead	FLM VOR 130° M radial LEX VOR 079° M radial	4000
Bruin	None	----

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13, dated December 1959 as follows:

VOR Receiver Check Points

(1) Page 18, cancel Meridian, Mississippi (Key Field).
(2) Page 20, change Alice, Texas to read: Alice, Texas (Jim Wells County Municipal).
(3) Page 21, change Blythe, California to read: Blythe, California (Municipal).

FAA and WB telephone numbers

(1) Page 36, delete Oceanside, California FAA telephone number.
(2) Page 37, Miami, Florida - change IFSS telephone number to: NE 4-7687.
(3) Page 40, Morgantown, West Virginia - change FAA telephone number to: LInden 2-7531.

Standard Broadcast Stations

(1) Page 107, Charlottesville, Virginia-WINA -change freq. to: 1400 kc; elevation to: 784'; and height to: 344'.
(2) Page 107, Suffolk, Virginia -WLPM - change frequency to: 1460 kc, power to: 5.00 and type to: DA-N.
(3) Page 101, Atlantic City, New Jersey- change call letters to: WFPG.

Radar

(1) Page 29, amend first column last paragraph - see page 37 this issue of Airgi.

ATC Procedures

(1) Page 80 amend first column first paragraph - see page 37 this issue of Airgi.
(2) Page 73 add new paragraph "f" to Positive Controlled Airspace- see page 37 this issue of Airgi.
(3) Page 79, delete paragraph titled "ILS APPROACHES"

Flight Test Areas

(1) Page 118 add Carthage, Missouri - Myers Park Memorial Airport - see page 13 this issue of Airgi.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

FEDERAL AIRWAYS, CONTROL AREAS, CONTROL AREA EXTENSIONS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS AND JET ROUTES: (Note: All bearings and radials are TRUE unless otherwise indicated.)

Effective 0001 EST 5 May 1960:

FEDERAL AIRWAYS:

(1) Amber 9 (Corapeake, N. C., to Norfolk, Va.) amended to read: "From Int. of the SE crs. of Waverly, Va., RR and the SW crs. of Norfolk, Va., RR to the Norfolk, Va., RR."

(2) Blue 3 (Miami, Fla., to Tallahassee, Fla., Kokomo, Ind., to Sault Ste. Marie, Mich.) amended as follows: (a) In the caption delete "(Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste, Marie, Mich)." and substitute therefor "(Miami, Fla., to Tampa.; Kokomo, Ind., to Sault Ste. Marie, Mich.)." (b) In the text delete "From the Miami, Fla., Rbn via Ft. Myers, Fla., Rbn; Tampa, Fla., RR; the Int. of the N crs. of Tampa, Fla., RR and the SE crs. of Cross City, Fla., RR; Cross City, Fla., RR to the Tallahassee, Fla., RR." and substitute therefor "From the Miami, Fla., Rbn via Ft. Myers, Fla., Rbn; to the Tampa, Fla., RR."

(3) VOR 16 (Los Angeles, Calif., to Boston, Mass.) amended as follows: In the text delete "Nashville VOR 078° and the Crossville 298° radials;" and substitute therefor "Nashville VOR 079° T and the Crossville VOR 298°T radials;".

(4) VOR 21 (Long Beach, Calif., to U. S. -Canadian Border) amended as follows: In the text delete "Cut Bank omnirng 347° radial." and substitute therefor "Cut Bank VOR 348°T radial."

(5) VOR 260 (Charleston, W. Va., to Richmond, Va.) amended to read: "From the Charleston, W. Va., VORTAC via the Rainelle, W. Va., VOR including a N alternate via the Int. of Charleston VORTAC 083° T and Rainelle VOR 317°T radials; Hollins, Va., VORTAC; Lynchburg, Va., VOR, including a S alternate via the Int. of the Hollins VORTAC 177° T and Lynchburg VOR 253°T radials; Flat Rock, Va., VORTAC; to the Richmond, Va., VOR."

(6) VOR 298 (Pendleton, Oreg., to Sioux Falls, S. Dak.) amended to read: "From the Pendleton, Oreg., VOR via the McCall, Idaho, VOR; DuBois, Idaho, VOR; Boysen Reservoir, Wyo., VORTAC; Casper, Wyo., VOR; Smithwick, S. Dak., VOR; Winner, S. Dak., VOR; to Sioux Falls, S. Dak., VORTAC. The portion of this airway which lies within the geographical limits of, and between the designated altitudes of, the Igloo Restricted Area (R-572) is excluded."

(7) VOR 471 (Bangor, Maine, to Houlton, Maine) added to read: "From the Bangor, Maine, VOR via the Int. of the Bangor VOR 360° T and the Millinocket VOR 216°T radials; Millinocket, Maine, VOR; to the Houlton, Maine, VOR."

CONTROL AREAS:

(1) Amber 9 (Corapeake, N. C., to Norfolk, Va.) amended to read: "All of Amber Federal airway No. 9".

(2) Blue 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.) amended as follows: In the caption delete "(Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)." and substitute therefor "(Miami, Fla., to Tampa, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)".

CONTROL AREA EXTENSIONS:

(1) (El Dorado, Ark) amended to read: "Within 5 mi either side of the 037° T radial of the El Dorado VOR extending from the VOR to a point 15 mi NE."

(2) (Three-mile radius zones) amended as follows: In the text delete "Glendale, Calif." Grand Central Airport."

CONTROL ZONES:

(1) (Houston, Texas) amended to read: "Within a 10-mi radius of the geographical center of the Houston Intn'l Airport (lat 29-38-40N, long. 95-16-30W), and within a 5-mi radius of the geographical center of Ellington AFB (lat 29-36-25N, long. 95-09-20W.)".

(2) (Burbank, Calif.) amended to read: "Within a 5-mi radius of the Lockheed Air Terminal, Burbank, (lat 34-12-15N, long. 118-21-30W), and within a 5-mi radius of the Van Nuys Airpt., Van Nuys, Calif., (lat 34-12-30N, long. 118-29-15W)."

(3) (El Dorado, Ark) amended to read: "Within a 5-mi radius of the geographical center of Goodwin Airport (lat 33-13-15N, long. 92-48-30W), and within 2 mi either side of the 037°T radial of the El Dorado VOR extending from the VOR to a point 12 mi NE."

REPORTING POINTS:

(1) Amber 9 (Corapeake, N. C., to Norfolk, Va.) amended to read:"Norfolk, Va., RR."

(2) Blue 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.) amended as follows: (a) In the caption delete "(Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)" and substitute therefor "(Miami, Fla., to Tampa, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)." (b) In the text delete "Cross City, Fla., rdo rng stn:"

VOR CONTROL AREAS:

(1) VOR 260(Charleston, W. Va., to Richmond, Va.) amended to read: "All of VOR Federal airway No. 260 including a N and a S alternate".

(2) VOR 298(Pendleton, Oreg., to Sioux Falls, S. Dak.) amended to read: "All of VOR Federal airway No. 298".

(3) VOR 471 (Bangor, Maine to Houlton, Maine) amended to read: "All of VOR Federal airway No. 471".

(29 March 1960)

JET ROUTES:
(1) L/MF Jet Route No. 23 (Brownsville, Tex., to North Platte, Nebr.) is revoked.
(2) VOR/VORTAC Jet Route No. 95 (Idlewild, N. Y., to U. S.-Canadian Border) added to read: "From the Idlewild, N. Y., VORTAC; via the Buffalo, N. Y., VORTAC; thence via the Buffalo VOR 312° T radial to the United States-Canadian Border.)".

Effective 0001 EST 2 June 1960:

FEDERAL AIRWAYS:
(1) Red 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.) is revoked.
(2) Red 80 (Helena, Mont., to Miles City, Mont.) is revoked.
(3) Red 83 (Gila Bend, Ariz., to Tucson, Ariz.) is revoked.
(4) Blue 84 (Augusta, Maine, to Bangor, Maine) amended to read: "From the Augusta, Maine, RR via the Rockland, Maine, Rbn; Bar Harbor, Maine, Rbn; to the Bangor, Maine RR."
(5) VOR 18 (Dallas, Tex., to Charleston, S. C.) amended as follows: In the text delete "From the Dallas, Tex., VOR via the Quitman, Tex., VOR; Shreveport, La., VOR;" and substitute therefor "From the Dallas, Tex., VOR via the Quitman, Tex., VOR; Shreveport, La., VOR, including a S alternate via the Int. of the Quitman VOR 109° T and the Shreveport 246° T radials;".
(6) VOR 174 (Vichy, Mo., to Washington, D. C.) amended as follows: (a) In the caption, delete "(Vichy, Mo., to Washington, D. C.)." and substitute therefor "(Troy, Ill., to Washington, D. C.)." (b) In the text, delete "From the Vichy, Mo., omnirng stn via the Int of Vichy omnirng 069° and Troy omnirng 246° radials; Troy, Ill., omnirng stn; Bible Grove, Ill., omnirng stn;" and substitute therefor "From the Troy, Ill., VOR; via the Bible Grove, Ill., VOR;".
CONTROL AREAS:
(1) Red 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.) is revoked.
(2) Red 80 (Helena, Mont., to Miles City, Mont.) is revoked.
(3) Red 83 (Gila Bend, Ariz., to Tucson, Ariz.) is revoked.
(4) Blue 84 (Augusta, Maine to Bangor, Maine) amended to read: "All of Blue Federal airway No. 84."
CONTROL AREA EXTENSIONS:
(1) (Kingsville, Texas) amended to read: "That airspace bounded by a line parallel to and 5 mi N of the Kingsville NAS TACAN 244°T radial extending from the western edge of VOR Federal airway No. 68 to lat 27-11-00N, long. 98-42-00W; thence SSE to lat 27-03-00N, long. 98-37-55W, thence SE to lat 26-56-25N, long. 98-12-30W, thence NE parallel to and 5 mi SE of the Kingsville NAS TACAN 219° T radial to the western edge of VOR Federal airway No. 68, thence N along the western edge of VOR Federal airway No. 68 to the point of beginning."
(2) (Enid, Okla.) amended to read: "The airspace in the vicinity of Vance AFB, Enid, Okla., bounded on the N by VOR Federal airway No. 190, on the E by VOR Federal airway No. 77, on the S by VOR Federal airway No. 140, on the SW by VOR Federal airway No. 17 and on the NW by VOR Federal airway No. 12".
(3) (Mansfield, Ohio) amended to read: "All that area within a 15 mi radius of the Mansfield VORTAC including the area within 5 mi either side of the 130°T radial of the Mansfield VORTAC extending from the VORTAC to a point 25 mi SE and including all that area S and W of the Mansfield VORTAC bounded on the E by VOR Federal airway No. 133, on the S by VOR Federal airway No. 210, on the W by VOR Federal airway No. 47 and on the N by VOR Federal airway No. 8".
(4) (Peotone, Illinois) amended as follows: "That airspace SE of Peotone, Ill., bounded on the E by VOR Federal airway No. 7, on the SW by VOR Federal airway No. 227, on the W by VOR Federal airway No. 53, and on the N by VOR Federal airway No. 38."
(5) (Rosewood, Ohio) amended by adding the following: "That area W of Rosewood, Ohio, bounded on the NE by VOR Federal airway No. 277, on the SE by VOR Federal airway No. 275, on the S by VOR Federal airway No. 210, and on the W by VOR Federal airway No. 55E."
(6) (Danville, Ill.) amended by adding the following: That airspace within a 15-mi radius of the Danville, Ill., VOR excluding that airspace which overlies the Lafayette, Ind., control area extension (601.1258), and the Rantoul, Ill., control area extension (601.1172); with an extension NE of and adjoining this 15-mi radius arc, bounded on the NE by VOR Federal airway No. 53, on the E by the Lafayette control area extension and on the W by VOR Federal airway No. 171."
REPORTING POINTS:
(1) Red 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.) is revoked.
(2) Red 80 (Helena, Mont., to Miles City, Mont.) is revoked.
(3) Red 83 (Gila Bend, Ariz., to Tucson, Ariz.) is revoked.
(4) Blue 84 (Augusta, Maine to Bangor, Maine) amended to read: "No reporting point designation."
VOR CONTROL AREA:
(1) VOR 174 (Vichy, Mo., to Washington, D. C.) amended as follows: In the caption, delete "(Vichy, Mo., to Washington, D. C.)" and substitute therefor "(Troy, Ill., to Washington, D. C.)."

JET ROUTES:
(1) L/MF Jet Route No. 27 (San Antonio, Tex., to Peoria, Ill.) is revoked.
(2) L/MF Jet Route No. 49 (Morgantown, W. Va., to Presque Isle, Maine) amended to read: "From the Morgantown, W. Va., RR via the Pittsburgh, Pa., RR; Philipsburg, Pa., RR; Albany, N. Y., RR; Millinocket, Maine, RR to the Presque Isle, Maine, RR."
(3) VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Northbrook, Ill.) amended to read: "From the Dallas, Tex., VOR via the Texarkana, Ark., VOR; Flippin, Ark., VOR; St. Louis, Mo., VORTAC; Springfield, Ill., VOR; Int. of the Springfield VOR 036° T and the Joliet VOR 205°T radials; Joliet, Ill., VOR; to the Northbrook, Ill., VOR."

Effective 0001 EST 30 June 1960:

FEDERAL AIRWAYS:
(1) VOR 191 (Memphis, Tenn., to Milwaukee, Wis.) amended as follows: (a) In the caption delete "(Memphis, Tenn., to Milwaukee, Wis.)." and substitute therefor "(Memphis, Tenn., to Sag Bridge, Ill., and Chicago, Ill., to Rhinelander, Wis.)". (b) In the text delete "to the Milwaukee, Wis., VOR." and substitute therefor "Milwaukee, Wis., VOR; Oshkosh, Wis., VOR; Stevens Point, Wis., VOR; Wausau, Wis., VOR; to the Rhinelander, Wis., VOR."
(2) VOR 217 (Chicago, Ill., to Green Bay, Wis.) amended as follows: (a) In the caption delete "(Chicago, Ill., to Green Bay, Wis.)." and substitute therefor "(Chicago, Ill., to Rhinelander, Wis.)." (b) In the text delete "to the Green Bay, Wis., VOR." and substitute therefor "Green Bay, Wis., VOR; to the Rhinelander, Wis., VOR."
VOR CONTROL AREAS:
(1) VOR 191 (Memphis, Tenn., to Milwaukee, Wis.) amended as follows: In the caption delete "(Memphis, Tenn., to Milwaukee, Wis.) and substitute therefor "(Memphis, Tenn., to Sag Bridge, Ill., and Chicago, Ill., to Rhinelander, Wis.)."
(2) VOR 217 (Chicago, Ill., to Green Bay, Wis.) amended as follows: In the caption delete "(Chicago, Ill., to Rhinelander, Wis.)."

Effective 0001 EST 28 July 1960:

FEDERAL AIRWAY:
(1) VOR 83 (Carlsbad, N. Mex., to Kiowa, Colo.) amended as follows: In the text delete "Int. of the Santa Fe VOR 010° and the Alamosa VOR 183° radials;" and substitute therefor "Int of the Santa Fe VOR 010° T and the Taos VOR 182° T radials; Taos, N. Mex., VOR.".

Effective 0001 EST 20 October 1960:

FEDERAL AIRWAYS:
(1) VOR 171 (Louisville, Ky., to Alexandria, Minn.) amended to read: "From the Louisville, Ky., VORTAC via the Scotland, Ind., VOR; Lewis, Ind., VOR; Danville, Ill., VOR, including a W alternate; Peotone, Ill., VOR; Joliet, Ill., VOR; Rockford, Ill., VOR; Lone Rock, Wis., VOR; Nodine, Minn., VOR; Int. of the Nodine VOR 298°T and Farmington, Minn., VOR 124° T radials; Farmington VOR; Darwin, Minn., VOR; to the Alexandria, Minn., VOR."
(2) VOR 478 (Falmouth, Ky., to Newcombe, Ky.) amended by adding the following: "From the Falmouth, Ky., VOR to the Newcombe, Ky., VOR."
VOR CONTROL AREAS:
(1) VOR 171 (Louisville, Ky., to Alexandria, Minn.) amended to read: "All of VOR Federal airway No. 171, including a W alternate."
(2) VOR 478 (Falmouth, Ky., to Newcombe, Ky.) amended by adding the following: "All of VOR Federal airway No. 478."

Effective 0001 EST 15 December 1960:

FEDERAL AIRWAY:
(1) VOR 170 (Nodine, Minn., to Salem, Mich., and Erie, Pa., to West Chester, Pa.) amended as follows: "From the Nodine, Minn., VOR via the Dells, Wis., VOR; Int. of the Dells VOR 097° T and the Milwaukee, Wis., VOR 307°T radials; Milwaukee VOR; Int. of the Milwaukee VOR 102°T and the Pullman VOR 303°T radials; Pullman, Mich., VOR; to the Salem, Mich., VOR. From the Erie, Pa., VOR via the Bradford, Pa., VOR; Slate Run, Pa., VOR; Selinsgrove, Pa., VOR; Tower City, Pa., VOR; Int of the Lancaster, Pa., VOR direct radial to the Allentown, Pa., VOR with the Pottstown, Pa., VOR 275°T radial; to the West Chester, Pa., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of the Indiantown Gap Restricted Area (R-69) is excluded during this restricted area's time of designation."
VOR CONTROL AREA:
(1) VOR 170 (Nodine, Minn., to Salem, Mich., and Erie, Pa., to West Chester, Pa.) amended as follows: "All of VOR Federal airway No. 170."

Effective 0001 EST 12 January 1961:

FEDERAL AIRWAYS:
(1) VOR 139 (Mastic, N. Y., to Boston, Mass.) amended as follows: In the text, delete "Int of the Providence VOR 043° and the Boston VOR 133° radials; to the Boston, Mass.,

VOR." and substitute therefor "Whitman, Mass., VOR; Int of the Whitman VOR 041°T and the Boston VOR 133°T radials; to the Boston, Mass., VOR."

(2) VOR 451 (New Bedford, Mass., to Boston, Mass.) added to read: "From the point of Int. of the Whitman VOR 177° T with the Providence, R.I., VOR 113°T radials via the Whitman, Mass., VOR to the Boston, Mass., VOR."

VOR CONTROL AREAS:

(1) VOR 451 (New Bedford, Mass., to Boston, Mass.) amended to read: "All of VOR Federal airway No. 451."

✓ **AIRMAN'S GUIDE CORRECTION:** Correct Airman's Guide Volume 14, Number 26, dated 1 March 1960, as follows:

(1) Page 45, under Federal Airways (item 12) change effective date to read: 0001 EST 12 January 1961.

(2) Page 46, under VOR Control Areas (item 4) change effective date to read: 0001 EST 12 January 1961.

✓ **RESTRICTED AREA AMENDMENT:** The following Restricted Area Amendment shall become effective on 5 May 1960.

(Part 608 - Amendment 58)

(1) In Section 608.30, the Sault Ste. Marie, Mich., Kincheloe AFB Restricted Area/Military Climb Corridor (R-562) is amended to read as follows: Description- The airspace centered on the 149° T radial of the Kincheloe TVOR (lat 46-14-48N, long. 84-28-10W) extending from a point 7 smi SE of the TVOR to a point 34 smi SE of the TVOR having a width of 2 smi at a point 7 smi from the TVOR and expanding to a width of 4.6 smi at a point 34 smi from the TVOR. Designated altitudes- 2,800' to 15,800' MSL from a point 7 smi SE of the TVOR to a point 8 smi SE of the TVOR. 2,800' MSL to 24,800' MSL from a point 8 smi to a point 10 smi from the TVOR. 2,800' to 27,000' MSL from a point 10 smi to a point 12 smi from the TVOR. 6,800' to 27,000' MSL from a point 12 smi to a point 17 smi from the TVOR. 10,800' to 27,000' MSL from a point 17 smi to a point 22 smi from the TVOR. 15,800' to 27,000' MSL from a point 22 smi to a point 27 smi from the TVOR. 19,800' to 27,000' MSL from a point 27 smi to a point 34 smi from the TVOR. Time of designation - Continuous. Controlling agency - USAF Air Traffic Control Tower, Kincheloe AFB.

✓ **LOCATION IDENTIFIERS:** The following changes affect the use of the location identifiers:

ACE	Reno, Nev., Radiobeacon (Assignment)
PDA	Pasadena, Tex., Radiobeacon (Assignment)
PSB	Philipsburg, Pa., Black Moshannon-State Airport (Name change from Philipsburg Airport)
XDE	Camp Detrick, Md., Temporary Radiobeacon (Assignment)
XFV	Foxville, Md., Temporary Radiobeacon (Assignment)
XIL	Sea Island, N.J., Temporary VOR (Assignment)
XON	Ontario, Ore., Temporary VOR (Assignment)
XPS	Paris, Va., Temporary Radiobeacon (Assignment)

✓ **AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY**

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Birmingham	San Antonio	WAC 215
Little Rock	Atlanta Local	WAC 469
Mobile	Miami Local	WAC 522
Oklahoma City	Montgomery Local	JN 44

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped **"OBSOLETE FOR USE IN AVIATION".**

Standard Aeronautical Charts - dates shown are release dates.

Beaumont	3-8-60	Chicago Local	3-9-60	Pittsburgh Local	3-14-60
Huntington	3-16-60	Cleveland Local	3-14-60	St. Louis Local	3-14-60
Norfolk	3-8-60	Dayton Local	3-9-60	Washington Local	3-17-60
Washington	3-17-60	Kansas City Local	3-9-60	WAC 267	3-7-60
Winston-Salem	3-16-60	New York Local	3-14-60	WAC 310	3-17-60
		Philadelphia Local	3-14-60		

Instrument Approach Procedure Charts and Radio Facility Charts released since 7 March 1960.

AL 12 VOR/ILS R35	Kirtland AFB/Municipal Airport, N. Mex.
AL 27 RNG/VOR/ADF/ILS R35	Bush Field, Ga.
AL 34 VOR	Del Norte County Airport, Calif.
AL 40 ILS R31	Ryan Airport, La.
AL 58 ADF/ILS R4R	Logan International Airport, Mass.
AL 67 RNG/ILS R7	Lockheed Air Terminal, Calif.
AL 76 RNG/VOR R15/ADF/ILS R15	Charleston AFB/Municipal Airport, S. C.
AL 192 RNG/VOR	Helena County City Airport, Mont.
AL 206 VOR	Hawkins Airport, Miss.
AL 225 RNG/VOR	Brees Field, Wyo.
AL 233 RNG/VOR	Adams Field, Ark.
AL 237 ADF-1/ILS R25L/ADF-2/ILS R25R	Los Angeles International Airport, Calif.
AL 280 VOR/ADF-1/ADF-2	Myrtle Beach AFB/Municipal Airport, S. C.
AL 326 VOR/RNG/ADF-2	Allegheny County Airport, Pa.
AL 396 ADF/ILS R3/RNG/VOR/ILS R21	Joe Foss Field, S. Dak.
AL 416 RNG/ILS R36/ADF/ILS R18	Tampa International Airport, Fla.
AL 481 RNG/VOR	Alice-Jim Wells County Airport, Tex.
AL 597 RNG/VOR	Greater Peoria Airport, Ill.
AL 606 RNG/VOR	Key West International Airport, Fla.
AL 655 ADF/ILS R36	Greater Cincinnati Airport, Ky.
AL 674 ADF	Oxnard-Ventura County Airport, Calif.
AL 685 RNG/VOR	Jamestown Airport, N. Dak.
AL 687 RNG	Rawlins Airport, Wyo.
AL 694 ADF	Martha's Vineyard Airport, Mass.
AL 723 ADF	Hazelton Airport, Pa.
AL 724 ADF	Middletown Airport, Ohio
AL 725 ADF	Norwood Memorial Airport, Mass.
AL 804 ADF/ILS R10	Friendship International Airport, Md.
AL 807 VOR	Gregg County Airport, Texas
AL 864 ADF/VOR	Zanesville Airport, Ohio
AL 896 RNG	Houghton County Memorial Airport, Mich.
AL 911 VOR	Plattsburgh Airport, N. Y.

FAA Radar (eastern- page 1 & 2), AL Revision Notice No. 7-60 Eastern & Western, AL Revision Notice No. 8-60 Eastern & Western, RF Alaska, RF Hawaiian Islands, RF L/MF/VOR Terminal Area - Anchorage, Honolulu

NEW CHARTS

AL 237 ILS R7R/L- Los Angeles, California - Los Angeles International
AL 896 VOR R13&31/VOR R25 - Houghton, Michigan - Houghton County Memorial
AL 5022 VOR - Piqua, Ohio - Piqua Airport

DISCONTINUED CHARTS

AL 198 VOR-2-R30&35-Houston, Texas - Houston International Airport
AL 198 VOR-2 R12&17-Houston, Texas-Houston International Airport (Procedures cancelled - 3-11-60)
AL 643 VOR - Modesto, California-Modesto Airport (Procedure cancelled 3-14-60)
AL 883 VOR-Ardmore, Oklahoma - Ardmore Airport
AL 883 ADF - Ardmore, Oklahoma-Ardmore Airport (Procedures cancelled 3-11-60)

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective May 5, 1960:

Section 610.13 Green Federal Airway 3 is amended to read in part:

FROM	TO	MEA
Lucin, Utah LFR	Promontory Pt. INT, Utah	9000
*Promontory Pt. INT, Utah	**Ogden, Utah LFR W-bound	9000
	E-bound	11000

*10000 - MCA Promontory Pt. INT, E-bnd
**7500 - MCA Ogden LFR, W-bound

Section 610.14 Green Federal Airway 4 is amended to read in part:

FROM	TO	MEA
Wichita, Kans. LFR	Centropolis INT, Kans.	3000

Section 610.14 Green Federal Airway 4 is amended to delete:

FROM	TO	MEA
Amarillo, Tex. LFR	Int E crs Amarillo & SW crs Gage, Okla. LFR	4700
Int E crs Amarillo & SW crs Gage, Okla. LFR	Gage, Okla. LFR	4500
Gage, Okla. LFR	Danville INT, Kans.	3600
Danville INT, Kans.	Wichita, Kans. LFR	2800

Section 610.107 Amber Federal Airway 7 is amended to delete:

FROM	TO	MEA
Daytona Beach, Fla. LFR	Jacksonville, Fla. LFR	1500
Jacksonville, Fla. LFR	Savannah, Ga. LFR	1300
Savannah, Ga. LFR	Florence, S.C. LFR	1300

Section 610.109 Amber Federal Airway 9 is amended to read:

FROM	TO	MEA
Int. SE crs Waverly, Va. LFR & SW crs Norfolk, Va. LFR	Norfolk, Va. LFR	1400

Section 610.225 Red Federal Airway 25 is amended to read in part:

FROM	TO	MEA
Baker INT, Me.	Int SW crs Millinocket LFR & NW crs Bangor LFR	6000

Section 610.603 Blue Federal Airway 3 is amended to delete:

FROM	TO	MEA
Tampa, Fla. LFR	Tidewater INT, Fla.	1500
Tidewater INT, Fla.	Cross City, Fla. LFR	1200
Cross City, Fla. LFR	Tallahassee, Fla. LFR	1400

Section 610.274 Red Federal Airway 74 is deleted.

Section 610.630 Blue Federal Airway 30 is deleted:

Section 610.642 Blue Federal Airway 42 is deleted:

Section 610.655 Blue Federal Airway 55 is deleted:

Section 610.664 Blue Federal Airway 64 is deleted:

Section 610.668 Blue Federal Airway 68 is deleted:

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
Florence, S.C. VOR	Planter INT, S.C.	*2000
*1300 - MOCA		
Melbourne, Fla. LFR	Int. 161 M brg. Orlando VOR & SW crs Melbourne LFR	1500

Section 610.6002 VOR Federal Airway 2 is amended to read in part:

FROM	TO	MEA
*Cardinal INT, Wis.	**Seaweed INT, Wis.	2000
*2700 - MCA Cardinal INT, W-bound		
**3500 - MRA		
Seaweed INT, Wis.	*Minnow INT, Mich.	2000
*2500 - MRA		

Section 610.6003 VOR Federal Airway 3 is amended to read in part:

FROM	TO	MEA
Jacksonville, Fla. VOR	Sea Island INT, Fla.	
Via E alter.	Via E alter.	1300
Sea Island INT, Fla.	Savannah, Ga. VOR	
Via E alter.	Via E alter.	1500

Section 610.6004 VOR Federal Airway 4 is amended to read in part:

FROM	TO	MEA
*Laramie, Wyo. VOR	Buford INT, Wyo.	
Via N alter.	Via N alter.	11000
*10000 - MCA Laramie VOR, SE-bound		
Buford INT, Wyo.	*Nunn INT, Colo.	
Via N alter.	Via N alter. NW-bound	11000
	SE-bound	10000
*8000 - MCA Nunn INT, NW-bound		
Nunn INT, Colo.	Gill, Colo. VOR	
Via N alter.	Via N alter.	7500
Gill, Colo. VOR	Denver, Colo. VOR	
Via N alter.	Via N alter.	7000

Section 610.6005 VOR Federal Airway 5 is amended to read in part:

FROM	TO	MEA
Alma, Ga. VOR	Robins INT, Ga.	*2500
*1700 - MOCA		
Robins INT, Ga.	Macon, Ga. VOR	1600

Section 610.6008 VOR Federal Airway 8 is amended to read in part:

FROM	TO	MEA
Pittsburgh, Pa. VOR	*Scottdale INT, Pa.	3000
*4000 - MCA Scottdale INT, E-bound		
Scottdale INT, Pa.	Indian Head, Pa. VOR	4500
Indian Head, Pa. VOR	Flint Stone INT, Pa.	4500
Flint Stone INT, Pa.	Martinsburg, W. Va. VOR	4000

Section 610.6012 VOR Federal Airway 12 is amended to read in part:

FROM	TO	MEA
Drake, Ariz. VOR	Perkins INT, Ariz.	8000
Perkins INT, Ariz.	Winslow, Ariz. VOR	10000

Section 610.6012 VOR Federal Airway 12 is amended to delete:

FROM	TO	MEA
Pittsburgh, Pa. VOR	*New Alexandria INT, Pa.	
Via N alter.	Via N alter.	3000
*4000 - MCA New Alexandria INT, SE-bound		
New Alexandria INT, Pa.	Johnstown, Pa. VOR	
Via N alter.	Via N alter.	4500

Section 610.6012 VOR Federal Airway 12 is amended by adding:

FROM	TO	MEA
Johnstown, Pa. VOR	St. Thomas, Pa. VOR	
Via S alter.	Via S alter.	4500
St. Thomas, Pa. VOR	Harrisburg, Pa. VOR	
Via S alter.	Via S alter.	4000

Section 610.6016 VOR Federal Airway 16 is amended to read in part:

FROM	TO	MEA
Los Angeles, Calif. VOR	*Ontario, Calif. VOR	4000
*8000 - MCA Ontario VOR, E-bound		
Big Spring, Tex. VOR	*Loraine INT, Tex.	3800
*5800 - MRA		
Knoxville, Tenn. VOR	*Hilton INT, Va.	
Via N alter.	Via N alter.	**7000
*9500 - MRA		
**6600 - MOCA		
Hilton INT, Va.	Blackford, Va. VOR	
Via N alter.	Via N alter.	*7000
*6600 - MOCA		
Blackford, Va. VOR	Pulaski, Va. VOR	
Via N alter.	Via N alter.	6600

Section 610.6017 VOR Federal Airway 17 is amended to read in part:

FROM	TO	MEA
Laredo, Tex. VOR	*Webb INT, Tex.	1800
*5000 - MRA		

Section 610.6018 VOR Federal Airway 18 is amended by adding:

FROM	TO	MEA
Quitman, Tex. VOR Via S alter.	Marshall INT, Tex. Via S alter.	1700
Marshall INT, Tex. Via S alter.	Shreveport, La. VOR Via S alter.	2600

Section 610.6020 VOR Federal Airway 20 is amended to read in part:

FROM	TO	MEA
Evergreen, Ala. VOR	*Pine Apple INT, Ala.	1800
*2600 - MRA		
Pine Apple INT, Ala.	*Greenville INT, Ala.	1800
*3700 - MRA		

Section 610.6022 VOR Federal Airway 22 is amended to read in part:

FROM	TO	MEA
Tallahassee, Fla. VOR	*Greenville INT, Fla.	1500
*2800 - MRA		
Quitman INT, Ga. Via N alter.	*Greenville INT, Fla. Via N alter.	**5000
*2800 - MRA		
**1200 - MOCA		

Section 610.6024 VOR Federal Airway 24 is amended by adding:

FROM	TO	MEA
Rochester, Minn. VOR	Waukon, Iowa VOR	
Via S alter.	Via S alter.	3500
Waukon, Iowa VOR	Lone Rock, Wis. VOR	
Via S alter.	Via S alter.	*3000
*2300 - MOCA		

Section 610.6025 VOR Federal Airway 25 is amended to read in part:

FROM	TO	MEA
San Diego, Calif. TVOR	Triton INT, Calif.	2500
Triton INT, Calif.	Pacific INT, Calif.	3000
San Diego, Calif. TVOR	Triton INT, Calif.	
Via E alter.	Via E alter.	2500
Triton INT, Calif.	Pacific INT, Calif.	
Via E alter.	Via E alter.	2500

Section 610.6026 VOR Federal Airway 26 is amended to read in part:

FROM	TO	MEA
Eau Claire, Wis. VOR	Loyal INT, Wis.	
Via S alter.	Via S alter.	2700
Loyal INT, Wis.	Wausau, Wis. VOR	
Via S alter.	Via S alter.	3500

Section 610.6035 VOR Federal Airway 35
is amended to read in part:

FROM	TO	MEA
Blackford,Va.VOR	Paynesville INT, Va.	6200
Paynesville INT, Va.	Charleston,W.Va. VORTAC	4500

Section 610.6039 VOR Federal Airway 39
is amended to read in part:

FROM	TO	MEA
Lancaster,Pa.VOR	Reinholds INT,Pa.	2500
Reinholds INT,Pa.	Allentown,Pa.VOR	3000

Section 610.6045 VOR Federal Airway 45
is amended to read in part:

FROM	TO	MEA
Jackson,Mich.VOR	Leslie INT,Mich.	2300
*Leslie INT,Mich.	Lansing,Mich.VOR	3000

*3000 - MCA Leslie INT, W-bnd & NW-bnd

Section 610.6050 VOR Federal Airway 50
is amended by adding:

FROM	TO	MEA
Pawnee City,Neb. VOR	St.Joseph,Mo.VOR	2500

Section 610.6051 VOR Federal Airway 51
is amended to read in part:

FROM	TO	MEA
Alma,Ga.VOR	Robins INT,Ga.	*2500
Robins INT,Ga.	Macon,Ga.VOR	1600

*1700 - MOCA

Section 610.6053 VOR Federal Airway 53
is amended to read in part:

FROM	TO	MEA
Tri-City,Tenn.VOR	*Hilton INT,Tenn.	**9500
Vincent INT,Ky.	Union Hall INT,Ky.	3500
Union Hall INT, Ky.	Lexington,Ky.VOR	2500

*9500 - MRA
**6200 - MOCA

Section 610.6055 VOR Federal Airway 55
is amended by adding:

FROM	TO	MEA
Green Bay,Wis. VOR	Stevens Point,Wis. VOR	2100
Stevens Point, Wis.VOR	Eau Claire,Wis. VOR	2700

Section 610.6072 VOR Federal Airway 72
is amended to delete:

FROM	TO	MEA
Fayetteville,Ark. VOR	Dogwood,Mo.VOR	*3000
Dogwood,Mo.VOR	Maples,Mo.VOR	*3000

*2600 - MOCA
*2700 - MOCA

Section 610.6080 VOR Federal Airway 80
is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR Via E alter.	Gill,Colo.VOR Via E alter.	7000
Gill,Colo.VOR Via E alter.	Cheyenne,Wyo.VOR Via E alter.	7500

Section 610.6093 VOR Federal Airway 93
is amended to read in part:

FROM	TO	MEA
Lancaster,Pa.VOR	Reinholds INT,Pa.	2500
Reinholds INT,Pa.	Allentown,Pa.VOR	3000

Section 610.6095 VOR Federal Airway 95
is amended to read in part:

FROM	TO	MEA
Winslow,Ariz.VOR	Castle INT,Ariz. SW-bound	8000
	NE-bound	9000
Castle INT,Ariz.	Farmington,N.M. VOR	*13000

*12000 - MOCA

Section 610.6100 VOR Federal Airway 100
is amended to read in part:

FROM	TO	MEA
Keeler,Mich.VOR	Leroy INT,Mich.	*2300
Leroy INT,Mich.	Jackson,Mich.VOR	2300

*2100 - MOCA

Section 610.6107 VOR Federal Airway 107
is amended to delete:

FROM	TO	MEA
Oakland,Calif. VOR	Geyserville INT, Calif.	6000
Geyserville INT, Calif.	Ukiah,Calif.VOR	6000
Ukiah,Calif.VOR	Red Bluff,Calif. VOR	9000

Section 610.6116 VOR Federal Airway 116
is amended to read in part:

FROM	TO	MEA
Keeler,Mich.VOR	Leroy INT,Mich.	*2300
Leroy INT,Mich.	Jackson,Mich.VOR	2300

*2100 - MOCA

Section 610.6129 VOR Federal Airway 129
is amended to read in part:

FROM	TO	MEA
Polo,Ill.VOR	Rewey,Wis.VOR	2500
Rewey,Wis.VOR	Waukon,Iowa VOR	2500
Waukon,Iowa VOR	Nodine,Minn.VOR	2300
Nodine,Minn.VOR	Arcadia INT,Wis.	2600
Arcadia INT,Wis.	Eau Claire,Wis.VOR	2800

Section 610.6132 VOR Federal Airway 132
is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.VOR	Carpenter INT,Wyo.	7500
Carpenter INT, Wyo.	*Ft.Morgan INT, Colo.	7300
Ft.Morgan INT, Colo.	Akron,Colo.VOR	7300

*8000 - MRA

Section 610.6157 VOR Federal Airway 157
is amended to read in part:

FROM	TO	MEA
Gainesville,Fla. VOR	Taylor INT,Fla.	1700

Section 610.6159 VOR Federal Airway 159
is amended to read in part:

FROM	TO	MEA
Cross City,Fla. VOR Via W alter.	*Greenville INT,Fla. Via W alter.	**2800
Gainesville,Fla. VOR	*Greenville INT, Fla.	**5500

**2800 - MRA
**1200 - MOCA
*2800 - MRA
**1500 - MOCA

Section 610.6162 VOR Federal Airway 162
is amended to read:

FROM	TO	MEA
Clarksburg,W.Va. VOR	Grantsville,Md.VOR	5000
Grantsville,Md. VOR	St.Thomas,Pa.VOR	5000
St.Thomas,Pa.VOR	Harrisburg,Pa.VOR	4000
Harrisburg,Pa.VOR	Allentown,Pa.VOR	3000
Harrisburg,Pa.VOR Via S alter.	Allentown,Pa.VOR Via S alter.	3000

Section 610.6165 VOR Federal Airway 165
is amended to read in part:

FROM	TO	MEA
San Diego,Calif. TVOR	*Oceanside,Calif. VOR	1500

*2500 - MCA Oceanside VOR, NW-bound

Section 610.6178 VOR Federal Airway 178
is amended to read in part:

FROM	TO	MEA
New Hope,Ky.VOR	McAfee INT,Ky.	3000
McAfee INT,Ky.	Lexington,Ky.VOR	2200

Section 610.6190 VOR Federal Airway 190
is amended to read in part:

FROM	TO	MEA
Dalhart,Tex.VOR	Gage,Okla.VOR	*6500

*5200 - MOCA

Section 610.6199 VOR Federal Airway 199
is amended by adding:

FROM	TO	MEA
Ukiah,Calif. VOR	Red Bluff,Calif. VORTAC	9000

Section 610.6208 VOR Federal Airway 208
is amended to read in part:

FROM	TO	MEA
Avalon INT,Calif.	Oceanside,Calif. VOR	3000

Section 610.6213 VOR Federal Airway 213
is amended to read in part:

FROM	TO	MEA
Dock INT,S.C.	Bolton INT,N.C.	*1500
Bolton INT,N.C.	*Kenansville INT, N.C.	**5500

*1400 - MOCA
*6000 - MRA
**2000 - MOCA

Section 610.6221 VOR Federal Airway 221
is amended to read in part:

FROM	TO	MEA
Litchfield,Mich. VOR	Jackson,Mich.VOR	2300
Jackson,Mich.VOR	Salem,Mich.VOR	2400

Section 610.6222 VOR Federal Airway 222
is amended by adding:

FROM	TO	MEA
McComb,Miss. VOR	Hattiesburg,Miss. VOR	1800
Hattiesburg,Miss. VOR	Evergreen,Ala. VOR	*2000

*1700 - MOCA

Section 610.6244 VOR Federal Airway 244
is amended to read in part:

FROM	TO	MEA
*Delano INT, Utah	**Hanksville, Utah VOR	***16000

*16000 - MCA Delano INT,E-bound
**11000 - MCA Hanksville VOR,W-bound
***15000 - MOCA

Section 610.6260 VOR Federal Airway 260
is amended by adding:

FROM	TO	MEA
Charleston,W.Va. VOR	Swiss INT,W.Va.	
Via N alter.	Via N alter.	3000
Swiss INT,W.Va. Via N alter.	Rainelle,W.Va.VOR Via N alter.	5500
Hollins,Va.VOR Via S alter.	Lynchburg,Va.VOR Via S alter.	5600

Section 610.6264 VOR Federal Airway 264
is amended to read in part:

FROM	TO	MEA
Los Angeles,Calif. VOR	*Ontario,Calif.VOR	4000

*8000 - MCA Ontario VOR, E-bound

Section 610.6298 VOR Federal Airway 298
is amended by adding:

FROM	TO	MEA
Casper,Wyo.VOR	Smithwick,S.D.VOR	8100
Smithwick,S.D.VOR	Winner,S.D.VOR	5200
Winner,S.D.VOR	Sioux Falls,S.D. VORTAC	4000

Section 610.6406 HAWAII VOR Federal Awy.6
is amended to read in part:

FROM	TO	MEA
Sweet Pea INT,TH	Halibut INT,TH E-bound	7000
	W-bound	6000
Halibut INT,TH	Marlin INT,TH NW-bound	7000
	SE-bound	6000

Section 610.6455 VOR Federal Airway 455 is added to read:

FROM	TO	MEA
New Orleans,La. VOR	Picayune,Miss.VOR	1400
Picayune,Miss. VOR	Hattiesburg,Miss. VOR	1700
Hattiesburg,Miss. VOR	Meridian,Miss. VORTAC	1800
Hattiesburg, Miss.VOR	*Rose Hill INT,Miss.	
Via W alter.	Via W alter.	1800
*3000 - MRA		
Rose Hill INT, Miss.	Meridian,Miss.VORTAC	
Via W alter.	Via W alter.	1800

Section 610.6462 VOR Federal Airway 462 is amended to delete:

FROM	TO	MEA
Houghton,Mich.VOR	Whitefish,Mich.VOR	3000
Whitefish,Mich. VOR	Sault Ste.Marie, Mich.VOR	2300

Section 610.6471 VOR Federal Airway 471 is added to read:

FROM	TO	MEA
Bangor,Me.VOR	Medford INT,Me.	2300
Medford INT,Me.	Millinocket,Me.VOR	2500
Millinocket,Me. VOR	Houlton,Me.VOR	1900

Section 610.6474 VOR Federal Airway 474 is added to read:

FROM	TO	MEA
Bellaire,Ohio VOR	Brownsville INT, Pa.	3000
Brownsville INT, Pa.	Indian Head,Pa.VOR	5000
Indian Head,Pa. VOR	Clearville INT,Pa.	5000
Clearville INT, Pa.	St.Thomas,Pa.VOR	4000
St.Thomas,Pa.VOR	Yorksprings INT, Pa.	4000
Yorksprings INT, Pa.	Lancaster,Pa.VOR	3000

Section 610.6602 VOR Federal Airway 1502 is amended to read in part:

FROM	TO	MEA
*Cardinal INT, Wis.	**Seaweed INT,Wis.	2000
*2700 - MCA Cardinal INT, W-bound		
**3500 - MRA		
Seaweed INT,Wis.	*Minnow INT,Mich.	2000
*2500 - MRA		

Section 610.6608 VOR Federal Airway 1508 is amended to read in part:

FROM	TO	MEA
Myton,Utah VOR	Yampa INT,Colo.	
	E-bound	13000
	W-bound	11000

Section 610.6614 VOR Federal Airway 1514 is amended to read in part:

FROM	TO	MEA
Harrisburg,Pa.VOR	Reinholds INT,Pa.	3000
*Delano INT, Utah	**Hanksville, Utah VOR	***16000
*16000 - MCA Delano INT,E-bound		
**11000 - MCA Hanksville VOR,W-bound		
***15000 - MOCA		

Section 610.6618 VOR Federal Airway 1518 is amended to read in part:

FROM	TO	MEA
Drake,Ariz.VOR	Perkins INT,Ariz.	8000
Perkins INT,Ariz.	Winslow,Ariz.VOR	10000

Section 610.6622 VOR Federal Airway 1522 is amended to read in part:

FROM	TO	MEA
Los Angeles,Calif. VOR	*Ontario,Calif.VOR	4000
*8000 - MCA Ontario VOR, E-bound		
Big Spring,Tex. VOR	*Loraine INT,Tex.	3800
*5800 - MRA		

Section 610.6629 VOR Federal Airway 1529 is amended to read in part:

FROM	TO	MEA
Casper,Wyo.VOR	Dickinson,N.D. VOR	*15000
*8000 - MOCA		

*Continuous navigation signal coverage does not exist over the entire route segment below 20000.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

NOTE: Destroy copy of ADF Procedure for Springfield, Ill.-Capital Airport, Procedure No. 1, Amdt. 6, Effective 16 April 1960, issued with Trans. Ltr. No. 60-9, which shows a transition from "Int R-209 SPI-VOR/or SW crs SPI-LFR & VLA-VOR R-312 (via crs 015°) to SW crs ILS (Final). This procedure being reissued.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
All directions		within 20 mi	1500	Surveillance approach			
→				T-dn	300-1	300-1	200-½
				C-dn-3,12,30	400-1	500-1	500-1½
				S-dn-3,12,30	400-1	400-1	400-1
				C-dn-17,35	500-1	500-1	500-1½
				S-dn-17,35	500-1	500-1	500-1
				C-dn-21	600-1	600-1	600-1½
				S-dn-21	600-1	600-1	600-1
				*C-dn	700-1½	700-1½	700-1½
				*A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW,
→ 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2200 straight ahead then proceed to Houston LFR or VOR or proceed as directed by Radar Control.
*Aircraft on any direct course to Houston VOR may descend to 750' MSL from 5 mi radar fix.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No Dated
★ Houston, Texas	International 50'	Houston Radar	1, Amdt 6, 30 Apr 60	5, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
HOU VOR	AAP MH	Direct	1800	T-dn	300-1	NA	NA
HOU LFR	AAP MH	Direct	1800	C-dn	600-1	NA	NA
Fairbanks Int	AAP MH	Direct	1800	A-dn	NA	NA	NA
Aroola Int	AAP MH	Direct	2100				
Rosenberg Int	AAP MH	Direct	1500				
Cypress Int	AAP MH	Direct	1500				
→ Radar Vectoring Position	AAP MH	Direct	1500				

→ Houston Radar terminal area transition altitude 1500' within 20 miles of Radar Site. Radar control will provide
→ 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius
→ of 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610'
→ structure 7 mi NE of airport.

Procedure turn West side of crs, 344 Outbnd, 164 Inbnd, 1500' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 164°-0.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.8 mi, turn right, climb to 2000' on crs of 270° from the AAP MH within 10 miles and contact HOU approach control for further clearance.
NOTES: No weather service. Unicom 24 hours 122.8 and 122.1.
Procedure NA for air carrier.
Runways 50' wide.
Private facility approved for public use.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Alief, Texas	Andrau Airpark 80'	MHW AAP	1, Amdt 1, 30 Apr 60	Orig, 12 Dec 59

Procedure CANCELLED, Effective upon publication in the Federal Register. Facility decommissioned.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ El Dorado, Ark	Goodwin Field 277'	RBN ELD	1, Amdt 3, 2 Aug 58	2, 20 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GRB VORTAC	XGB RBn	Direct	1900	T-dn	300-1	300-1	200-½
Pine Grove Int	XGB RBn	Direct	2900	C-dn	400-1	500-1	500-1½
Sherwood Int	XGB RBn	Direct	2600	S-dn	400-1	400-1	400-1
Int OSH R-045 & V-217	XGB RBn	Direct	2700	A-dn	800-2	800-2	800-2
Int OSH R-045 & V-450	XGB RBn	Direct	2900				

Procedure turn South side of crs, 238° Outbnd, 058° Inbnd, 1900' within 10 miles.
Minimum altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 058°-5.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, make left turn, climbing to 1900' and return to XGB RBn.

★Green Bay, Wisc — Austin-Straubel 694' — Fac. Class & Ident. MHW XGB — Procedure No. & Eff. Date 1, Orig, 30 Apr 60 — Sup. Amdt. No. Dated None

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HOU VOR	LOM	Direct	1200	T-dn	300-1	300-1	200-½
HOU LFR	LOM	Direct	1200	C-dn	400-1	500-1	500-1½
Fairbanks Int	LOM	Direct	1800	S-dn-3	400-1	400-1	400-1
→ Arcola Int	LOM (Final)	Direct	1100	A-dn	800-2	800-2	800-2
→ HOU FM	LOM	Direct	1600				
→ Radar vectoring position	LOM (Final)	036-5.0	1100				

→ Radar Terminal transition altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi
→ SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

→ Procedure turn S side SW crs, 216° Outbnd, 036° Inbnd, 1600' within 10 miles. Beyond 10 mi NA.
→ Minimum altitude over LOM on final approach crs, 1100'
Crs and distance, facility to airport, 036°-4.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, climb to 1600' on crs 036° within 20 miles or, when directed by ATC, turn left, climb to 1800'
on NW crs HOU LFR.

★Houston, Tex — International 50' — Fac. Class & Ident. LOM HO — Procedure No. & Eff. Date 1, Amdt 19, 30 Apr 60 — Sup. Amdt. No. Dated 18, 21 Feb 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Arcola Int	HOU LFR			T-dn	300-1	300-1	200-½
→ Houston VOR	HOU-LFR	Direct	1500	C-dn	400-1	500-1	500-1½
Houston FM	HOU-LFR	Direct	1200	*S-dn-30	400-1	400-1	400-1
Radar Vectoring Position	HOU LFR (Final)	Direct	1300	A-dn	800-2	800-2	800-2
		310-5.0	700				

→ Radar Terminal transition altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi.
→ SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.
Radar may be used to position aircraft for a final approach, within 5 miles of LFR, with elimination of a procedure turn.

Procedure turn E side SE crs, 130 Outbnd, 310 Inbnd, 1700 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 310-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi climb to 1800' on NW crs witnin 20 mi.or, when directed by ATC, turn right, climb to 1600' on
NE crs within 20 mi.
Major Change: Transition from Friendswood Int deleted.

*590' per minute descent required at 120 MPH.

★Houston, Tex — International 50' — Fac. Class & Ident. SBRAZ HOU — Procedure No. & Eff. Date 1, Amdt 19, 30 Apr 60 — Sup. Amdt. No. Dated 18, 6 Sept 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-22-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 030 Outbnd, 210 Inbnd, 1400 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 210-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 1400 on R-210 within 20 mi.

Major Change: Deletes transition from El Dorado RBn .

★El Dorado, Ark — Goodwin Field 277' — Fac. Class & Ident. BVOR ELD — Procedure No. & Eff. Date 1, Amdt 6, 30 Apr 60 — Sup. Amdt. No. Dated 5, 2 Aug 58

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Houston VOR	LOM	Direct	1200	T-dn	300-1	300-1	200-½
Houston LFR	LOM	direct	1200	C-dn	400-1	500-1	500-1½
→ Houston FM	LOM	direct	1600	S-dn-3	200-½	200-½	200-½
→ Arcola Int	LOM (Final)	Direct	1300	A-dn	600-2	600-2	600-2
Fairbanks Int	LOM	Direct	1800				
Radar Vectoring Position	LOM (Final)	Direct	1300				

→ Radar Terminal Transition Altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi
→ SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

→ Procedure turn S side SW crs, 216 Outbnd, 036 Inbnd, 1600 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1300
Altitude of G.S. and distance to appr end of rny at OM 1260-4.2, at MM 250-0.6
→ CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1600' on NE crs ILS within 20 mi or, when directed by ATC, (1) turn left, climb to 1800' on R-315 HOU VOR, or (2) turn left, climb to 2000' on R-282 HOU VOR, or (3) turn right, climb to 1500' on R-105 HOU VOR, or (4) turn right, climb to 2200' on R-171 HOU VOR all within 20 mi HOU VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houston, Tex	International 50'	ILS I-HOU	ILS-3, Amdt 19, 30 Apr 60	18, 21 Feb 59

Verdi Int	RNO RBn	Direct	9500	*T-dn	800-1½	800-1½	800-1½
Wadsworth FM	RNO RBn	Direct	9500	C-dn	1000-2	1000-2	1000-2
Steamboat Int**	RNO RBn	Direct	8500	#S-dn-16	1000-2	1000-2	1000-2 ←
RNO VOR	RNO RBn	Direct	8500	A-dn	1500-3	1500-3	1500-3
RNO LFR	RNO RBn	Direct	8500				

No procedure turn authorized. Descend to 8500' in a one-minute right turn pattern, 343° Outbnd, 163° Inbnd, within 10 miles north of RNO RBn. Not Authorized beyond 10 miles.
Minimum Altitude over RNO RBn on final approach crs, 8000'
→ Altitude of G.S. and distance to appr end of Rny at OM, ##6500'-5.8 mi; at MM/LFR, 5400'-2.3 mi
If visual contact not established at the MM/LFR,
climb straight ahead to 6000' on the S crs of the ILS within 5 miles, then reverse crs to the right, continue climb to 8000', shuttling on the N crs of the ILS between the RNO RBn and the MM/LFR, all turns to the East, or when directed by ATC, climb to 9000' on the S crs of the ILS within 15 miles of the MM/LFR, turn left and proceed to the RNO VOR at 9000'. Cross the Steamboat Int at or above 8000' when using the alternate missed approach procedure.
CAUTION: All provisions of this procedure must be strictly adhered to. Precipitous terrain all quadrants. Do not proceed beyond the MM/LFR on final approach unless landing is assured.
→ AIR CARRIER NOTE: Sliding scale not authorized.

*Authorized for Rwys 16, 34, and 25. All other runways require 1000-2.
**Steamboat Int: S crs ILS & R-191 RNO VOR.
#No approach lights or Glide Slope. All other components of ILS are required for this procedure.
→ ##6163' terrain between RNO RBn and OM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Reno, Nev.	Municipal 4411'	ILS RNO	ILS-16, Amdt 1, 1 Jan 60	Orig, 1 Jan 60

(29 March 1960)

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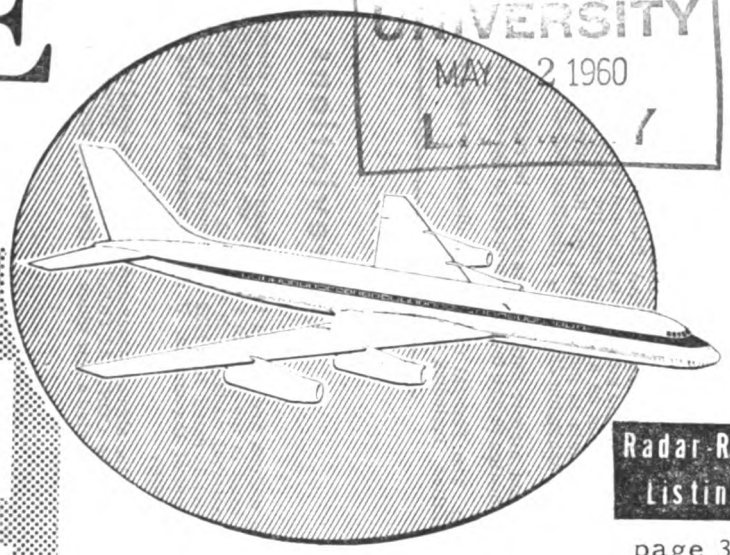
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APRIL 12, 1960

AIRMAN'S GUIDE

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special notices

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. See p. 116.

FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway	efctv	effective	nmi	nautical miles
aprx	approximate	emgcy	emergency	patn	pattern
avbl	available	eqpmt	equipment	rvr	river
brg	bearing	excp	except	svc	service
btn	between	extsn	extension	smi	statute miles
bcst	broadcast	extsv	extensive	tkof	take-off
char	characteristic	facil	facility	tmpry	temporary
combd	combined	flt	flight	trml	terminal
coml	commercial	inst	instrument	tsmt	transmit
comsn	commission	intsv	intensive		
comm	communication	intl	international		
constr	construction	int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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OLD PHONETIC ALPHABET

A	ABLE		J	JIG		S	SUGAR	
B	BAKER		K	KING		T	TARE	
C	CHARLIE		L	LOVE		U	UNCLE	
D	DOG		M	MIKE		V	VICTOR	
E	EASY		N	NAN		W	WILLIAM	
F	FOX		O	OBOE		X	XRAY	
G	GEORGE		P	PETER		Y	YOKE	
H	HOW		Q	QUEEN		Z	ZEBRA	
I	ITEM		R	ROGER				

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA		J	JULIETT		S	SIERRA	
B	BRAVO		K	KILO		T	TANGO	
C	CHARLIE		L	LIMA		U	UNIFORM	
D	DELTA		M	MIKE		V	VICTOR	
E	ECHO		N	NOVEMBER		W	WHISKEY	
F	FOXTROT		O	OSCAR		X	XRAY	
G	GOLF		P	PAPA		Y	YANKEE	
H	HOTEL		Q	QUEBEC		Z	ZULU	
I	INDIA		R	ROMEO				

ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAR). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
→ = New or revised data
■ = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . . Distantly controlled
DME . . . . . Distance Measuring Equipment
DMET . . . . . TACAN compatible DME
FM . . . . . VHF fan marker (100 watts)
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . . Instrument Landing System (voice on localizer channel)
J . . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM . . . . . VHF fan marker, low powered (5 watts)
LMM . . . . . Compass locator station when installed at middle marker site
LOM . . . . . Compass locator station when installed at outer marker site
MA . . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . . Range (loop radiators), power less than 50 watts
MM . . . . . VHF middle marker
MRA . . . . . Range (adcock, vertical radiators), power 50 watts or more, but less than 150 watts
MRL . . . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
RA . . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification.
7. Civil aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped civil aircraft entering a United States domestic control area from outside the United States will advise of availability of such equipment when making the first radio report to the United States air traffic control center by adding the word "transponder" to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. (Mesa Rica)	1190, 120.6, 125.3, 269.2, 301.4, 311.8, 317.6	ARSR	
Albuquerque-Kirtland AFB, N. Mex.	110.3, 121.1, 123.9, 124.3, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8 2758 2630	ASR-PAR BCN	
Atlanta, Ga.	124.1 327 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.18, 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore-Friendship Arpt., Md.	257, 281; 109.7, 119.3, 120.4, 243.0, 360.8, 381.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1194, 1203, 121.5, 124.4, 125.2, 243.0, 301.4, 324.7, 319.2, 132.3, 307.9, 3537, 1193, 3630, 3406, 1206, 124.5, 3792, 2504	ARSR BCN	
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 119.1, 126.5, 126.18, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo-Greater Buffalo Arpt., N. Y.	278, 120.5, 110.3, 119.8, 126.5 126.18, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 118.5, 119.8, 125.9, 126.18, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 123.7, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8, 385.4	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 327.1	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332;109.7, 118.1, 125.4, 119.0, 126.18 236.6, 2430, 3486, 3638, 3838, 1257, 1250	ASR BCN	Gds 122.6 mc.
Cincinnati-Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.18 243.0, 257.8, 323.8, 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1, 1244, 125.0, 125.2, 284.6	ARSR	
(Brecksville)	120.2, 124.3, 283.7, 317.7	ARSR	
Cleveland-Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.18, 275.1, 348.6, 275.1	ASR	
Columbus-Port Columbus Arpt., Ohio	278; 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	

FAA OPERATED RADAR UNITS

(12 April 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas-Loye Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.18, 134.1, 136.8, 137.88 139.32, 142.02; 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486, 3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts.
Denver, Colo.	118;9, 119.3, 124.1, 125.0, 243.0, 126.6 301.4, 319.2, 324.7, 379.9, 285.5	ARSR&BCN	
Denver-Stapleton Fld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124.8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 126.1, 126.4, 243.0 363.0, 269.2, 2696, 3014, 3104, 317.5, 319.9, 3356, 3438, 351.9, 360.7 354.1	ARSR	
Detroit-Willow Run Arpt., Mich.	332;109.5, 118.4, 121.3, 123.7, 124.9, 14274, 243.0, 257.8, 263.0, 290.3, 355.8, 2854	ASR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 260.7, 270.6 275.8, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209, 1194, 1255, 1203, 3606, 3232, 3791, 3537	ARSR	
Ft Worth-Carter Fld., Texas	317;109.5, 118.1, 118.9, 123.9, 126.18, 2706 263.6, 2430, 2578, 2630, 3079, 3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265, 1239, 2430, 2846, 3014, 3072, 3230	ARSR	Arr. Ctl unavbl.
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Arpt., Texas	278;109.9, 118.1, 118.3, 118.7, 123.7, 126.18, 257.8, 284.6, 290.3, 312.6, 348.6	ASR	
Indianapolis, Ind.	1208, 5119.3, 120.1, 125.3, 312.6, 319.8, 2694	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.3, 118.1, 119.9, 121.3, 126.18, 243.0, 257.8, 355.8, 284.6, 290.3, 121.1, 348.6	ASR	
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6	ASR	
Kansas City, Mo.	1189, 123.6, 1197, 125.1, 317.5, 335.6, 326.2, 381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.18, 243.0, 250.4, 257.8, 269.2, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville-McGhee Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 123.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 3608	ASR	
Lake Charles-Chennault AFB, La.	119.1, 119.3, 126.18, 134.1, 136.8, 3414 137.88, 142.02, 236.6, 243.0, 225.4, 270.6, 2758, 2894, 3358, 3638, 3794, 3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1, 1198 3382	ASR	Dprt ctl unavbl.
Los Angeles Intl Arpt., Calif.	109.9, 124.8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville-Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.18, 243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Arpt., Tenn.	278, 371;109.9, 118.3, 119.1, 1197, 12618, 2430, 2578, 291.6, 3406, 3486	ASR	
Miami, Florida	1189, 1203, 124.7, 1250, 1254, 1258, 291.6, 301.4, 311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt., Fla.	1181, 118.3, 1197, 121.6, 1237, 126.18, 263.0, 1239, 2430, 250.2, 257.8, 3386, 3486	ASR	
Milwaukee-General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 124.1, 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203, 124.7, 1255, 301.4, 3192, 324.7, 343.6	ARSR	
Minneapolis-St. Paul Intnl Arpt., Minn.	266, 278, 1103, 1173, 1187, 1193, 1145, 126.18 2430, 2578, 2630, 2908, 3054, 3382, 3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3, 118.5, 123.7, 125.7, 126.18 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1, 136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4, 12618	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville-Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.18, 243.0 257.8, 348.6, 383.8 284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.18, 257.8	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB lclzr 1093mc
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9 3238, 301.4	ARSR	
New Orleans-Moisant Intnl Arpt., La.	278;109.9, 118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6 1255, 284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 120.8, 120.9, 123.6, 124.1, 124.7, 125.1, 1253, 1254, 125.5, 125.6, 1259, 132 3, 13788, 2430, 2854, 3014, 3063, 3104, 355.8, 363.1, 381.6 1332	ARSR BCN	
" (Palermo, N. J.)	126.8, 118.8	ARSR	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362, 1099, 1265, 1187, 1189, 1204, 1257, 2430, 2630, 274.3, 3814, 1213	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1252, 118.5, 119.9, 120.7, 124.1, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 348.6, 124.2, 342.2	ARSR	Does not guard 120.7 & 135.0 mcs.
Norfolk Arpt., Va.	281, 1168, 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2, 135.0.mc
Oakland, Calif.	120.4, 123.8, 1242, 124.6, 1258, 2430 1251.5, 3792 2712, 2917, 3014, 3134, 3356, 3799, 3854	ARSR	
Oakland Arpt., Calif.	341, ;109.9, 118.1, 118.3, 119.3, 128.9, 126.18, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.18, 134.1 1368, 13788, 142.02, 236.6, 243.0, 2554, 263.0, 2706, 2894, 3054, 3358, 3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 121.1, 137.88, 243.0, 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 132.3, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8, 3606, 3623, 1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	117.2, 119.0, 123.9, 13 2.3, 134.1, 134.64, 1368, 137.88, 14202, 14364, 2430, 2636, 2708, 2894, 2996, 3068, 3108, 3148, 3188, 3220 3556, 3284.		Does not gd 3023.5kc; 117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	278;109.3124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona	124.5, 125.4, 126.6, 275.1, 279.6, 2837 1237, 2430 1264, 301.4, 2696, 1198, 121.5, 2690, 2502	ARSR	

FAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 121.1, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR	
Portland Intl Arpt.,	278;109.9, 118.1, 124.9, 126.18, 2903, 119.8, 2430 284.6, 3054, 3486, 2504	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 132.3, 126.18, 1208 121.2, 1199	ASR BCN	Does not gd 3023.5kc; gds 122.5mc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 3177	ARSR	Gds 122.5 mc. Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 138.42, 142.02, 243.0, 270.6, 263.0, 289.4, 335.8, 363.8, 252.6.	BCN	Arr & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, 307.2, 319.2 121.0 3438	ARSR & BCN	Arr. ctl unavbl.
St. Louis-Lambert Fld., Mo.	278; 103, 117.4, 118, 1185, 1199, 12618 257.8, 342.2, 3382, 3486, 3606, 379, 121.1	ASR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206 123.6, 2430, 2692, 2783	ARSR & BCN	Arr. ctl unavbl.
Salt Lake City Arpt., Utah	278; 116.8, 109.5, 118.3, 119.5, 12019, 2502 126.18, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex.	118.2, 119.7, 120.5, 291.7, 335.6, 3681, 319.8, 121.2, 278.3, 285.4, 322.5	ARSR BCN	Arrival Ctl unavbl
San Antonio Arpt., Texas	278; 109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	1197, 1249, 1253, 126.18, 1323, 13788, 1257, 2430, 2636, 3004, 3044, 3074, 3172, 3638, TSpt only: 134.1, 1346, 143.64, 2662, 142.02, 2706, 2894, 313.2, 3140, 3204, 3252, 3480, 3556, 3636, 3820, 385.2, 354.8	ASR-BCN	Gds 122.1mc. Does not gd 3023.5kc ASR apchs avbl mil acft rnwy 24R; Lindbergh; N.Island NAS; Brown NAS, Ream NAS Flds.
San Francisco Arpt., Calif.	379; 109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201; 120.1, 121.3, 123.7, 132.3, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.18, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc
Seattle Wash.	120.3, 121.2, 124.6 125.1, 243.0, 283.7. 1206 301.4 317.6 319.2 311.8 2855 2904 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash.	323; 110.3, 118.5, 1195, 1259, 3486. 126.18, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34
Sherman-Perrin AFB, Tex.	109.6; 135.0, 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd 135.0 mc.
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 2692, 2751, 2916, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0; 270.6 262.5, 289.4, 294.8, 301.4, 3358, 3638 Req: 236.6, 275.8, , 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 14202, 236.6, 243.0, 269.6, 237.5 2706, 2758, 2894, 323.2, 3358, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 3023.5 kc.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4
Tucson-Davis Monthan AFB. Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB. Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 3063 126.6, 3822	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.18, 134.1, 225.4, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	119.7, 120.3, 120.5, 124.0, 124.4, 123.9, 132.3, 137.88, 3182, 3539, 362.3, 378.8, 385.4, 243.0	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278; 109.9, 118.1, 118.3, 119.1, 125.1, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332; 109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	284; 119.5, 124.2, 124.6, 126.18, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	

LOCATION	Tower (MC)	Ground (MC)	Approach (MC)	Range (Statute)	Tower (MC)	Ground (Statute)	Tower (MC)	REMARKS
ALABAMA: Birmingham (L/C)	119.3	BHM	339	52	0.62	375 BHM	0.2	400 BH	BC-unusable
Mobile-Bates Fld (L/C)	108.6	MOB	333.8	135	0.62	375 MOB	0.2	400 MO	BC-unusable

INSTRUMENT LANDING SYSTEMS

(12 April 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter- * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile-Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery-Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock-Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Meadows Fld	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.7	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International(Rnwy 25R)(L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey-Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland-Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco (L7)	109.5	SFO	332.6	281	0.66	379 FO	6.4	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the LMM ident
Denver-Stapleton Fld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington-New Castle Co. (L7)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee-Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	308 TL	4.7	375 AT	DME
Augusta-Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran Fld (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah-Travis Fld (L7)	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	97	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with MIX ILS only.
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	
Chicago-O'Hare Intl . Rnwy 14L	110.1	OHA	334.4		0.72		6.7	368 OH	
Moline-Quad City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.51	341 IN	DME
South Bend-St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	233 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	243 LEX	LOM is HW facil
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	219 CH	6.29	227 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland (L7)	110.3	PWM	335	112	0.66	326 WM	6.2	391 PW	BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. *& — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore-Friendship Intl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intnl (Rnwy 4)	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.71	219 ST	DME
MONTANA: Billings-Logan (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno	109.3	RNO			2.6	254 NO	6.4	215 RN	LMM is LFR. LOM lctd 12.5 smi.
NEW JERSEY: Atlantic City, Pomona (NAFEC)(L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	All day Sun, MM,OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lclzr,glide slope monitored auto shutdown 2400-0800Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lclzr, glide slope, DME monitored auto shutdown- 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM,OM & MM unmonitored 2400-0 700.
New York-International (Idlewild)(L7) Rnwy 4R	109.5	IDL	332.6	42	0.86	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy22R	110.9	IWY	330.8	223	0.64		5.5		rnwy 4R or 22R. Simultaneous opern not avbl.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock Fld (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington-New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 IL	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L7)	109.5	EUG	332.6	158	0.71		4.31	379 EU	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(12 April 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq /Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable
Harrisburg-State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
Spartanburg					0.7	209 PA	5.08	287 SP	
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls-Foss Fld. (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW unusable above 6000'. Lclzr/glide slope
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville-Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.67		4.68	338 TDW	LOM is Tradewind MHW facil
Austin-Mueller (L7)	109.5	AUS	332.6	305	0.80		5.5	338 AU	
Beaumont-Jefferson Co. (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love Fld (L7)	110.3	DAL	335	127	0.72	311 AL	4.61	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.7	SAT	333.3	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun	109.7	SPS	333.2		0.64	254 PS		296 SPS	LOM is HW facil.
UTAH: Salt Lake City Arpt #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	64	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk (L7)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.06	224 SE	BC-unusable
Spokane-Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima (L7)	110.1	YKM	334.4	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling-Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison-Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell Fld (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	M-BVOR-DTV	ANB	116.2V;120.7,243.0,255.4,272.7	(3)-30235 req.#	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-30235req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 124.9, 305.4, 385.6, 124.5, 3198	(2), #	
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;120.7,243.0,255.4 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2V;120.7,243.0,255.4,272.7	(3), #	FSS-Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-30235,#	
(1)Huntsville	M-BVOR	HSV	112.3;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3V;120.7,243.0,255.4,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates	C(g)		385;118.3,126.18,257.8,243.0,348.6	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108.4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 ,272.7	(3)-30235req,#	DME
" Dannelly	C(g)		278;119.7, 126.18,243.0,257.8,348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N
" " "	CM		362		180 A 266 N
Mt. Meigs	MHW	IGS	385		
(1) Muscle Shoals	L-BVOR-DTV	MSL	1096;V;255.4, 243.0 120.7 ,272.7	(3)-30235,req,#	
Ozark-Cairns AAF	MHVT	OKB	410		
" "	MRLWZ	OZR	212		60 A 114 N 240 A 294 N
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 127.4 /1225,2344,2410,2482,2218		Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MH	ITS	407		
Selma, Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-18
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-30235req,#	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3V;120.7,243.0,255.4,272.7	(3)-30235req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9V;243.0,255.4,120.7,272.7	(3)-30235,#	DME FSS-Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	114.8V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ;120.7, 272.7	(3)-3023.5req,#	
(3)Drake	M-VORW	DRK	113.1		
Ft. Huachuca-Libby AAF	HW	FHU	410		
	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-30235,req,#	67 N 166 A 262 N 346 A
(1)Gila Bend	M-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 243.0		DME
" Sky Harbor	AC(g)		278;118.1,118.7,120.2,126.18,257.8,348.6,353.8	(2), #	
"	Center		120.1,120.85, 243.0, 125.0,123.95 # 317.7,275.1,285.4,319.2 121.25,124.5,269.6,300.7,290.3 126.0,126.6,126.4,125.4,123.7,279.6,283.7,301.4,271.2,281.5,269.0,119.8,250.2		
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7 243.0,272.7	(3)-30235,req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVOR-DTV	SJN	112.3V;120.7,243.0,255.4,272.7	(3)-30235prior req,#	FSS-Zuni, NMex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Arpt	C(g)		371;118.3,243.0,257.8,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVOR	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ; 119.1, 126.18, 243.0, 382.8, 340.2, 360.2	(2), #	
ARKANSAS					
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7 ,272.7	(3)-30235, req,#	DME
"	BMH	ELD	368		
(1)Fayetteville	M-BVOR-DTV	FYV	114.9V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req,#	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Arpt	AC(g)		269;118.3,126.18,257.8,243.0,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V_m= 122.2, 126.7, 135.0, 135.9 mc transmitted. #= Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) =3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVOR	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1) Walnut Ridge	M-BVOR-DTV	ARG	1128V1207,2430,2554,272.7	(3)-3023.5 req #	DME
CALIFORNIA					
(1) Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3), #	
Arcata	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1) Avenal	M-BVOR-DTV	AVE	117;V2430,2554,1207,272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g)		278;118.1,126.1,8,243.0,257.8,1237,2696,3486	(2), #	
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6, 118.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.18, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Arpt	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1) Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272;120.7, 272.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 1207, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	68 A 165 N 248 A 345 N
(1) El Centro	M-BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1) Fillmore	M-BVOR-DTV	FIM	1125V1207,2430,2554	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4, 120.7 , 272.7	(3), #	61 A 160 N 241 A 321 N
(1) Ft. Jones	M-VORW	FJS	114.3		
(1) Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4, 120.7 272.7, 2430	(3)-30235 req #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7 272.7	(3), #	75 A 135 N 255 A 315 N
(1) "	M-BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0,121.1,257,348.6,317.7	(2), #	
Fullerton Arpt	C(g.7)		212;119.1, 243.0, 257.8, 348.6	#, 122.5	(0700-2300)
(1) Gaviota	M-BVOR-DTV	GVO	112.3V1207,2430,2554,272.7	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
(3) Goffs	M-VORW	GFS	114.4		
(1) Gorman	L-BVORTAC-DTV	GMN	1090V2430,2554,1207,272.7	(3), #	FSS-Bakersfield
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Arpt	C		219;118.9,126.18,137.88,236.6,2430,295.4	(2), #	
(3) Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(3) "	M-VORW	JLI	114.0		
(1) Lake Hughes	L-VORW	LHS	108.4		
(1) Linden	M-BVOR-DTV	LIN	1155V2430,2554,1207,272.7	(3)-30235 req #	FSS-Stockton
Lompoc-Vandenburg (A)	HW	VBG	524		
Long Beach, FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 119.8, 243.0, 257.8, 348.6, 379.1, 3382	(1), 122.6, #	
"	VHF/DF		Gds: 118.9, 119.3, 119.5, 122.1, 120.5, 121.1, 122.5, 126.18, 143.64 122.6, 122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) "	H-*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;124.8,118.9, 119.3, 121.1,2430,1185,324.7,2630,291 6,3486,2690,3070	(1), #, 122.7	
"	Center IFF bcn		119.9, 120.0, 124.0, 124.1, 3079, 124.95 1190,2751,3539,1245, 125.1, 125.9, 301.4, 126.4, 1239, 125.2 379.2 285.5, 290.8 3104, 125.6 124.3, 306.3, 3801, 243.0, 311.8, 318.2, 323.2, 124.4, 125.4, 121.0, 1266 385.6 3238, 381.6, 3607, 3623, 354.1, 340.6, 352.0 119.6, 120.6, 124.2, 124.6 120.8 121.2 1204 300.7	# 3535 2694 2783.2 81.4 2856	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr) VHF/DF		Gds: 1189, 1193, 1195, 1203, 121.1, 122.1, 1225, 1227, 1248, 126.18, 1359		
(1) Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305V2430,255.4,1207,272.7	(3), #	
(1) Maxwell	L-BVOR-DTV	MXW	1125V1207,2430,2554,272.7	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
	CM		1189	122.5	
Montague	BH-DTV	SIY	388 V2430,2554,1207,272.7	(3), #	
(3) Monterey	M-VORW	MRY	114.0		
" NAAS	MHZ	NSU	356		Cont excp VFR on req
" Peninsula	CM		356;119.9	(1), #	Apch ctl avbl
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
Napa	M-BVOR-DTV	APC	1103V1207,2430,2554	(3), #	FSS-Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	H*BVORTAC	OAK	116.8		DME
"	AC(g.7)		341,118.1,1183,1193,1239, 1261S, 2504,2578,2692,2743,3054,3791	(1), #, 122.6	
"	Center		119.7, 120.3, 1204, 285.4, 343.8, 285.5,378.5,281.5, 380.3, 250.2, 290.8, 350.2, 385.4, 360.8, 291.7, 120.8, 125.7, 312.9, 313.4, 271.2, 125.0, 124.3, 1194, 126.0, 126.5, 243.0, 301.4, 317.5, 121.2, 124.2, 125.5, 300.7, 290.4, 363.0, 353.8, 119.2, 120.4, 326.2, 335.6, 125.6, 355.8, 123.8, 124.6, 125.9, 322.5, 125.8, 126.4, 124.1, 120.2, 124.0, 126.6, 118.8 125.5, 3792	#	1182 1258, 12555
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.18, 126.7		
"	UHF/DF		Gds: 243.0, 2504, 257.8, 2692, 274.3, 3054		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	H53;V2430,2554,1207,272.7	(3)-30235,req.#	FSS- San Deigo
(1) Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 1207, 272.7	(3), #	DME
" Intnl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
(1) "	L-VORW	OXR	108.2		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 1207, 272.7	(3)-3023.5,req.#	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
" Arpt	C(g)		1205, 12618, 2430, 2578, 3486	122.5, #	Official Business Only
(1) Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7, 272.7	(3)-30235,req.#	DME
Pt. Mugu NAS	HW	NTD	532; 391; 118.5, 126.18	(2)	
(1) Point Reyes	M-VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3) Rice	H-VORW	RCE	117.7		
Richmond (A)	MHWZ	RMN	265		Unmonitored
Riverside (S)	L-VORW	RAL	111.4		
Riverside FSS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7, 272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 115 N 202 A 295 N
(1) "	H-BVORTAC	SAC	115.2		DME
"	C(g)		260; 119.5, 126.18, 243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1) Salinas	M-BVOR-DTV	SNS	1173;V;1207, 2430, 2554, 2727	(3)-30235 prior req.#	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1) San Diego-Lindbergh	L-VOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	57 A 145 N 263 A 319 N
(1) "	H-BVOR	DEG	114.5		
" Lindbergh	C(g)		278, 183, 126.18, 2578, 3486, 2430, 363.1	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NK1	239		
San Francisco " Arpt	AC(g)		379, 1185, 124.8, 1205, 120.9, 126.18, 2430, 2630, 2694, 2846, 2903, 307.2	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds: 1185, 1248, 1205, 1209, 1227, 126.18, req: 1201, 120.3, 122, 1267, 1359		
San Francisco Gap	MHWZ	SFG	332		
(1) San Jose	L-VOR	SJC	108.2		
" " Arpt	C(g.7)		227; 119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 1201, 121.3, 1237, 1225, 132.3, 1368 (req 100-155)		
" " "	UHF/DF		Gds: 1201, 121.3, 1237, 122.5, 132.3, 1368 (req 225.0-399.9)		
(1) San Luis Obispo	M-BVOR-DTV	SBP	112.4V1207, 2430, 2554, 272.7	(3)-30235,req.#	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C		290; 121.3, 2430, 2578, 3486 1218	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410; 126.18, 233.8, 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 1207 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	H-BVORTAC	SBA	114.9		DME
(1) Santa Catalina	L-BVOR-DTV	SXC	111.6V2430, 2554, 1207	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" "	C(g)		201; 120.3, 126.18, 243.0, 2578	(1), #, 122.6	(0700-2300)
Sausalito	L-VORW	SAU	110.4		
Stockton	BMRLZ-DTV	SCK	212V243.0, 2554, 1207, 272.7	(3)-30235,req.#	65 A 147 N 245 A 327 N
(1) "	H-BVOR	SCK	116.0		
"	C(g)		299, 1187, 12618, 2430, 2578, 3486	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	M-BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance	CI		221; 118.1	(2), #	10-sunset wkdays 09-Sat, Sun, hol days
(3) Twenty Nine Palms	M-VORW	TNP	114.2		
(1) Ukiah	M-BVOR-TVBJ	UKI	112.3;V;243.0, 255.4; 120.7, 278, 272.7	(3), #	DME
Van Nuys " "	C(g)		227, 1201, 12618, 2430, 258.8, 2758	(2), #	(0600-2200)
	UHF/DF		Gds: 243.0, 257.8, 275.8		(0600-2200)
Victorville, Geo. AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams FSS-Marysville	SBMRAZ-DTV	ILA	326V2430, 2554, 1207, 2727	(3), #	75 A 156 N 266 A 354 N
(1) "	M-BVORTAC	ILA	114.4;		DME FSS Oakland
(1) Woodside	L-BVOR-DTV	OSI	111.4V243.0, 2554, 1207	(3), #	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1) Alamosa	M-BVOR-DTV	ALS	113.9, 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req	FSS-Trinidad
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215, 118.5, 119.9, 120.2, 126.18, 243.0, 257.8, 274.3, 348.6, 275.1	(2), #	
" "	VHF/DF		Gds: 118.5, 119.9, 120.2, 122.1, 122.5, 125.9, 126.18, 126.6, 126.7		
Denver	SBMRAZ-DTXV	DEN	379; V: 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	59 N 168 A 239 N 335 A
(1) "	M-BVOR	DEN	116.3		DME
" Stapleton	AC(g)		118.3, 119.5, 124.8, 120.5, 126.18, 137.88, 243.0, 257.8, 307.0, 343.6, 348.6, 363.8	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 250.2, 124.6, 124.7, 125.1, 125.6, 125.9, 126.6, 126.4, [redacted], 124.1, 269.6, 243.0, 290.8, 326.2, 281.4, 281.5, 285.4, 300.7, 301.4, 307.9, 319.2, 379.1, 324.7, 338.2, 120.8, 126.5, 322.5, 123.8, 125.0, 353.7, 278.3	# 126.5 338.2, 285.6, 285.5	
"	VHF/DF		Gds: 118.1 118.3, 119.3 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
(1) Dove Creek	M-BVOR-DTV	DVC	114.4; V: 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req	FSS-Farmington, NM
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V; 243.0, 255.4; 391; 120.7	(3)-3023.5 req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1) Gill	M-BVOR-DTV	GLL	112.5; V: 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req	FSS-Denver
(1) Grand Junction	H-BVOR-DTVBJ	GJT	112.4; V; 243.0, 255.4, 278; 120.7, 272.7	(3)-3023.5 prior req., #	DME
(1) Gunnison	L-BVOR-DTV	GUC	114.9; V: 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req	FSS Grand Jct
Hanover	MHW	HNR	356		
(3) Hugo	M-VORW	HGO	108.4		
(1) Kiowa FSS-Denver	M-BVOR-DTV	IOC	114.2; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1) Kremmling FSS-Eagle	M-BVOR-DTVBJ	RLG	113.8; V; 243.0, 255.4; 391; 120.7	(3)-3023.5 req, #	
(1) Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	DME
(1) Meeker	M-BVOR-DTV	EKR	115.7; V: 120.7, 243.0, 255.4	(3)-3023.5 req, #	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V; 243.0, 255.4, 120.7, 272.7	(3), #	80 A 165 N 260 A 330 N
(1) "	M-BVOR-TAC	PUB	116.7		
Arpt	AC(g)		396; 119.1, 126.18, 243.0, 257.8	(2), #	
(3) Thurman	M-VORW	TXC	112.9		
(1) Tobe	M-BVOR-DTV	TBE	113.4; V: 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Arpt	C(g)		203; 120.9, 257.8, 243.0	(2), #	
E. Hartford Rentschler	CI(g)		254; 121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford FSS-Windsor Locks	SBMRAZ-DTV	HFD	329; V: 243.0, 255.4, 120.7, 272.7	(3), #	64 A 143 N 244 A 323 N
(1) "	L-BVOR	HFD	111.4		
(3) New Haven (P)	L-VOR	HVN	111.2		
(1) Norwich	L-BVORTAC-DTV	ORW	109.8; V: 243.0, 255.4, 120.7	(3), #	DME FSS Providence, RI
(1) Putnam	M-BVORTAC-DTV	PUT	113.8; V: 120.7, 255.4	(3), #	FSS-Worcester, Mass
(1) Wilton FSS-Idlewild	M-BVOR-DTXV	ILT	113.6; V; 255.4, 120.7, 243.0	(3)-3023.5, #	DME
CONNECTICUT					
Windsor Locks-Bradley Fld	AC(g)		284; 119.5, 124.2, 126.18, 263.0, 243.0, 275.8	124.6, 323.2, 385.4 (2), #	
	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(1) Kenton FSS Milville, NJ	H-BVORTACDTV	ENO	114.8; V: 243.0, 255.4, 120.7, 272.7	(3), #	DME
New Castle	MRLWZ	ILG	350		19 A 109 N
(1) " FSS-N.Phila, Pa	L-BVORTAC-DTV	EWT	112.4; V: 120.7, 243.0, 255.4, 272.7	(3), #	199 A 289 N
Wilmington, New Castle Co.	AC(g)		278; 324.7, 121.1, 126.18, 136.8, 243.0, 257.8, 305.4, 275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332; V: 255.4, 120.7, 272.7	(3), #	18 A 140 N 214 A 309 N
	Trans wea bcst 332 (Wash., D.C.)				
" Georgetown	MHW	GTN	323		
(1) "	L-VOR	DCA	112.3		
"National Arpt	AC(g)		278; 118.1, 118.3, 119.1, 125.1, 126.5, 134.64, 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	VHF/DF(Cntr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
"	Center		119.2, 119.7, 120.5, 124.5, 123.9, 124.0, 124.4, 132.3, 125.6, 119.6, 124.7, 137.88, 243.0, 301.4, 271.2, 323.8, 353.7, 279.6, 318.2, 353.9, 124.3, 120.8, 385.6, 326.2, 378.8, 385.4, 120.2, 126.4, 119.4, 269.2, 363.0	# Call Washington Center	
" " "	VHF/DF(twr)		Gds: 118.1, 118.3, 119.1, 123.9, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1; V: 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350; V; 243.0, 255.4, 120.7, 272.7	(3), #	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 126.8, 137.88, 136.8, 134.1)		
"	UHF/DF		Gds: 243.0, 255.4, 272.7, 305.4, (Req: 363.8, 301.4, 279.6, 350.2, 236.5, 385.4)		
Cross City	SBMRAZ-DTV	CTY	269; V: 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	33 A 125 N 213 A 316 N
(1) "	M-BVOR	CTY	112.0		
Daytona Beach	SBMLZ-DTV	DAB	284; V: 243.0, 255.4, 120.7, 272.7	(3), #	17 A 102 N 197 A 282 N
(1) "	M-BVOR	DAB	112.5		DME
" Arpt	AC(g)		353; 119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island (N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C		272; 121.3	(2), #	
Ft. Myers	BH-DTV	FMY	341; V: 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville FSS-Cross City	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7, 272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 2578, 2504, 2692, 3486, 124.9, 317.7	(2), #	
	Center		118.7, 124.3, 124.7, 243.0, 284.6, 322.5, 275.1, 1238, 1200, 1190, 318.2, 3238, 1255, 381.4, 1236, 3788, 2694, 3535, 2904, 291.7, 2690, 1188, 301.4, 317.5, 3632, 1260, 124.0, 124.6, 1198, 353.8, 2696, 120.1, 283.7, 1208, 2743	#	1204, 307.2
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.18, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-1	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332;V;207, 243.0, 255.4, 272.7	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" Arpt NAS	CM		350, 187, 126.18, 132.3, 263.6, 305.2	(2), #	
(1)LaBelle	M-BVOR-DTV	LEL	112.9;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Ft Meyers
(1)Lakeland	H-BVOR-DTV	LAL	116.0;V;255.4, 120.7, 272.7	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7	(3)-30235 req, #	69 A 159 N 249 A 343 N
" Patrick AFB	CM		118.4, 137.88	#, 122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7, 272.7	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 123.7, 121.6, 338.6, 123.9, 263.0, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.9, 124.0, 124.1, 281.5, 278.3, 124.2, 124.5, 124.7, 125.0, 125.1, 125.2, 125.6, 125.8, 125.9, 243.0, 281.4, 269.0, 269.6, 275.1, 271.2, 285.4, 285.6, 291.6, 301.4, 311.8, 340.6, 351.9, 355.8, 360.3, 285.5, 319.9	#	
"	VHF/DF (Twr)		Gds: 118.1, 118.3, 119.7, 122.7, 123.7, 123.9, 126.18		
" Tamiami	C(g.7)		209;121.1	122.6, #	(0600-2200)
Milton, Whiting N, Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Cross City	M-BVORTAC-DTV	OCF	112.8;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1)Orlando	H-BVOR-DTV	ORL	112.2;V;207, 243.0, 255.4, 272.7	(3)-30235 req	DME
" Arpt	AC(g)		278, 118.7, 126.18, 243.0, 290.8, 257.8, 119.4, 348.6	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVOR-DTV	PHK	112.4;V;207, 255.4, 272.7	(3), #	FSS-W.Palm Beach
Panama City, Tyndall AFB	SMRAZ	PAM	275	(2)	41 A 131 N 221 A 311 N
" " "	HW	AAN	396		
" " "	M-VORW	PAM	112.4		
	CM		275; 119.1	122.5, #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	78 A 161 N 232 A 341 N
" Arpt	C(g)		305, 119.9, 126.18, 243.0, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VOR	NUN	117.2		
"	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" "	MHW	NUN	293		
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVOR-DTV	PIE	116.4;V;255.4, 120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intn'l	C(g.7)		317;118.3, 257.8, 348.6, 243.0	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272, 120.1, 257.8, 243.0, 348.6	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	10 A 117 N 190 A 267 N
(1) "	M-BVORTAC	TLH	117.5		DME
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6, 118.1, 318.2	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N 236 A 316 N
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;207, 243.0, 255.4, 272.7	(3)-30235 req, #	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4, 120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intnl	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6, 318.2, 118.0	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson,S.C	L-BVOR-DTV	AHN	109.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 1237 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118.1, 119.1, 119.3, 122.7, 125.7, 126.18, 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		119.2, 118.9, 120.3, 120.9, 119.2, 250.2, 290.3, 324.7, 281.4, 343.8, 379.2, 360.7, 319.9, 300.7, 285.6, 125.5, 250.4, 243.0, 307.9, 1208 124.2, 125.4, 120.0, 123.8, 301.4, 311.8, 353.8, 269.6, 278.3, 125.2, 119.6, 125.8, 124.9, 353.7, 360.6, 120.6, 317.6, 118.8, 126.4, 124.1, 126.5, 121.0, 3262	#	1250, 3356, 1208
" Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382; V; 207, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	60 A 143 N 240 A 323 N
" "	HW	NEA	275		
(1) Columbus	H-BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Muscogee Co.	AC(g)		287; 125.3, 257.8	(2), #	
Doles (A)	MHW	DLE	400		
Hinesville-Ft. Stewart	MHW	HIN	407		
(1) La Grange	M-BVOR-DTV	LGC	115.6; V; 243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	24 A 146 N 204 A 324 N
(1) "	L-BVOR TAC	MCN	110.8		DME
" Cochran Fld	AC(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2)-3023.5, #	
(1) McDonough	M-BVOR-DTV	MDU	113.6; V; 207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1) Norcross FSS-Atlanta	M-BVOR-DTV	OCR	116.6; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	52 A 142 N 232 A 322 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278, 119.1, 126.18, 257.8, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1) Toccoa	L-BVOR-DTV	TOC	109.8; V; 207, 243.0, 255.4, 272.7	(3), #	FSS-Anderson S.C.
(1) Valdosta	M-BVOR-DTV	VLD	113.7; V; 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1) Vienna	M-BVOR-DTV	VNA	116.1; V; 207, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26A 121 N 206 A 290 N
(1) "	H-BVORTAC	BOI	113.3		DME
Boise Air Term.	AC(g.7)		278; 118.5, 126.18, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 305.4, 348.6		
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		DME
Gooding	BH-DTV	GNG	215; V; 255.4, 120.7	(3), #	FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7, 272.7	(3), #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N 270 A 331 N
(1) "	H-BVOR	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MLP	206; V; 243.0, 255.4, 120.7	(3)-30235 #	.5 A 95 N 185 A 275 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N 236 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1) Twin Falls	M-BVOR	TWF	115.8		Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	50 A 144 N 230 A 324 N
" "	L-VOR	BLV	112.2		
" "	MHZ	BVX	362		
(3) Bible Grove	L-VORW	BIB	109.0		
(1) Bradford	M-BVOR	BDF	114.7 (122.1 ctld Peoria CS/T)		DME
(3) Centralia	M-VORW	ENL	108.8		
(1) Champaign	L-BVOR-DTV	CMI	1100, 122.2, 243.0, 126.7, 255.4, 272.7 #, 122.1		
" University of Ill.	AC(g)		233; 118.9, 119.8, 257.8, 243.0 #, 122.5		
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350; V; 207, 243.0, 255.4, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C(g)		206, 121.3, 257.8, 243.0	(2), #	(0600-2200)
"Midway	AC(g.7)		278, 118.4, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8, 119.2	(1), #, 122.7	
" "	VHF/DF(twr)		Gds: 118.4, 118.7, 119.5, 122.7, 123.7, 126.18, 119.9 (req 121.3, 126.7, 135.9, 126.5)		
"	Center		119.7, 120.2, 120.5, 120.9, 123.6, 124.2, 124.5, 118.2, 124.3, 124.7, 125.1, 120.6, 285.6, 124.6, 121.2, 126.5, 243.0, 250.2, 119.4, 301.4, 300.7, 307.2, 323.2, 124.0, 285.5, 318.2, 378.8, 290.8, 382.2, 317.6, 360.8, 311.8, 362.3, 118.6, 353.8, 306.3, 379.1, 353.5	#	
" O'Hare	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 125.0, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	L-VORTAC	ORD	111.6		
" "	VHF/DF		Gds: 118.1, 119.0, 122.6, 124.5, 125.7, 126.18, (req 122.1, 126.7, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	1094V1207,2430,2554,2727	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;207,2430,2554,2727 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVOR	JOT	112.3		
"	VHF/DF		Gds: 121.3, 122.5, 122.7, 126.18, 126.7, 135.9, (req 100-160)		85 A 174 N 265 A 354 N
Moline	SBMRAZ-DTV	MLI	224V1207,2430,2554,2727	(3), #	
(1) "	M-BVOR	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	1162;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVOR-DTV	OBK	1130V1207,2430,2554,2727	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Arpt	AC(g)		278;191,126,18,257.8,3486	(2), #	
"	UHF/DF		Gds: 257.8,255.4,272.7,243.0; req: 3054,3535,2856		FSS-Joliet
(1)Peotone	M-BVOR-DTV	EON	1165V1207,2430,2554,272.7	(3), #	FSS-Rockford
(1)Polo	M-BVOR-DTV	PLL	1134V2430,2554,1207,272.7	(3)-3023.5 req,#	FSS-Rockford
(1)Pontiac FSS Peoria	L-BVOR-DTV	PNT	1096V2430,2554,1207,2727	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	1156V1207,2430,2554,272.7	(3)-3023.5,req,#	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	M-VORW	RAN	117.2		
(3)Roberts	M-VORW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVOR-DTV	RFD	1108V2430,2554,1207,2727	(3)-3023.5,req,#	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,2578	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	H-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,3054,3486	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	M-BVORTAC-DTV	TOY	1160V1207,2430,2554,2727	(3), #	FSS-St. Louis, MO.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0,1207,2554,272.7	(3)-30235,req,#	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365	122.5	
" " "	CM		120.0		
Columbus-BakalarAFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DTV	EVV	1133V1207,2430,2554,272.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	1139		
" Baer	AC(g)	278	3486;191,126.18,1255,2578,338.2	(2), #	
"	UHF/DF		Gds: 2430,2554,257.8,338.2 348.6, On req: 300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	6 A 90 N 186 A 273 N
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;120.7,2430,2554,2727 Trans wea bcst 266 kc.	(3)-3023.5,req,#	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 118.5, 121.3, (1), 122.7, # 121.1 126.18, 243.0, 257.8, 355.8, 284.6, 290.3, 348.6		
"	Center		119.3, 119.7, 120.1, 124.1, 120.85 # 271.2, 291.7, 125.3, 301.4, 126.4, 123.8, 312.6, 319.8, 338.6, 118.2, 124.9, 385.4, 275.1, 290.4, 269.6, 380.1, 353.5, 281.5, 278.3, 124.8, 121.2, 120.9, 125.6, 353.7, 385.6, 126.0, 125.4, 125.2, 118.3, 352.0, 124.4, 1205, 342.2, 285.4, 318.2		
"	VHF/DF(Twr)		Gds 118.1, 118.5, 119.9, 121.1, 122.5, 126.18; req 122.1, 125.3, 1267, 1359		
	VHF/DF(Ctr)		Gds: 119.3, 120.85, 120.1, 124.9, 125.3; req 122.1, 122.5, 126.18, 1267, 1359		
(1)Knox	M-BVOR-DTV	OXI	117.1V2430,2554,1207,272.7	(3)-30235req,#	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	1098V1207,2430,2554,272.7	(3)-30235,req,#	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V1207,2430,2554,2727	(3)-30235,req,#	
(1)Lewis	M-VORW	LEU	112.4	#	
McCool	MHW	MCL	359		
(1)Nabb FSS-LouisvilleKy	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7, 272.7	(3), #	
Richmond	MHW	RID	385		
(3) "	M-VORW	RID	116.1		DME/FSS-Terre Haute
(1)Scotland	L-BVOR-DTV	SCJ	111.2V1207,2430,2554,2727	(3)-3023.5,req,#	FSS-Indianapolis
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V1207,2430,2554,2727	(3)-30235req,#	03 A 97 N
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4, 120.7, 272.7	(3), #	183 A 256 N
(1) "	M-BVOR	SBN	115.4		DME
" St. Joseph	AC(g)		278;118.9, 243.0, 257.8	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman	AC(g)		278;183,126.18,2578,2430,2630	(2), #	
" "	UHF/DF		Gds: 243.0,2554,2578,2630,2727; req: 275.2,3054		
(1)West Point	L-BVOR-DTV	EPT	1104V1207,2430,2554,2727	(3)-30235req,#	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Cedar Rapids	BMH-DTV	CID	248V1207,2430,2554,272.7	(3)-30235,req#	
(1) "	L-BVORTAC	CID	111.8		
" Arpt	AC(g)	278	196 118.7,257.8,291.6,2430	122.5, #	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4, 120.7 272.7	(3), #	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Arpt	AC(g)	278	183,1249,126.18,2430,2578,3486,3385	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5V;243.0, 255.4, 120.7, 272.7	(3)-30235req,#	
(1)Iowa City FSS-Cedar Rapids	M-BVOR-DTV	IOW	117.6;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275;120.7, 272.7	(3)-30235,req,#	
(1)Mason City	M-BVORTAC-DTV	MCW	114.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0, 255.4 120.7, 272.7	(3)-30235,req,#	
(1)Newton	L-BVOR-DTV	TNU	1122V1207,2430,2554,2727	(3), #	FSS-Des Moines
(1)Ottumwa	L-BVOR-DTV	OTM	111.6V1207,2430,2554,2727	(3), #	(3)-3023.5 prior req,#

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g,7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.5		DME
" Arpt	AC(g)		396;118.7,126.18,243.0,257.8,305.4,348.6	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.18,135.9		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	L-BVOR-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
"	MHW	ALO	382		
" Arpt	AC(g)		278;118.1 257.8	(2), #	
(1) Waukon	L-BVOR-DTV	UKN	1096;V;120.7,243.0,255.4,272.7	(3)-30235 req #	FSS-LaCrosse, Wis
KANSAS					
(1) Anthony FSS-Wichita	L-BVOR-DTV	ANY	110.6;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7, 272.7	(3), #	101 N 179 A 281 N 356 A
(1) "	M-BVOR	CNU	114.6		
(1) Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
(1) Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req #	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1) Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	DME
(1) Hill City	H-BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299;120.7, 272.7	(3)-3023.5 req #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	H-BVORTAC	HUT	116.8		
" Arpt	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax	C(g.7)		278;119.1,126.18, 243.0 257.8	(2), #	
(1) Liberal FSS-Garden City	M-BVOR-DTV	LBL	1166;V;243.0,255.4,120.7,272.7	(3)-30235 req #	
(3) Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	M-BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
(1) Salina	M-BVORTAC-DTVBJ	SLN	115.3;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235, req #	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3, 126.18	#, 122.5	Apch Ctl avail.
(1) Topeka	M-BVORTAC-DTV	TOP	117.8;V;255.4,120.7 272.7	(3), #	DME
(1) Topeka	MHW	TOP	304		
"Philip Billard	C(g)		278;187,126.18,243.0,257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req #	46 A 161 N 226 A 347 N
Transcribed wea best 332kc	M-BVOR	ICT	113.8		DME
(1) "	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
" Arpt	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
"Beech					
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1) Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1) Falmouth FSS-Cinn, Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	H	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVOR-DTV	LEX	115.9;V;243.0, 255.4, 120.7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;119.1,121.1,243.0,257.8,269.0	(2), #	
London	BMH-DTV	LOZ	263;V;120.7,243.0,255.4,272.7	(3)-30235 req #	
(1) "	M-BVOR	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman	C(g)		278;195,126.18,243.0,257.8	(2), #	
" Standiford	AC(g.7)	3486	317;119.0,124.5,126.18,120.3, 243.0, 257.8, 326.2, 381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
(1) Mystic	L-BVOR-DTV	MYS	108.2;V;120.7,243.0,255.4,272.7	(3)-30235, #	FSS-Louisville
(1) New Hope - Owensboro-Daviess Co. P	L-BVOR-DTV	EWO	110.8;V;243.0,255.4,120.7,272.7	(3)-30235 #	FSS-Louisville (0800-2000
	L-VOR	OWB	108.6		
(1) Paducah	M-BVOR-DTV	PUK	117.3;120.7,243.0,255.4,272.7	(3)-30235 req #	
"	BMH	PUK	356		
(1) York	L-VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 126.18, 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	55 A 120 N 235 A 300 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V 243.0 255.4 120.7 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5 243.0 257.8 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	92 A 173 N 253 A 351 N
(1) "	H-BVOR	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
	Center		307.9, 118.9, 120.3, 124.0, 124.3, 124.7, 1184, 313.4, 290.8, 283.7, 323.8, 123.6, 124.1, 271.2, 281.7, 327.1, 281.5, 124.8, 125.0, 291.6, 125.1, 125.4, 126.1, 243.0, 274.3, 279.6, 301.4, 300.7, 380.1, 350.2, 385.4, 125.2	#	124.2, 124.6
" Callender NAS	CM		118.7	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6	(1), #, 122.7	1255, 284.6
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.18, 132.0,		122.1, 122.5
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6, 263.0	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		54 A 144 N 234 A 342 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.0V 243.0 120.7 255.4 272.7	(3)-3023.5 req, #	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH-1	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	15 N 129 A 195 N 309 A
(1) "	L-*BVOR-	HUL	108.2		DME
(1) Kennebunk FSS-Portland	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME
Limestone-Loring AFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(3) "	L-VORW	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	338V 243.0 255.4 301.4, 120.7, 272.7	(3)-3023.5 req, #	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BAL	257;V-122.2, 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun 08-2330 T, W & Th)
" " (P)	H	MTN	528		
(1) Grantsville	L-BVOR-DTV	GRV	111.6V 120.7 243.0 255.4 272.7	(3)-3023.5 req, #	FSS-Morgantown, W.Va
Hagerstown	CI		203;126.18, 257.8 req 118.5	(2), #	(0800-1600 Mon-Fri.)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-3023.5 req, #	DME
(1) Shadyside	L-BVOR-DTV	SHZ	110.8V 255.4 120.7 272.7	(3), #	FSS-Wash., DC
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash. D.C.	L-BVOR-DTV	EMI	109.4V-122.2, 255.4 120.7	(3)-3023.5, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 382 kc.	(3)-3023.5 req, #	58 A 118 N 211 A 293 N
(1) "	H-*BVOR	BOS	117.7		
"	Center		120.3, 120.6, 124.9, 125.9, 124.8, 380.3, 126.6, 342.2, 354.1, 269.2, 125.2, 301.4, 243.0, 245, 379.2, 118.6, 275.1, 379.1, 124.2, 307.9, 319.2, 324.7, 353.7, 119.8, 118.4, 352.0, 125.0, 126.0, 269.6	#	379.2 291.6 125.8 124.0, 119.0, 119.4, 250.4, 353.9, 378.8

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 1244,2366,257.8, 305.4, 348.6	#, 122.5 3023.5 req	
Bedford (Hanscom)	VHF/DF		Gds:124.4, 121.9, 122.5, 126.18, 123.7(100-156 req)		
" "	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6, 2366		
" Logan	AC(g)		278;118.1,118.3,119.1,121.7,126.18, 126.5,137.88,2430,2578,2630,2712,2908,3436,3486	(1) req, #, 1225	
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6;V;243.0, 255.4 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1)Gardner	L-BVORTAC-DTV	GDM	110.6;V; , 255.4, 120.7	(3), #	DME
FSS-Worcester Hyannis	MHW-DV	HYA	239;V;	#, 122.1 Ctld from Nantucket	
(1) "	L-VORW	HYA	110.8		
Lawrence (P)	MHW	LWM	245		
Martha's Vineyard	MHW-DV	MVY	388;V;	#, 122.1 Ctld from Nantucket	
(1)Nantucket	H-BVOR-DTVJ	ACK	112.7;V;243.0, 255.4; 281;120.7,272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	C(g)		254;121.3,257.8,2430,3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4 272.7, 120.7	(3), #	23 A 113 N 203 A 293 N
(1)Westfield	M-BVOR-DTV	BAF	113.0V2430,2554,272.7,1207	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212;121.3,126.18,2430,257.8,3486	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 348.6		
Worcester Arpt	C(g)		261;1205,243.0,257.8	(2), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4, 120.7 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg Arpt	AC(g)		396;118.3,118.5,257.8	(1), 122.7, #	
"	UHF/DF		Gds: 257.8, 2554, 272.7, 2430 req 307.9, 2696, 3199, 3607, 3054		
(1)Carleton FSS-Detroit	M-BVORTAC DTV	CRL	113.8;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	DME
Detroit	SBRAZ-DTV	DTW	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7,120.0,243.0,257.8 323.8	(2), #	
" "	VHF/DF		Gds:118.7,122.5,1200123.1req:126.7,135.9,121.3,126.18,122.7,121.1,125.3		
" Metropolitan Wayne Co.	C(g.7)		245;121.1,126.18,2430,2578,3486	(1), #, 122.7	
" "	VHF/DF		Gds: 119.3,120.3,123.9,124.5,125.6,126.4; req 121.1,122.1,122.7,126.7		
"	UHF/DF		Gds: 243.0,257.8,348.6; req 255.4,272,263.0,381.4,3238,354.1,		
	Center		118.9,1203,1204,1239,1256 # 1253,3438 354.1 234.0,363.0 269.2,301.4,269.6,317.5,326.2,335.6,124.8,118.8,126.1,351.9, 281.4,275.1,269.0,290.4,362.2,3199,126.4,119.8,124.4,310.4,124.5,1186,126.6,360.7,1259		
(1) " Willow Run	L-VOR	YIP	111.4		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Detroit	AC(g)		332;118.4,123.7,121.3,1249, 2430,2578,2630,142,74,290.3, 355.8 285.4	(2), #	
" Willow Run					
" "	VHF/DF		Gds: 121.3,122.5,1237,124.9,126.18 req:121.1, 122.1, 1187,1267,1359		
(1)Flint	L-BVORTAC-DTV	FNT	111.6V;2554,1207,272.7	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257V243.0,2554,1207,2727	(3)-30235 req, #	
Grand Marais	RLW	GMI	341		21 A 111 N 201 A 291 N;
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;1193,1252,257.8,3079	(2), #	
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227V2430,2554,1207,272.7	(3), #	18 A 108 N
(1) "	M-BVOR	CMX	112.8		198 A 288 N
Jackson	BMH-TV	JXN	281V243.0,2554,1207,2727	(3), #	
(1) "	L-BVOR	JXN	109.6		
(1)Kalamazoo	L-BVOR-DTV	AZO	1090V1207,2430,2554,2727	(3), #	
(1)Keeler FSS-South Bend, Ind.	M-BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	FSS-BattleCreek
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4 272.7, 120.7	(3)-30235 req, #	100 A 155 N 281 A 335 N
(1) "	L-BVOR	LAN	110.8		DME
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	
(1)Litchfield	L-BVOR-DTV	LFD	1118V1207,2430,2554,2727	(3), #	FSS-Jackson DME
Marquette-Sawer(A)	H	SAW	359		
" "	CM		119.1	122.5	Apch ctl avbl.
Mount Clemens Selfridge AFB	SRAZ	MTC	230		4 A 116 N 184 A 296 N
	M-VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4, 120.7, 272.7	(3), #	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" Arpt	AC(g)		362;121.1, 257.8	(2), #	
(1)Peck	H-BVOR-DTV	PEK	114.9V2554,1207,272.7	(3), #	FSS-Flint
Pellston	BMH-TV	PLN	332V1207,2430,2554,272.7	(3)-30235 req, #	
(1) "	L-BVOR	PLN	111.8		
(3)Pullman	H-VORW	PMM	112.1		DME
Reed City (P)	MH	XRC	275		
Saginaw	BMH-TV	MBS	212V1207,2430,2554,272.7	(3), #	
(1) "	M-BVOR	MBS	112.9		
(1)Salem	M-BVOR-DTV	SVM	1178V2430,2554,1207,2727	(3)-30235 req, #	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400V2430,2554,1207,2727	(3), #	31 A 104 N
(1) " " "	M-BVOR	SSM	112.2		211 A 297 N
" "	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1)White Cloud	M-BVOR-DTV	HIC	114.5V2430,2554,1207,272.7	(3), #	
Wurthsmith AFB	H	OSC	236		FSS-Muskegon
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		DME
(3)Austin (S)	L-VOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3)Brainerd(S) FSS	L-VOR	BRD	109.2	122.1	V-05-23 wkdays
(1)Darwin Minneapolis	L-BVOR-DTV	DWN	1090V2430,2554,1207,2727	(3)-30235 req, #	0515-1915Sat;0923Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
"Arpt	AC(g)		278;118.3, 26.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9, 122.1, 122.5, 126.18, 126.7, 135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	FSS-Minneapolis
(3)Intnl Falls (S)	L-VOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	58 A 118 N 192 A 298 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(1), #, 122.7	291.7, 300.7
"	Center		269.4, 250.2, 120.3, 120.6, 264.4, 124.7, 125.2, 125.5# 118.5, 118.85, 119.4, 284.6, 275.1, 278.3, 243.0, 301.4, 319.2, 352.0, 343.6, 125.4, 124.6, 120.9, 324.7, 269.2, 281.5 1259.3, 360.7, 269.6, 283.7, 250.4, 124.2, 124.8, 118.4, 121.0, 123.8, 125.3, 118.6, 120.8, 125.6, 125.0, 124.4		363.0, 281.4, 274.3
"	VHF/DF		Gds: 118.7, 119.3, 119.5, 122.7, 126.18, req 120.3, 122.1, 122.5, 126.7, 135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.9;V;120.7, 243.0, 255.4, 272.7	(3)-30235.req#	DME FSS-La Crosse, Wisc.
(1)Redwood Falls	M-BVOR-DTV	RWF	113.3;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	
Rochester	SBMRLZ-DTV	RST	404;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	M-BVOR	RST	112.0		
" Arpt	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7, 272.7	(3)-30235.req,#	
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
" "	CM		118.1	122.5	
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7 272.7	(3)-30235 prior req,#	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	108.8;V;207, 243.0, 255.4, 272.7	(3)-30235,#	FSS-Mobile, Ala.
(1)Holly Springs	M-BVOR-DTV	HLI	112.4;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-3023.5,#	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins	AC(g)		278;120.9, 317.7, 118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	DME
"					
Meridian	SBMRAZ-DTV	MEI	308;V;207, 243.0, 255.4, 272.7	(3)-30235,#	83 A 154 N 263 A 334 N
"	HW	MDA	356		DME
(1) "	M-BVORTAC	MEI	115.4		
" Key Fld	CI		257.8, 118.2, 126.18, 236.6, 243.0	#-1182, 1225	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	FSS-New Orleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-VORW	BSP	113.6		
(1)Butler	H-BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4, 391;120.7, 272.7	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	96 A 169 N 269 A 349 N
(1) "	M-BVOR	CBI	115.4		DME
Farley	MHW	FRY	290		
(1)Farmington	H-BVOR-DTVBJ	FAM	115.7;V;243.0, 255.4; 269;120.7, 272.7	(3)-30235.req,#	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7, 272.7	(3)-30235.req,#	44 A 148 N 232 A 328 N
(1) "	H-*BVOR	MKC	112.6		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 121.1, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(1), #, 122.7	
"	Center		118.2, 118.8, 118.9, 119.2, 119.6, 119.7, # 385.4, 119.8, 380.3, 385.6 323.2, 124.2, 317.7, 350.2, 119.0, 119.4, 121.0, 120.0, 120.4, 120.2, 121.2, 123.6, 123.8, 118.95, 125.0, 125.1, 125.2, 323.8, 354.1, 355.8, 125.3, 125.4, 125.6, 125.8, 125.9, 126.4, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 290.8, 381.4, 283.7, 285.4, 290.3, 291.6, 301.4, 307.2, 310.4, 311.8, 312.6, 306.3, 318.2, 326.2, 335.4, 382.2 1359, 122.7		
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.1, 122.5, 126.7, 126.18,		
(1)Kirksville	L-BVOR-DTV	IRK	108.4;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	FSS-Kirksville
(1)Malden	L-BVOR-DTVBJ	MAW	111.2;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5req,#	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	109.6;V;207, 243.0, 255.4, 272.7	(3)-30235.req,#	FSS-Columbia
(1)Maryland Heights	L-BVOR-DTV	MTS	110.8;V;207, 243.0, 255.4, 272.7	(3), #	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0, 255.4, 257.8, (req 272.7, 305.4, 362.3)		
St. Louis	SBRAZ-DTXV	STL	338;V;243.0, 255.4, 120.7, 272.7	(3), #	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
" Lambert	AC(g)		278;118.1, 118.5, 119.9, 121.1, 126.18, 243.0, 257.8, 342.2, 338.2, 348.6, 360.6, 381.6	(2), #	
"	Center		118.4, 120.3, 123.7, 124.9, # 379.9, 125.9, 126.6, 380.1 121.0, 317.5, 379.2, 125.5, 125.7, 125.8, 243.0, 301.4, 307.9, 271.2, 275.1, 283.7, 290.4, 269.0 124.4, 278.3, 291.7, 319.2, 324.7, 343.6, 379.9, 353.8, 124.6, 343.8, 123.9, 269.4, 313.4, 126.05, 126.4, 281.5, 353.7, 120.8, 124.1, 118.8, 120.4, 124.3, 120.6, 125.2, 124.8, 363.1 322.5, 360.7		
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 125.0, 126.18, 122.5, 125.5 req 122.1, 126.7, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7, 272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.7;V;120.7, 243.0, 255.4, 272.7	(3)-30235.req,#	
"	L-HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req,#	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 257.8, 348.6	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 126.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7,272.7	(3), #	79 A 140 N
(1) "	M-*BVOR	BZN	112.2		248 A 320 N
(1)Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4 120.7,272.7	(3)-3023.5 prior req. #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7,2727	(3), #	DME
(1) "	M-BVOR	CTB	114.4		50 A 149 N 230 A 311 N
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7,272.7	(3), #	DME
(1) "	H-BVORTAC	DLN	113.0		78 N 186 A 258 N 330 A
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7,272.7	(3)-30235,prior req., #	6 A 96 N
(1) "	M-BVOR	DRU	117.1		186 A 253 N
Glasgow (A)	H	GGW	236		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7,272.7	(3), #	23 A 131 N
(1) "	H-BVOR	GTF	115.1		198 A 270 N
" Intnl	C(g)		278;118.7,126.8,243.0,257.8,348.6	(2), #	
"	Center		118.6,126.5,123.9,124.6,125.8,243.0,125.0,301.4, 312.6,323.0,284.6,281.4,291.7,250.4,307.2	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7,272.7	(3), #	72 N 166 A
(1) "	M-BVOR	HLN	117.9		280 N 358 A
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7,272.7	(3), #	18 A 88 N
(1) "	H-BVOR	LWT	112.0		198 A 271 N
Livingston	BH-DTV	LVM	224;V;207,243.0,255.4,272.7	(3)-30235,req.#	DME
(1) "	H-BVORTAC	LVM	116.1		
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,prior req., #	DME 56 A 143 N 239 A 327 N
(1) "	M-BVORTAC	MLS	112.1		
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7 ,272.7	(3), #	DME 96 A 154 N
(1) "	M-BVOR	MSO	112.8		276 A 334 N
					DME
Whitehall FSS -Butte	SBRAZ-DTV	HIA	284;V-122.2,207,255.4	(3)-3023.5,#	4 A 96 N
(1) "	M-BVOR	HIA	113.7		173 A 257 N
					DME
NEBRASKA					
Ainsworth (S)	L-VOR	ANW	112.7	1267,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	113.4V243.0,255.4,207,272.7	(3)-30235,req#	
" (S)	HW	CDR	275		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5, req.#	69 A 165 N
(1) "	M-BVOR	GRI	112.0		249 A 345 N
(1)Hayes Center	M-BVORTAC-DTV	HCT	112.2V207,243.0,255.4, 272.7	(3)-30235,req.#	DME
Imperial (S)	BH-DTV	IML	353V243.0,207,255.4,272.7	122.1, #	DME FSS-Imperial FSS-FAA Imperial
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;207,243.0,255.4,272.7	(3), #	72 A 171 N 252 A 351 N
" AFB	CM		272;118.5	(2), #	
McCook (S)	L-VOR	MCK	110.0	1267, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5,122.1,1267	
(Monitoring category (1)0530-2130 & (3)2130-0530;Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7,272.7	(3)-30235,req.#	80 N 172 A
(1) "	H-BVORTAC	LBF	117.4		260 N 347 A
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235,req.#	DME
(1) "	M-BVORTAC	OMA	116.3		70 A 154 N
"	C(g)		278;118.7,126.8,243.0,257.8,	(2), #	256 A 326 N
" Offutt AFB	MHW	OFF	296		DME
" " "	CM		296	(1)	
(1)Oneill	M-BVORTAC-DTV	ONL	113.2V207,243.0,255.4,272.7	(3)-30235,req.#	FSS-Grand Is.
(1)Pawnee City	M-BVORTAC-DTV	PWE	112.4V207,243.0,255.4,272.7	(3), #	FSS-Lincoln
(1)Raymond	M-BVORTAC-DTV	RAY	116DV207,243.0,255.4,272.7	(3), #	FSS -Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235,req.#	26 A 122 N
(1) "	M-BVORTAC	BFF	112.1		206 A 302 N
(1)Sidney	L-BVOR-DTV	SNY	108.2V207,243.0,255.4,272.7	(3)-30235,req.#	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1)Wolbach	H-BVOR-DTV	OBH	114.4V243.0,255.4,207,272.7	(3)-30235,req.#	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4,272.7 120.7,	(3)-30235,req.#	50 A 122 N
(1) "	L-BVOR	BAM	109.6		230 A 302 N
(3)Beatty	M-VORW	BTY	114.7		DME
(1)Coaldale	M-BVORTAC-DTV	OAL	113.2V243.0,255.4,207	(3)-30235,req.#	FSS-Tonopah
(3)Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7,272.7	(3), #	51 A 141 N
(1) "	M-BVOR	EKO	114.5		220 A 321 N
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		DME 10 A 101 N
Goodsprings	HW	GDS	245		174 A 303 N
IndianSprings AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7	(3), #	23 A 112 N
(1) "	H-BVOR	LAS	116.9		208 A 282 N
" McCarran	AC(g)		278;284.6, 118.3,137.8,121.1,257.8,348.6	(2), #	DME
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 2727	(3)-30235,req.#	48 A 138 N
(1) "	L-BVORTAC	LOL	109.0		228 A 318 N
(3)Mina	M-VORW	MVA	113.1		DME
(3)Mormon Mesa	L-VORW	MMM	108.6		
Reno	SBRA DTV	RNO	254;V;243.0, 255.4 ,207	(3), #	DME 48 A 161 N
(1) "	H-BVOR	RNO	113.9		228 A 341 N
" Arpt	AC(g)		278;118.3, 193.3192		DME
" Stead AFB	MHW	RAA	201	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS - Lovelock
Tonopah	SBRAZ-DTV	TPH	22V2430,2554,120.7	(3)-30235 req#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235,#	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req, #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109.4V1207,2430,2554,272.7	(3)-30235prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	20?V1207,2430, 2554,2727	(3)-30235,req,#	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) " FSS-Concord	M-BVOR-DTV	MHT	1139V1207,2430,2554, 272.7	(3)-30235prior req., #	
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM		126.18	#,122.5	
Whitefield (S)	MHW	HIE	275		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VOR	ACY	110.2		
" Pomona NAFEC	AC(g)		275;195,126.18,132.3,14274, 2366,2430,257.8,360.2,263.6 348.6	(2), #	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3,126.3,126.2	(1), #	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck FSS-Idlewild	M-BVOR-DTXV	COL	115.1 ;V;255.4,120.7 2430	(3)-3023.5,#	DME
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Medford Lakes (A)	MHW	MEX	269		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,#	72 A 157 N 243 A 324 N
Morristown	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark FSS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;18.3,119.2,120.6,121.4, 126.18, 118.1 , 257.8,243.0	(1)req,#,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 118.1 ,122.7		
Paterson	MHW	PNJ	347		
(3)Robbinsville	L-VORW	RBV	109.0		(Marine rdo beh
Scotland Lightship	MHW	C	294		
(1)Solberg FSS-Idlewild,NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7,243.0, 255.4;	(3)-3023.5,#	DME
(1)Sparta	L-BVOR-DTV	SAX	1082V2554,120.7	(3),#	FSS-Allentown,Pa.
NEW JERSEY					
(1)Stillwater	M-BVOR-DTV	STW	1154V255.4, 120.7	(3),#	FSS-Allentown,Pa.
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3 , 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1 ;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7, 272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	AC(g)		278;18.3,121.1,123.9,124.3, 263.0,275.8,126.18,134 ,136.8,137.88,142.02,243.0,257.8,270.6,289.4,348.6,358.3638	(2), #	
" 1206,2814 281.5,250.2,290.4,306.3,307.2, 124.7, 126.0 ,269.4,284.6,301.4,1255 ,3176,121.2,126.4,125.3,125.7, 125.2	Center		119.0,120.0,119.7,120.3,123.7,243.0,319.8,348.6	# 291.6,269.2,311 8,319.9,353.8,124.9	
	UHF/DF		Gds: 243.0,270.6,289.4,306.4,358.3638		
(1)Anton Chico	L-BVOR-DTV	ACH	1100V2430,2554,1207,2727	(3) -30235,req,#	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	1092V1207,2430,2554,2727	(3), #	FSS -Albuquerque
Belen	MHW	BLN	201		
Clovis-Cannon AFB	HW	CVS	272		
(1)Carlsbad	M-BVOR-DTV	CNM	116.3;V;243.0, 255.4 120.7, 272.7	(3)-3023.5prior req, #	DME
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7,272.7	(3),#	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235prior req, #	79 N 169 A 259 N 349 A
(1)Farmington	H-BVORTAC-DTV	FMN	1153V2430,2554,120.7,2727	(3)-30235,req,#	
(1)Grants	H-BVOR-DTV	GNT	1165;V;1207,2430, 2554,2727	(3)-3023.5, #	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co. Arpt	C(g)		215;18.3,126.18,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	21 A 109 N 201 A 289 N
(1) "	H-BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
(3)Raton	M-VORW	RTN	115.9		DME
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7, 272.7	(3), 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DTV	SAF	1106V1207,2430,2554,2727	(3)-30235,#	DME
" Co. Mun	C(g)		245;19.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DTV	ONM	112.5V2430,2554,1207,272.7	(3),#	FSS-Albuquerque
(3)Texico	L-VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272.7	(3)-30235prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	77 A 167 N 257 A 347 N
(1) "	M-BVOR	TCC	113.8		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.6 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	1084;V120.7,243.0,255.4,272.7	(3)-3023.5 prior req,#	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	15 A 113 N 208 A 293 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18,142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1)Binghamton	M-BVOR-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7 272.7	(3)-30235 req,#	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intnl	AC(g)		278;120.5, 126.18, 119.8, 3486,2578 1265 2430 338.6	(2), #	
"	VHF/DF		Gds: 122.5,120.5, 126.18, 126.5, 119.8		
Calverton, Peconic River	CI(g)		323;121.3, 126.18,142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1)Dunkirk	L-BVOR-DTV	DKK	111.6V120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3;126.18, 257.8	1225,2578, 126.18	(0700-1530 Mon - Fri)
(1)Geneseo	L-BVORTAC-DTV	GEE	111.8;V120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206V243.0,255.4,120.7,272.7	(3), #	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1)Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235, #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	M-BVORTAC-DTV	HUO	1129V255.4,120.7,272.7	(3), #	FSS-Wilkes-Barre,Pa.
Islip, MacArthur	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
(1)Ithaca	L-BVOR-DTV	ITH	1094;V120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Elmira
(1)Jamestown	L-BVOR-DTV	JHW	1108;V120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Bradford,Pa.
Lido	MHW	LDO	239		
(1)Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4 ; 242;120.7, 272.7	(3)-30235 req,#	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1)Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5, #	DME
" "	MHW	IDL	373		
New York, Idlewild	AC(g)		119.1, 121.1, 121.6, 123.7, 123.9, 119.7, 132.3, 134.1, 134.64, 136.8, 137.88, 142.7 , 243.0, 257.8, 269.2, 269.0 290.3, 269.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		1188, 1196,1198,1200,1201,1208, # 121.0,1202,121.2,123.6,123.8,1241, 124.3, 124.5, 124.8,124.9,125.1,125.3, 125.4,125.5, 125.6,2904, 125.9 126.0,1264,132.3,137.88,243.0,2504,2696, 301.4,317.5, 3063,301.4, 362.3,335.6,335.6,317.6,3438,355.8, 363.1, 381.6, 278.3,323.8, 360.7,285.5,353.5,3007,3199,1332, 327.1		
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 2		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209V2430,2554,1207 Trans wea bcst 209 kc	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia Fld	AC(g.7)		362;1265, 118.7, 1189 120.4, 125.7, 243.0, 263.0, 274.3,1213, 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,1189,1204,122.7,1257,1265		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1)Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4 ,120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req,#	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1)Riverhead FSS-Idlewild	M-BVOR-DTV	RVH	1172V1207,2430,2554	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	0700-2300& req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4 ,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	H-BVOR	SYR	117.0		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 2630 , 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	MHW	UTI	275		
(1) "	L-BVOR-DTV	UCA	112.4V2430,2554,1207,272.7	(3), #	
" Oneida Co.	C(g)		332;118.1, 243.0, 257.8 348.6	(2), #	
(1)Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224 ;120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3) Watkins Glen	L-VORW	ATE	117.6		
(1) Wellsville	M-BVOR-DTV	ELZ	116.0;V;243.0.255.4, 120.7,272.7	(3)-30235 req.#	
FSS-Elmira					
White Plains	AC(g)		260 185,1244,1261 8,1483 2,2630,2430,319.8	(2)-3023.5 req#	
Westchester Co.	UHF/DF		Gds; 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7,272.7	(3)-30235 req.#	
(1) "	M-BVOR	AVL	112.4		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2)-30235 req.#	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;120.7	(3)-30235 req# 255.4	89 A 179 N 269 A 359 N
FSS-Hickory					
" Douglas	AC(g)		263;118.1, 123.7, 126.18 124.0 307.0 381.4 120.5, 243.0, 257.8, 3356,3486	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;243.0	#	63 A 140 N 243 A 320 N
"	H	NKT	245		
"	M-BVOR	NKT	115.4		
"	CM			(1)	
(1) Cofield	L-BVOR-DTV	CVI	1162V;1207,2430,2554,2727	(3)-30235 req.#	FSS-Eliz. City
(1) Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req.#	DME
Fayetteville	MHW	FAY	209		
" "	TV		V;255.4, 120.7,272.7	(3), #	
"Grannis Arpt	C(g.7)		278;183, 2430,2578,3486	(2), #	
Ft. Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7,272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	1158;		DME
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1) Hickory	M-BVOR-TVJ	HKY	1100;V;323;120.7	(3)-30235 req #. 255.4	
Lumberton	MHW	LBT	359		
(3) "	VORW	LBT	117.0	Test basis	Unmonitored
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1) Pinehurst	BVOR-DTV	SOP	111.8V2554,1207,272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4 1207, 272.7	(3)-30235 req.#	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,243.0,2578, 1253,3486,133.2,136 8,2763,3104,1341,1378,3072,	(2)-3023.5 # 1206,3638 281.4	
(1) Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5, #	
Weeksville NAF	MRLWZ	NFG	254		65 A 140 N 245 A 320 N
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4 ,120.7,272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;187,1198,1261 8,2430,2578,3486	(1),122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	1157		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353;V;243.0, 255.4,120.7	(3), #	65 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 1207,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1) Williston	M-BVOR-DTV	ISN	116.3;V;1207,2430,255.4,2727	(3), #	FSS-Minot
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7,272.7	(3), #	21 A 110 N 202 A 290 N
(1) "	L-BVOR	ACO	1084		
" Arpt	C(g.7)		272;195,2430,2578	(1), #, 122.7	
" Canton	AC(g)		278;118.3, 126.18, 2430, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1) Appleton	H-BVORTAC-DTV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
FSS-Columbus					
(1) Attica	L-BVOR-DTV	ATO	114.4V1207,2430,2554	(3)-30235 req.#	FSS-Mansfield
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1) Chardon	L-BVOR-DTXV	CXR	1093;V;2430,2554,1207,272.7	(3)-30235 req.#	FSS-Cleveland
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	47 A 122 N 224 A 296 N
Trans wea bcst 335					
(1) "	M-BVOR	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,1210,126.18,1247, 257.8,2430, 2383606	(1), #, 122.7	
"	VHF/DF		Gds; 118.3, 124.7, 126.18		
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	95 A 144 N 279 A 324 N
(1) " Trans wea bcst on 344kc.	M-BVOR	CLE	113.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6 307.0 348.6	(2), #	
" "	VHF/DF		Gds: 1193 1185 1199 121.0 122.5 126.18		
"	Center		120.5, 124.2, 124.3 124.4 # 350.2 353.7 125.2 306.3 307.2 379.2 379.9 380.3 319.8 124.6 318.2 , 125.9 , 243.0 , 284.6 , 301.4 , 311.8 , 318.2 , 124.0 119.6 269.4 283.7 317.7 285.5 120.8 , 124.1 , 323.2 , 340.6 , 118.6 , 125.7 , 120.2 , 323.0 , 125.0 , 119.2 , 125.8 .		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req.#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278; 109.5, 121.1, 121.3, 126.18, 123.7, 136.8, 142.8 202 243.0, 257.8, 262.0, 327.1, 348.6	(2), #	
" "	VHF/DF		Gds: 121.1, 121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.1, 305.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	115.0;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	DME
" Arpt	C(g)		278; 119.5, 348.6 126.18, 243.0, 257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209;V;120.7, 243.0, 255.4, 272.7	(3), #	
(1) "	M-BVOR	FDY	117.3		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	L-BVOR-DTV	JFN	115.2;V;243.0, 255.4, 120.7, 272.7	(3), #	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	108.8;V;120.7, 243.0, 255.4	(3)-30235 req.#	
"	AC(g)		278; 381.6 124.7 126.5 257.8 275.8	(2)-30235 req.#	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DIV	AVR	112.4;V;255.4, 120.7	(3), #	FSS-Akron
(3) Newcomerstown	L-VORW	CTW	111.8		
Perry	MHW	PEX	333		
(1) Sandusky	L-BVORTAC-DTV	SKY	109.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Cleveland
(1) Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(1) Tiverton	L-VORW	TVT	1158		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396 118.1 123.8 126.18 243.0 257.8 383.8 348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1) Waterville	M-BVORTAC-DTV	VWV	113.1;V;255.4, 120.7	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3), #	5 A 101 N 185 A 281 N
(1) "	M-BVOR	YNG	114.7		DME
" Arpt	AC(g)		278; 125.5, 126.18, 243.0, 257.8, 119.0, 275.8, 381.4	(2), #	
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-DTV	ZZV	275;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) "	M-BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388 ; 118.5, 126.18, 122.2	(1), #; 122.2/122.1 ctld Tulsa	
(1) "	M-BVOR-DTV	BVO	117.9;V;255.4, 120.7, 272.7	(3)-30235 req.#	FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3		
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 134 N 224 A 314 N
(1) "	M-BVOR	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; ;120.7, 272.7	(3)-30235 req.#	
(1) Kingfisher	M-BVOR-DTV	IFI	114.2;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308; 118.6 121.3 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req.#	
Muskogee Davis Fld AFB	H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272; 183, 137 88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	108.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	L-BVOR-DTV	PGO	111.2;V;120.7, 255.4, 243.0, 272.7	(3)-3023.5, #	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	115.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7 272.7	(3)-30235, req.#	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Arpt	AC(g)		278; 118.7, 119.1, 126 18, 24 3 0, 257 8, 338 6, 348 6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7, 272.7	(3), #	65 N 177 A 245 N 331 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284 118.5 126 18 257 8 348 6	#, 122.5	
(3) Lakeview	M-BVOR-DTV	LKV	112.0;V;243.0, 255.4, 120.7, 272.7	(3), #	FSS-Klamath Falls
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7 272.7	(3), #	75 A 152 N 255 A 338 N
(1) "	M-BVORTAC	MFR	113.6		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc; (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8 3486	(2), #	
" "	VHF/DF			100-156	
(1)Newberg	M-BVOR-DTV	UBG	114.4;V;120.7,255.4,243.0	(3), #	FSS-Portland
(3)Newport	H-BVOR-D	ONP	117[illegible]		FSS-Eugene
(1)North Bend	M-BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7 ,272.7	(3)-30235 req.#	
Ontario	MHW	ONO	305		
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7,272.7	(3), #	57 A 107 N 237 A 302 N
(1) "	H-BVOR	PDT	114.7		DME
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4, 120.7	(3), #	61 A 152 N 244 A 357 N
(1) "	M-BVORTAC	PDX	115.7		DME
" Intnl Arpt	AC(g)		278;118.1,118.7,1249,126.18, 3054, 119.8,243.0,284.6,2578,2903,3486,250.4	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7 ,272.7	(3), #	102 N 164 A 282 N 357 A
(1) "	M-BVOR	RDM	117.6		
(3)Rome	M-VORW	REO	112.5		DME
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7 ,272.7	(3), #	76 N 185 A 255 N 343 A
(1) "	H-BVORTAC	DLS	117.2		DME
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	321;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	M-BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8, 118.2	(2), #, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4 . 120.7, 272.7	(3)-30235 req.#	23 A 88 N 203 A 281 N
(1) "	L-BVOR	AOO	108.8		
(1)Bradford	M-BVOR-DTV	BFD	1166;V;207,2430, 2554,2727	(3)-30235 req.#	DME
"	BMH	BFD	224		
Butler	MHW	BTP	206		
Cecil	MHW	CEU	219		
(3)Clarion	L-VORW	CIP	109.0		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Du Bois	HW	DBO	356		
(1)East Texas	M-BVORTAC-DTV	ETX	115.8;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Ellwood City FSS-Pittsburgh	L-BVOR-DTV	EWC	109.6;V ;120.7 ,243.0 255.4 , 272.7	(3)-30235 req.#	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7 , 272.7	(3), #	69 A 184 N 243 A 357 N
(1) "	H-BVORTAC-DTV	ERI	115.7		DME
" Port Erie	AC(g)		278;118,1243.0 257.8 3486	(2)	
(3)Fitzgerald	M-VORW	FTZ	112.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	07 A 104 N 194 A 298 N
(1) "	L-BVORTAC	HAR	109.8		DME
"York State Arpt	AC(g)		278;195 1209,126.18,2430,2578, 281.4	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Hazleton (P)	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Imperial	L-BVORTAC-DTV	IRL	1100V2430,2554,1207,272.7	(3)-30235 req.#	FSS-Pittsburgh
(1)Johnstown FSS-Altoona	M-BVOR-DTV	JST	113.0;V;243.0, 255.4, 120.7 , 272.7	3)-3023.5, req.#	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
(1)Keating	M-BVOR-DTV	ETG	113.7;V;120.7,2430,2554,272.7	(3), #	FSS-Philipsburg
Lancaster	MHW	LRP	326		
(1) "	L-BVOR-DTV	LRP	1114;V;120.7,2430,2554,272.7	(3)-30235, #	FSS-Harrisburg
McKeesport	MHW	MKP	287		
(1)Milton	L-BVORTAC-DTV	MIP	109.2V;207,2430,2554,272.7	(3)-30235 req.#	FSS-Williamsport
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	343V2430,2554,1207,272.7	(3), #	58 A 148 N
(1) "	L-VOR	PNE	110.0		238 A 328 N
" Arpt	C(g)		326;121.3,126.18,2430,2578	(2), #	
Philadelphia FSS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7, 272.7	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 125.0, 124.6,1268,14274,2430,2917,2630,3072,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds: 118.5,1190 ,125.0, 122.7,124.6,126.18,142.74		
Philadelphia - Mustin Fld ALF	OM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7 ,272.7	(3), #	110 A 163 N 287 A 349 N
(1) "	M-BVORTAC	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7, 272.7 Trans wea boost 254 kc.	(3)-30235 req.#	44 A 138 N 224 A 304 N
(1) "	H-*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;213,126.18,2430,2578	(2), #	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;187,119.1,121.1238, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4,348.6,3638,3608	(1), #, 122.7	
"	Center		118.9, 119.2, 120.1, 120.9, 125.1,132.3,137.88,243.0,120.6,290.8,301.4,319.2,1261,275.1 118.4, 324.7, 343.6, 322.5, 120.4, 126.0, 126.6, 379.1,2856,281.5	#	
" "	VHF/DF-1		Gds: 118.7,1193,121.1, 122.5,126.18		
" "	VHF/DF		Gds: 100-156 mcs (req)		
" (Parkway)	UHF/DF		Gds: 236.6, 243.0, 305.4		
(1)Pottstown FSS- N. Phila.	MHW	GMM	302		
Reading, General Spaatz Arpt	L-BVOR-DTV	PTW	115.2;V;243.0, 255.4, 120.7 ,272.7	(3), #	
"	AC(g)		281;126,18, 1199., 243.0, 257.8	#, 122.5	
Selinsgrove	VHF/DF		Gds: 100-156 mcs (req)		
(1) "	BMH-DTV	SEG	353;V;207,2430,2554,272.7	3)-30235 req., #	FSS-Williamsport
(3)Stony Fork	M-BVOR	SEG	113.3		DME
(1)Stroudsburg	L-VORW	SFK	111.2		
(1)Tidioute	M-*BVORTAC-DTV	SSB	114.2 ;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Tower City	L-BVOR-DTV	TDT	110.6V;207,2430,2554,272.7	(3)-30235 req.#	FSS-Bradford
(1)Tyrone	L-VORW	TWC	114.6		
(1)Uniontown	M-BVOR-DTV	TON	1139V2430,2554,1207,272.7	(3), #	FSS-Phillipsburg
(1)West Chester FSS-N. Phila.	L-BVORTAC-DTV	UNT	1104V2430,2554,1207,272.7	(3)-30235 req.#	FSS-Pittsburgh
	M-BVOR-DTV	ESR	116.4;V;243.0, 255.4 120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.



AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7 ,272.7	(3), #	68 A 174 N 271 A 360 N
(1) "	M-BVOR	AVP	117.8		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;207,2430,2554,2727	(3)-30235,req,#	11 N 101 A
(1) "	L-BVORTAC	IPT	114.4		176 N 280 A
" Lycoming Co.	AC(g)		281;119.1,2430,2578,3104,3486	122.5, #	
Willow Grove NAS	SMRLZ	NXX	388;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	L-BVOR-DTV	ARD	116;V;207,2430,2554,272.7	(3), #	FSS-N.Phila.
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;207,243.0,255.4	(3), #	47 A 106 N
(1) "	M-BVOR	PVD	115.6		205 A 291 N
" Green	C(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	M-BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	H-VORW	ALD	116.7		
Anderson	BMH-TV	AND	353;V;207,243.0,2554,2727	(3)-30235,req,#	
Beaufort MCAAS	HW	NBC	391		
Camden (A)	MHW	CMS	254		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7 ,272.7	(3), #	47 A 121 N 198 A 291 N
(1) "	M-BVORTAC	CHS	113.5		DME
" AFB	AC(g)		278;118.3,1193,126.18,2578,2630, 3486	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
(1)Chesterfield	L-BVOR-DTV	CTF	108;V;207,2430,2554,2727	(3)-30235,req,#	FSS-Florence
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7,2727	(3)-3023.5req,#	88 A 150 N 269 A 330 N
(1) "	M-BVOR	CAE	114.7		DME
" Arpt	AC(g)		335;119.5,126.18,2430,2578,3486	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4,120.7 272.7	(3)-3023.5req,#	12 A 112 N 192 A 292 N
(1) "	M-BVOR	FLO	115.5		DME
(1) Fort Mill	M-BVOR-DTV	FML	117.2		
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7 272.7	(3), #	3 A 93 N 183 A 273 N
" Arpt	AC(g)		396;180,1199,1245,1259,1268, 2578,3192,3232,3486/Gds: (2), #		
Greenwood	M-BVOR-DTV	GRD	114.2;V;207,2430,2554,272.7	(3), #	FSS-Anderson,S.C.
(1)Myrtle Beach	M-BVOR-DTV	MYR	117.8;V;207,2430,2554,2727	(3), #	DME
	BMH	MYR	380		
" Conway	HW	MTL	269		
"	CM		121.3	122.5	Apch ctl avail.
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7,272.7	(3), #	58 A 148 N 235 A 328 N
(1) "	M-BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAW	SSC	375		36 A 126 N 216 A 306 N
" "	HW	SHW	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	110 A 162 N 290 A 342 N
(1) "	H-BVOR	ABR	113.0		
(1)Dupree	H-BVOR-DTV	DPR	116;V;2430,2554,1207,272.7	(3), #	FSS-Pierre
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	45 A 114 N 225 A 294 N
(1) "	M-BVOR	HON	117.6		
Lemmon (S)	L-VOR	LEM	111.4	122.1	(0700-1900)
(1)Philip	L-BVOR-TV	PHP	108.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	60 N 168 A 263 N 348 A
(1) "	M-BVOR	PIR	112.5		DME
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 120.7, 272.7, 301.4	(3), #	67 A 166 N 256 A 347 N
(1) "	M-BVOR	RAP	116.5		DME
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7 , 272.7	(3), #	54 A 118 N 234 A 337 N
(1) "	H-BVORTAC	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Smithwick	L-BVOR-DTV	SWK	117;V;2430,2554,1207,272.7	(3)-30235,req,#	FSS-Chadron
(1)Watertown	M-BVORTAC-DTV	ATY	116;V;2430,2554,1207,272.7	(3)-30235,req,#	
(3)Winner	M-VORW	ISD	116.7		
(1) Winner (S)	L-VOR	INE	108.6	122.1	(0700-1900)
Yankton (S)	L-VOR	YKN	111.4	122.1	(0700-1900)
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	M-BVOR-DTV	CHA	112;V;122.2,207,2554	(3)-30235,req,#	FSS-Crossville
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	M-BVOR-TV	CSV	113.4;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5req,#	DME
(1)Dyersburg	M-BVOR-DTV	DYR	116.8;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	
"	BMH	DYR	414		
Emmett	MHW	EME	320		
Gainsville (N)	MH	NQ4	263		
(1)Graham	M-VORW	GHM	113.8		DME
Jack's Creek FSS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	6 A 63 N 186 A 243 N
(1) "	L-BVOR	JKS	109.4		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	12 N 70 A 174 N 243 A
(1) "	H-BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;181,1187,1239,1268,2578, 3054,3486,3822,3608	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7,120.3,122.1,122.5,123.9,126.7,126.18,132.0,132.3,135.9		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7 , 272.7	(3), #	
(1) "	M-BVORTAC	MEM	117.8		DME
" Arpt	AC(g)		278;183,1191,1268,2430,2578,2916, 3406,3486,1197	(2), #	
"	Center		119.3,119.8,120.1,120.2, 123.6,120.4,120.5,123.8,118.2,124.1,124.2,126.5,269.4,307.2, 300.7,124.3,124.4,124.5,124.6,124.7,125.3,125.8,126.0,126.1,243.0,250.2,301.4,306.3, 311.8,318.2,323.0,323.2,319.9,378.8,281.4,290.4,285.4,275.1,381.4,310.4	#	
" "	VHF/DF		Gds: 118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted, # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960).

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 2366, 2430	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7 272.7	(3)-30235req.#	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.18, 243.0 257.8, 383.8, 119.9, 119.1 348.6, 284.6	(2), #	
"	VHF/DF		Gds: 118.5 119.1, 120.3, 122.1, 123.7, 122.5, 126 18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18, 257.8, 348.6	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7, 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.1, 126.18, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
Addison (P)	L-VOR	ADS	111.4		
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7 243.0, 272.7	(3)-30235req.#	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 243.0, 255.4 272.7	(3)-30235,req.#	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6, 307.0, 290.3, 119.5, 121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235,req.#	
(1) "	H-BVOR	AUS	112.5		DME
" Mueller	C(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7, 272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7, 272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVOR-DTV	BPR	116.5 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req.#	FSS-Ft Worth
(1)Britton	M-BVOR-DTV	BRT	117.0 V 120.7, 243.0, 255.4, 272.7	(3)-30235,req.#	FSS-Ft. Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
Brownsville Intnl Arpt	AC(g)		278;118.7, 126.18, 119.5, 250.2, 257.8, 348.6	(2), #	
(1)Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6 V 243.0, 255.4, 120.7 272.7	(3)-30235,req.#	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1)Childress	M-BVOR-DTV	CDS	117.6 V 243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6 V 243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	
(1)College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	DME
" Easterwood	C(g)		272;118.5, 126.18 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req.#	51 A 139 N 219 A 319 N
(1) "	H-BVORTAC	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 [illegible] 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
(1)Culberson	M-VORW	CXN	113.4		DME
(1)Dalhart	L-BVOR-DTV	DHT	114.9;V;243.0, 255.4 120.7, 272.7	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235.req.#	
(1) "	M*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6, 119.8, 123.7	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7, 120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intnl	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 125.6, 243.0, 250.4, 301.4, 125.4, 269.0, 271.2, 275.1 323.0, 124.4 124.6, 124.2, 269.2, 363.1, 278.3, 281.4	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365V2430,2554,1207,2727	(3)-30235 req,#	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317;118.1,118.9,123.9,126.18, 263.6, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5req, #, 122.7	
" "	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 22.5, 126.18, 132.0, 142.74, 119.6, 123.9		
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7 (0700-2300)	
" 291.7, 255 1205, 250.4, 285.6, 300.7, 283.7, 124.1, 124.6, 301.4, 353.7, 306.3, 360.6, 351.9	Center	1194, 269.4, 1203, 1208, 1209, 1255, 243.0		363.1 291.7 250.2 343.6 269.2 285.5 # 323.2, 126.1, 326.2, 124.8, 126.0	
"					
" Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1) Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5 req, #	
" Longview	AC(g)		347 118.1, 257.8, 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
(1) Harlingen	L-BVOR-DV	HRL	1088V243.0, 255.4, 120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1) Hudspeth	M-VORW	HUP	115.0		DME
(1) Junction	M-BVOR-DTV	JCT	1160V1207,2430,2554,2727	(3)-3023.5, #	
"	BMH	JCT	275		
Kelly FSS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4, 120.7, 272.7	(3), #	14 A 128 N 196 A 319 N
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NGI	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVORTAC-DTV	LRD	1139V,122.2,120.7,255.4	(3)-3023.5, #	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1) La Vernia	L-BVOR-DTV	LVR	1084V2430,2554,1207,272.7	(3)-30235 prior req.	FSS-San Antonio
(1) Leona	M-BVOR-DTV	LOA	1108V1207,2430,2554,2727	(3)-30235 req,#	FSS-College Station
(1) Llano	L-BVOR-DTV	LLO	1082V1207,2430,2554,2727	(3)-30235 req,#	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4, 120.7, 272.7	(3), #	79 N 174 A 259 N 354 A
(1) Lubbock	M-BVOR	LBB	116.4		
" Arpt	AC(g)		278;119.9, 126.18, 257.8, 348.6, 118.1 335.6	(2), #	
(1) Lometa	M-BVORTAC-DTV	MTA	117.9;V;1207,2430,2554,272.7	(3)-3023.5 req,#	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1;V;1207,2430,2554,2727	(3)-30235 req,#	DME
(1) McAllen	L-BVOR-DTV	MFE	109.8;V;1207,2430,2554	(3), #	FSS-Brownsville
(3) Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
Mineral Wells	BMH-TV	MWL	284V1207,2430,255.4,2727	(3)-30235 prior req,#	
(1) "	M-BVORTAC	MWL	1155		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	407		
(1) Newman FSS-El Paso	M-BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1) Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	1090V1207,2430,2554,2727	(3), #	FSS-Junction
(1) Sabine Pass	M-BVOR-DTV	SBI	1154V1207,2430,2554,272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335;V;243.0, 255.4, 120.7	(3)-3023.5, #	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1) San Angelo	H-BVOR-DTV	SJT	115.1;V;255.4, 120.7 272.7	(3), #	
" Mathis	AC(g)		272 118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, prior req,#	85 N 175 A 265 N 355 A
(1) "	M-BVORTAC	SAT	116.8		DME
" Intnl	AC(g)		278; 118.9 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 381.4,	(2), #, 126.18, 307.0, 317.5	
"	Center	119.7, 120.1, 120.5, 121.0, 121.2, 290.4, 124.4, 119.4, 124.0, 269.6, 124.8, 269.0, 124.6, 243.0, 125.0, 126.4 123.8, 125.8, 124.2, 269.2, 326.2, 311.8, 300.7, 291.6, 281.5, 271.2, 118.2, 125.2, 301.4, 291.7, 363.1, 124.1, 291.4, 335.6, 124.7, 119.2, 322.5, 120.6, 275.1, 278.3, 285.4	#		124.5, 281.4, 319.8,
" "	VHF/DF		Gds: 118.9, 119.5, 122.1, 122.5, 123.9, 124.3, 126.18, 126.7, 132.0, 135.9, 137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.0V2430.2554.1207.272.7	(3)-3023.5, prior req, #	FSS-San Antonio
(1)Sulphur Springs	M-VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;1207.2554.2727	(3), #	
" Pounds Fld	AC(g)		272;119.1,2430.2578,3486	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2V1207.2430.2554.2727	(3)-3023.5 req, #	FSS-Palacios
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVOR	ACT	115.3		DME
" Arpt	C(g)		278;119.9, 126.18, 115.3 257.8, 348.6	(2), #	
Wichita Falls	H-BVORTAC-DTV	SPS	1127;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	
(1) "	HW ?	SPS	296 3486		
" Arpt	AC(g)		278;182,119.1,1268,2430,2578,3271,274.3	#, 122.5	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4, 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req, #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVOR-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
(1) LaSal	M-BVOR-DTV	LXL	1129V1207.2430.2554.2727	(3)-3023.5 req, #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3) "	H-*VORW	LCU	115.6		
(1)Milford	H-*BVORTAC-DTV	MLF	112.1V1207.2430.2554.2727	(3)-3023.5 req, #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-VORW	PVU	116.6		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18,2430,250.2,2578,3054,3486	(2), #	
" "	VHF/DF		Gds: 119.5 (req 1209.120.1,120.3,121.9,122.1,1225,126.18,1267,1359)		
" "	Center		1244, 124.5,1258,125.1,2430,1266,120.3,3519,2915,2904,2696, 3104,3175,2856,121.3,120.0,120.6,274.3,3014, 319.8,124.2,124.8,1253, 1265,269.2, 123.6,278.3, 311.8 275.1,269.0		
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ - DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8V2430.2554.1207.272.7	(3), #	FSS-Glens Falls, N.Y.
Burlington	SBRAZ-DTV	BTV	323;V;255.4, 120.7	(3), #	30 A 169 N 210 A 331 N
(1) "	L-BVOR	BTV	111.2		
" Arpt	AC(g)		278;118.3, 126.18, 243.0 348.6,353.3,121.1,1192,3608,257.8,3638	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-3023.5 req, #	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	242		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
(3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8V1207.2554.2727	(3), #	FSS-Wash., D.C.
(1)Cape Charles	L-BVORTAC-DTV	CCV	109.0V2430.2554.1207272.7	(3)-3023.5, #	FSS-Newport News
(1)Casanova	L-BVOR-DTXV	CSN	109.6V1207.2554.2727	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344V1207.2430.2554.2727	(3)-3023.5 req, #	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
Ft Eustis, Felker AAF	CM		126.3	# (0730-2330 Mon-Sat)	
(1)Franklin	L-BVOR-DTV	FKN	1106V1207.2430.2554.2727	(3)-3023.5, #	FSS-Richmond
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7, 272.7	(3), #	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	67 A 136 N 247 A 316 N
(1) "	H-BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	1163,V2554, 120.7,272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HLS	111.4;V;120.7, 255.4 272.7	(3)-3023.5 req, #	
(1)Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9V2430.2554.1207.2727	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(3)Linden	M-VORW	LDN	114.3		
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
(1) "	L-BVOR	LYH	109.2		
" Preston Glenn	C(g)		287;118.1, 243.0, 257.8	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY** (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS**

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS-Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317;118.7, 243.0, 257.8 348.6	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7, 272.7	(3)-30235, #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Arpt	AC(g)		396;121.1, 137.88, 132.3, 257.8, 348.6 1252	(2), #	
"	Center		118.6, 125.2, 118.5, 118.9, 120.3, 124.9, 124.1, 132.3, 323.0, 124.2, 342.2 137.88, 360.6, 301.4, 319.8, 383.8, 284.6, 269.4	#	
	VHF/DF		Gds: 125.2, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	M-BVOR	PSK	117.7		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd	AC(g)		396;190, 1195, 12618, 2578, 3486, 3558, 3512	(2), #	
" "	UHF/DF		Gds: 243.0, 257.8, 348.6, 3558		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4, 120.7, 272.7	(3)-30235, req#	73 A 170 N 244 A 350 N
" Woodrum	AC(g)		278;118.3, 119.9, 243.0, 257.8	(2)-30235, req#	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-BVOR-DTV	SBV	1104;V;207.2, 430.2, 554.2, 727	(3)-30235, req#	DME FSS Danville
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	108.4		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V;122.2, 207.2, 554	(3)-3023.5, #	91 N 176 A 230 N 347 A
(1) "	M-BVOR	ELN	117.9		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 157 N 230 A 337 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		64 A 146 N 244 A 337 N
Everett Paine AFB	HW	PAE	396		
"	CM		347	122.5req, (1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L-BVOR-D	OLM	108.2		Ctld Seattle FSS
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;121.3 2758;	(2), #	(0800-2400)
Richland	CI		126.18, 121.5 1213.364.2req	(1), 2430req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7, 272.7	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 121.2 125.3 291.7, 243.0, 285.4, 1250, 281.5, 300.7, 311.8, 310.4, 1206 2837, 2855, 301.4, 317.6, 319.2, 124.1, 125.5, 123.8, 124.2, 2783, 3063 2904, 3134, 324.7, 124.4, 307.9, 124.5, 119.2, 124.6, 125.1, 1256, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.18, 125.9, 243.0, 257.8, 122.6, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-*BVOR	SEA	114.5		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 2578, 3486 271.2, 290.8, 338.2, 125.9	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	532		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8 348.6	(2), #	
"	Center		125.2, 125.7, 126.0, 126.4, 250.2, 269.2, 275.1, 291.6, 301.4, 352.0 req: 121.5, 243.0	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Ctc ctl zone)
"	CM		272	(2)	
" Gray AAF	H	GRF	216		
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
(1) "	L-BVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2	(1), #	41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 April 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 120.2,2690,2578,3486	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V;207,2430,2554,272.7	(3)-30235prior req #	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	113.2;V;207,2430,2554	122.1, #	135.0,135.9 unavail.
Charleston	SBRAZ-DTV	CRW	400;V;207,2430,2554,272.7	(3)-30235prior req #	101 A 179 N 277 A 359 N
(1) "	M-BVORTAC	CRW	115.4 3486		
" Kanawha Co.	AC(g)		317;118.5,1198,125.9,126.18,2578,3838	(2), #	
" "	VHF/DF		Gds: 1185,1198,122.5,1259,12618		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7,2727	(3)-30235,req #	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVOR-DTV	HNN	111.2;V;207,2430,2554,2727	(3)-30235prior req #	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;207,2430,2554,272.7	(3)-30235prior req, #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7,272.7	(3), #	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Arpt	CI		126.18,2366,2430,1215req	#,122.5	(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req, #	36 A 140 N 216 A 320 N
(1) "	H-BVOR	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7,272.7	(3)-30235,req #	DME
(3)Rainelle	L-VORW	RNL	108.8		
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(P)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " " "	L-BVOR-DTV	SSU	1084;V;2554,1207,272.7	(3)-30235,req	FSS-Roanoke,Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req #	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req #	
(1)Green Bay	H-BVORTAC-DTV	GRB	170;V;2430,2554,1207,2727	(3)-30235,req #	
" "	MHW	XGB	396		FSS-Rockford Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;207,2430,2554,272.7	(3),30235,req #	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7, 2727	(3)-30235,req #	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req #	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;193,12618,1201,2430,2578,3638,3238	(2), #	
" "	VHF/DF		Gds: 119.3,121.9,122.1,122.5,126.18,135.0,135.9 others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 2727, 120.7	(3)-30235,req #	100 A 173 N 258 A 359 N
(1) "	H-BVOR	MKE	116.4		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18,2430,2578,2630,2854,1238,291.7	(2), #	
WISCONSIN					
Milwaukee Mitchell	VHF/DF		Gds: 1191,122.5,124.1124.9,12618 (Req 1193,121.1,122.1,1267,1359		
	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DTV	OSH	111.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req #	
FSS - Green Bay					
(3)Rewey	M-VORW	RWY	115.8		
(1)Stevens Point	L-BVOR-DTV	STE	1106;V;2430,2554,1207,272.7	(3)-30235,req #	FSS-Wausau
(1)Wausau	M-BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req #	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	0800-sunset other hrs. req.
WYOMING					
(3)Big Piney	M-VORW	BPI	116.5		
(1)Boysen Reservoir	M-BVORTAC	BOY	114.9;V;122.2,2430,2554,1207	(3)-30235,req #	FSS-Casper
Casper	SBRAZ-DTV	CPR	269;V;-122.2;243.0 255.4;120.7,272.7	(3)-30235,req #	76 A 159 N 256 A 335 N
(1) "	H-BVOR	CPR	116.2		
" Air Term.	AC(g)		278;183,12618,2578,3486	(2), #	
(1)Cherokee	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4. 120.7,2727	(3)-30235req #	DME
FSS-Rawlins					
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7,272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVORTAC	CYS	113.1		DME
" Arpt	AC(g)		201;1187,1199,126.18,2578,2630,3486	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	1142;V;207,2430,2554,2727	(3)-3023.5req #	DME/ FSS-Sheridan
(1)Douglas	L-BVOR-DTV	DGW	1088;V-122.2; 255.4,120.7	(3)-3023.5, #	
FSS-Casper					
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
FSS-Rock Springs					
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4. 120.7,2727	(3), #	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7,272.7	(3), #.	DME
FSS-Laramie					
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7,272.7	(3)-30235,req #	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req #	28 A 118 N 208 A 298 N
(1) "	H-BVOR	SHR	115.3		
Sinclair	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7,272.7	(3)-30235,req #	67 A 164 N 251 A 344 N
FSS-Rawlins					
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;1187,12618,2338,257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SWAN ISLAND					
Swan Island	HHW	SWA	407;121.5	#, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	#, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 243.0 255.4	(3)-3023.5 req #	
" "	M-BVOR	STT	108.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc)** transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

DIRECTORY OF AIRPORTS – LEGEND

✓ CITY AND AIRPORT NAME

City or Airport Name followed by:

(AF) - A civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A, N, CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, Marine Corps and National Guard Fields, respectively,

(P) - A civil airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) - Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

● - Indicates Scheduled Airline Stop.

NOTES:
1. Where lights are owned or maintained by FAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields with AF, A, N, MC, NG, CG, P, PC, after airport name.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)

aw -allway field

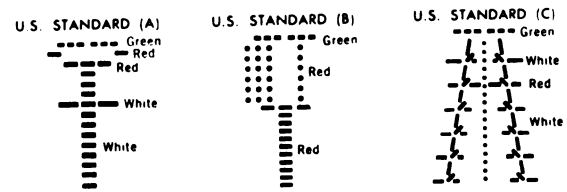
LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
- L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
- 1 - Portable lights (Electrical)
- 2 - Boundary
- 3 - Runway floods
- 4 - Runway or Strip
- 5 - Instrument approach (neon)
- 6 - High intensity runway
- 7 - High intensity instrument approach

7a, 7b, 7c - High intensity instrument approach, U.S. Nat. Stand.configuration A, B, or C. as below:



*An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor airframe repairs
S3: Storage, minor airframe & minor powerplant repairs
S4: Storage, major airframe & minor powerplant repairs
S5: Storage, major airframe & major powerplant repairs
NOTE: Any S combination without parentheses indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parentheses-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or FAA communications station on field.

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U - 122.8 mc (for airports without a control tower; and
X - 123.0 mc (for airports with a control tower).

FUEL

F1: 80 oct., at least	F5: 115/145 oct., and lower
F2: 80/87 oct., and lower	F6: Kerosene
F3: 91/96 oct., and lower	F7: JP-4
F4: 100/130 oct., and lower	F8: JP-5

Any combination without parentheses indicates full time day attendant, in parentheses is part-time or irregular attendant.

REMARKS

(a) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(b) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(c) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
2. The Federal Government disclaims responsibility for non-Federal airports.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas is shown at each field.

(circling the field or radio call).

Because the obstructions on virtually all lighted fields are clearly outlined by obstruction lights, obstruction lights have not been included in the remarks section.

discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.

The Federal Government disclaims responsibility for any Federal airports.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
ALABAMA						
Albertville	1NW; RR NE	1058	1	28		Twr SE.
Abbeville Mun	2.0 N		1	30		Unattended.
Alexander City, Russell Fld (PC)	1.5 SW	685	2	h29	F1	3200' strip available. Surnd by trees.
Andalusia Mun (PC)	5.0 mi E	330	2	h38-L4-S1	F3	
Anniston(P) •	5.5 SSW; hwy E	599	2	h38-BL4-S5-W	F4	Rgt tfc NE. Soft when wet.
Auburn-Opelika(PC)	2.8 E; hwy 1 N	774	3	h40-BL4-S5-U	F4	5050' strip available
Bessemer	2.5 SW; RR SE	500	1	30-S5-U	F4	Rgt tfc NNE. Ctn auto drag strip runs parallel to sod lndg strip with 50' separation. Racing on drag strip Suns. only-ends mrkd.
Birmingham, Lake Purdy	9.0 SE		1	15	F1	
Birmingham Mun(AF) •	5.5 NE	643	3	h100-BL6,7a-S5-X-W	F5,6	Operg 2-way rdo rqrd day & ngt. Inbnd VFR figts, ctc BHM apch ctl 119.9, 385.6 mc approx 25 mi out for lndg instr. Apch Ctl will specify reptg pt where figt will clg to twr freq. Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to hi-performance single eng conventional lndg gear type acft, including T-6. Acft requiring after-burners prohibited. Only 8230' rnwy 5-23 avbl to air carrier. Jet barriers on overrun rnwy 23 & at 40' NE of N/S int of rnwy 5 for mil use only.
Brewton Mun(PC)	3.5 S; riv N	92	3	h40		Unattended.
Canoe, Bachelor	0.5 SW; RR N	288	1	16-S3	F2	
Centre	0.6NNW; hwySSE	581	1	23-(S3)	(F1)	No storage; P-line E.
Clanton, Gragg Fld	1.8 NE	593	2	h40-BL4-S3	F2	Hill E, p-line W.
Clanton, Ware Island	10 NE	390	1	24		
Courtland Airfld (PC)	2.5 SW	588	4	h50(S1)		3' elec fence borders rnwys & taxiways.
Courtland Bay Fld	4NE	570	1	25		
Cullman, Folsom Fld	6.0 N	980	2	h45-L4-S1-U	F3	Mtn ridge east.
Danville	2.0 W	635	2	26		
Decatur, Pryor Fld (PC)	4 NNE; hwy W	593	2	h40-BL4-S5-U	F4	
Demopolis Mun	7.8 WSW; riv NW	112	3	h50		Unattended.
Dothan Mun (P) •	3WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-sked acft over 12,500 lbs. Use rnwys. TV ant. rnwy 31.
Dothan, Napier Fld (P)	7.5 NW; RR S	397	3	h45-S5	F1	Intensive helicopter student trng tfc; no storage. Use rnwys only. ctn-holes, vehicles on rnwys. NE/SW rnwy clsd.
Enterprise Mun	3.0 W	350	2	37		P-line NE.
Eufaula, Weedon Fld (PC)	4.3 NNE; hwy E	275	2	h35-L4	F2	
Eutaw Mun	2.0 SE	160	2	22		
Evergreen, Middleton Fld(P)	6 WSW	258	2	h40-BL4-W		Unattended.
Fayette Mun (PC)	2.2NNE; hwy W	364	2	h34-*L4	(F2)	
Florence, Muscle Shoals	6.5 ENE; lk S	579	2	20-S3	F2	
Skypark-Harbor						
Ft. Morgan	30. S Mobile	10	2	18		Bldgs, P-line W.
Ft. Payne, Isbell Fld	2.0 N	876	1	h33	F2	P-line S.
Ft. Payne, Jennings	4.5 SE	1400	2	23		Unattended.
Ft. Payne, Morgan	5. E Rainsville	1300	1	24-S3		No storage.
Gadsden Mun (PC) •	5 SW	554	2	h48-B-L4-S5	F4	
Geneva Mun	2.0 N; riv S	101	1	h27		
Grove Hill Mun (PC)	1.4 SE; hwy NE	478	2	22	(F2)	
Guntersville Mun (PC)	3.8 NNE; hwy W	609	1	h24	F2	Caution-paved drag strip 200' E of rnwy
Haleyville Mun	4.0 NNE		1	h30		
Hamilton, Marion Co. (PC)	1.0 S	460	1	h60-L4-S3-U	F3	8000' strip available.
Headland Mun	1.5 NE	350	1	h35		Use rnwy. E/W rnwy clsd; P-line N, S. Unattnd.
Huntsville(PC) •	3.1 S; RR E	619	2	h52-BL4-S5-W	F4	Use rnwys.
Jasper, Walker County	2.2 NNE; RR W	496	2	h28-S1	F2	P-line NW.
Lanett Mun	4.5 SSW	600	1	h31		Unattended.
Lanett, Valley	2 SE; riv N, E	564	2	31-S5	F2	
Leroy, McKee Fld.	5.0 SW Jackson	30	1	20-*L4	(F1)	Unattended. P-line NE.
Mobile, Bates (AF) •	10.5 W; bet rds	217	3	h51-BL4, 6-7a-S5-W	F5	Unlgtd trees penetrate apch zone to all rnwys. Due space shortage, all trans & lcl acft not permitted parking space on admin bldg ramp xcpt enplanning and deplanning passengers. Use facs E side of fld. Rnwy 14 not authorized for ngt tk-offs. Rnwy 32 not authorized for ngt lndgs. During daylgt hrs minimum visibility of 1 mi rqrd for lndgs rnwy 32, tk-offs rnwy 14. (Air Carrier sliding scale not authorized.)
Monroeville, Lee Fld	4.7 SSW; hwy N	420	1	18	(F1)	80 oct fuel emgcy only.
Montgomery, Allenport	4.3 SSE; hwy W	203	2	29-S5	F3	Ruf spots.
Montgomery, Dannelly Fld (P) •	7.5 SW; hwy N	221	3	h80-BL4,6,7a-S5-W-X	F4	Use rnwys. Ctn taxiing-lgtd ditch approx 200' NE apch end rnwy 21. J-bar rnwy 9-27. Rnwy 15-33 VFR only.
Muscle Shoals(P) •	1.5 E	548	3	h49-BL4-S3-U-W	F4	Use rnwys only.
Ozark, Blackwell Fld	2.0 SE	358	1	20-S3	(F2)	
Red Bay Municipal	0.5 NNW	620	1	21	(F2)	

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CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
ALABAMA (Continued)						
Roanoke Mun	2 S	907	1	21		Unattended.
Russellville, Wood-Dearing Fld	4 E	762	1	25		
St. Elmo	1.0 W	130	1	30-S3	F1	
Scottsboro, Word Fld	2.1 ENE; RR W	650	1	33		
Selma, Selfield(AF) •	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
Selma, Skyharbor	6.0 SW; riv S	120	1	26	(F2)	
Summerdale, La Rue Fld	1.0 S	120	1	16-S3	F2	
Suttle, Fuller Fld.	4.5 NW; riv W	152	1	20	F2	P-line N.
Talladega Mun (AF)	15 WSW	527	3	h53-S5-U	F4	
Tallassee Mun (PC)	4.0 S; rvr E	200	2	29	91	P-line W.
Troy Mun (PC)	5 NNW; hwy E	393	3	h50-*L-S5-U	F2	Settlement NW end NW/SE rnwy.
Tuscaloosa, Van de Graaff(P) •	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	1.2SW; hwy ENE	496	2	26		
Tuskegee, Moton Fld	3.0 N	270	1	45-(S1)		
Wetumpka, Elmore Fld (PC)	7 W; hwy N	196	2	36-*L4-(S3)	(F3)	S blkd.
ARIZONA						
Ajo Mun (PC)	5 N; RR NE	1458	3	h63		Unattended.
Bagdad(PC)	2.3 ENE	4136	1	28-B-S1		Use with caution. Unattended.
Benson	11.0 E	3500	3	50-L3,4,5-S5-U		P-line NE, NW.
Bisbee Mun	5.5 SSE; RR W	4750	3	47-L	F2	Caution - horses on field.
Bonita, Eureka Ranch	40. NE, Wilcox	4190	1	53		P-line N.
Buckeye-Stephens	0.8WNW; hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City	1 N; riv W	550	1	30		
Casa Grande Mun	5.2 NNW	1462	4	h37		Unattended.
Casa Grande, Three Point	1.5 NNW; hwy E	1389	4	40-L4-U	F4	Lgts operg until 2400
Chandler Mun(PC)	2.5 SSE; RR W	1236	1	h26-S5	F1	P-line NE.
Chinle	1.0 W	5400	1	50		P-line N.
Clemenceau, Cottonwood-Clemenceau	0.7 SSW	3588	2	48-BL4-S5	F4	Hazardous take-off SW.
Clinton, Greenlee County •	8.7 SSE; hwy W	3811	2	h49-*L4-W		Rnwy 18-36 clsd.
Coolidge-Florence Mun (PC)	6.0 SE	1587	3	h56	F2	
Coolidge Mun	1.5 SW	1402	1	h21		Attended days.
Coolidge, Sarita	5.0 SE	1500	2	20-*L-S5	F2	P-line E. No storage.
Douglas Mun	2.5 E	4181	2	53-S1	F2	E/W rnwy perm clsd.
Douglas, Bisbee-Douglas Intnl (P) •	8.5 NNW	4158	4	h75-BL4-S1-W	F5,6	ARPT OF ENTRY. Inner dual rnwys clsd. Tfc patn alt 1000'.
Duncan Mun (PC)	2. SW	3678	2	21		Use ctr of strips; washout NE end NE/SW strip.
Flagstaff Mun (PC) •	4. 5SSW; hwy W	7010	1	h63-BL4-S3-U-W	F4	
Flagstaff, Gray Mountain	38 NNE; hwy E	5040	2	25	F1	
Fredonia Mun	1 NE; hwy W	4750	1	37-(S3)	(F2)	P-line W.
Gila Bend, Stephens Ranch	13 mi NW	650	1	24	F2	P-line E. Ditch W end.
Glendale, Fram	5.3 W	1060	1	21-S1	F2	P-lines E, W.
Globe Mun. (PC)	7.0 ESE; RR N	3193	1	49		
Grand Canyon (S. Rim)	14.3 S	6400	2	100-S3-U	F3	
Hackberry(PC)	6. 4NW; hwy S	3390	2	60		Ctn-hazardous. Cattle-fld. Unattended.
Hereford, Y-Lighting Ranch	6. WNW	4475	1	16-(S1)		
Holbrook 51, LAX-AMA (PC)	2. 2NNE; hwy SE	5241	2	48-BL4-(S3)	F3	Rnwy 12-30 rolling.
Kayenta	2.0 ESE	5810	1	53		Unattended.
Kingman(PC) •	8. 5NE; RR NW	3446	3	h68-BL4-S3	F4	Fld lgts activated by 3 pulses of mike button on 121.7 mc.
Litchfield Park	0.5 NW	1062	2	h37-L4-S3	F2	Hvy jet tfc W.
Marana(PC)	7.7 WNW; riv SW	1891	3	h65-L4		P-lines SE. Ctc twr on 126.18 mc for rnwy lgts.
Marana, Aux. #2(PC)	3.5 S; riv 1 NE	2025	aw	h30		Ctn-debris in center
Marana, Aux. #5(PC)	11 WSW	2065	aw	h30		Rolling.
Marble Canyon(PC)	0. 3SW; bet hwy riv	3600	1	41	F2	Deep canyon SW.
Marble Canyon, Cliff Dwellers	10 SW	4210	1	43-(S3)	F4	
Mesa, Falcon Fld	6 NE	1387	1	h22-S3	F3	
Mesa, Oasis	11. E	1512	2	32		P-line N & W. Unattended.
Mormon Lake	0.5 N	7180	1	40	F2	
Nogales-International(PC)	8 NE; hwy NW	3938	1	h60-BL4-S5-U	F4	ARPT of ENTRY.
Page, Glen Canyon	2.0 E	4300	1	h45-B*L4-S3	F4	Twr S.
Parker Mun	1.0 NE	450	1	h32-L4-S3	F4	
Peach Springs Fld	1.2N; hwy SE	4825	2	24		P-line S & W. Unattended.
Phoenix, Airhaven.	3.9 WNW; RR SW	1119	1	32-S5-U	F3	P-line ENE, WSW.
Phoenix, Deer Valley	16.0 N	1450	1	h50-BL4-S5-U	F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	Sec Nav Fac	LONGEST RNWY FACILITIES	FUEL	REMARKS
ARIZONA (Continued)						
Phoenix-Sky Harbor Mun (NG) •	2.8 ESE; RR N	1124	3	h76-BL4, 6-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnwys 26R, 8R. Clsd to mil F-89 acft; acft requiring use of after-burners for tk-off xcpt prior permission.
Phoenix, South Phoenix	3.0 SSE; riv N	1090	1	30-S5	F1	Rgt tfc E. P-line E, W.
Picacho, Marana Aux #1(PC)	3.0 S	1660	aw	h30		
Polacca	3.5 SW; rd 1 N	5590	2	32		
Prescott Mun (P) •	6.0 NE; RR E	5042	2	h76-BL2, 4-S5-W	F4	Use runways.
Red Rock, Marana Aux. #3 (PC)	8. NNE	1970	aw	h30		
Rimrock	2.5 NW	3575	1	26		
Rock Point - Mission	Adj-Mission	5100	2	40		
Roll, Antelope Ranch	2.0 SW; RR E	250	1	26		P-line E&W. Occasionally clsd for irrigation.
Roosevelt, Grapevine	5.6 ESE; hwy SW	2350	2	42		Unattended.
Safford Mun (PC) •	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
St. Johns(PC)	1.0 NW; hwy S	5700	2	54-(S1)	(F2)	
Salome, 27B, LAX-PHX	15.8SSE; rd N	1362	2	41-BL2		Caution-puncture vines.
Scottsdale, Thunderbird Academy	9.0 N	1500	5	30-*L4-S5	F2	P-line W. Clsd Sat.
Sedona, Oak Creek Canyon	2 SW	4620	1	h34-S1-U	(F2)	Unattended.
Sells	2.0 NW; hwy SW	2380	1	26		Embankment WSW. P-line WSW. Unattended.
Show Low	2.0 ENE; hwy S	6412	2	43-S1	(F1)	Rgt tfc tk-off SW. Unattended.
Springerville-Eager (PC)	1.5 W	7025	3	50-BL4-S3	F2	
Stanfield, Potters Fld	Adj-town	1350	1	37-S3	F2	P-line N & S.
Stoval	3.0 SSE	365	1	h40		Unattended.
Superior	2.0 WSW; hwy N	2646	1	31		NNE blkd. Mountains WSW. Unattended.
Tacna, Moores	0.4 S	350	1	30	(F2)	
Tempe, Sanders	5.0 SSW; RR E	1240	1	26	F2	N, S blkd.
Toltec	0.5 N	1500	1	20		
Tombstone Mun (PC)	4.0 SE; hwy W	4743	1	42-S1		Take-off to ENE.
Topock, Site 6	19.0 SSE; riv N	490	2	h60-*L4	F2	Caution on NNW/SSE strip.
Tuba City	1.0 E	5000	1	43		
Tucson, Downtown	1.4 S; RR SW	2490	3	43		N blkd. P-lines E, SE, NW.
Tucson, Freeway	4.0 NW	2290	1	45-L4-S5-U	F4	
Tucson Mun (NG) •	7.0 S; RR W	2630	2	h120-BL4-S5-W	F5	2-way rdo rqrd. Inbnd VFR acft are encouraged to make initial call to Tucson Apch Ctl when approx 25 mi out on freq 118.5, 127.65, 142.05, or 363.8 mc. Apch ctl will give initial tfc ctl instr & advise pilot when to chg to twr freq.
Tucson, Ryan Fld	13.0 WSW; hwy S	2413	3	h35-B-S3	F2	P-line SSE. Vegetation. Soft-wet.
Tucson, Thunderhead	15.0 ESE; rd W	2896	1	31		
Valle(PC)	2.3 E; hwy E	6001	3	57		
Webb	3.5 N; hwy E	4200	1	h50		P-line E.
White River	3 mi S	5109	1	42		
Wickenburg Mun	15.0 W; hwy S	2360	1	36		Unattended;soft-wet;E/W &NW/SE strips clsd.
Wickenburg, Flying-E-Ranch	4.4 WSW; hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
Willcox, Cochise Co. (PC)	3.6 W; rd N	4168	2	h61-S1	(F2)	
Williams Mun (PC)	4.3 N; RR 1 E	6700	1	39-BL4-(S3)-U	(F4)	Cattle-fld. NE/SW strip muddy-wet. Unattended.
Winslow Mun (P) •	2.0 WSW; RR N	4937	2	h57-BL4, 5-S5-W-U	F4,7	P-line ENE. 17-35 clsd.
Young, Q Ranch	9.0 S	5515	2	34		Cattle on fld.
Yuma, Marsh	1 mi E	130	1	32-S5	F3	Rgt tfc N.
Yuma-MCAAS/Yuma Co. (MC) •	4.5 SSE; hwy N	213	3	h96-BL4-S5-W	F4	2-way rdo rqrd. Rgt tfc rnwys 17, 26. Civil tfc patn alt within 5 mi radius 800' MSL. Lgt acft dalgt hrs only excp prior approval;jet barrier rnwy 09.
ARKANSAS						
Augusta, Flight Inc.	6.0 S	210	2	22-L4-U	F3	Caution-when wet
Almyra Mun (PC)	3W	200	1	h30-S5	91	Emerg only. Dangerous. Soft.
Bald Knob Mun	0.5 mi SE	212	1	24-(S3)	(F2)	
Batesville Mun (PC)	3S; hwy E	464	2	h28-BL4	F2	E W strip hazardous
Benton, Saline Co.	W; hwy N	325	1	h31-L-S5-U	F2	Observe threshold marks lndg.
Bentonville Mun (PC)	1.5SSW; hwy E	1296	1	27-B-S5	F3	
Berryville	1.0 NW	1300	1	20	F1	
Brinkley, Federer Mem'l	1E; hwy N	192	2	31-S3	F1	Water tank NW. Soft-wet, hazardous.
Camden, Harrell Fld (PC) •	4.5NE; hwy W	128	3	h35-BL4-S1-U	F4	Caution-NE/SW rnwy emerg only.
Carlisle	0.5 S; hwy N	235	1	24-S5	F2	Soft when wet. P-line S;N blkd.
Carlisle Municipal(PC)	3NE; RR 2 S	241	2	h45-(S1)	(91)	
Charleston, Burt	0.5 E	435	1	20	(F1)	Cattle on fld.
Clarendon Mun	6WSW; hwy E	217	2	26		N, E blkd. Ctn-wet.
Clarksville Mun (PC)	2.5E; hwy S	425	2	30-BL4	F2	2500' of E/W strip lgtd.
Conway Mun (PC)	1.5SE; rds NE	315	2	h24-BL4-S5-U	F3	
Cotton Plant, Overholt	3W; hwy S	190	3	26	F2	W, N, S blkd. Ctn-wet.
Crossett Mun (PC)	6NE; RR W	181	2	36-S5-U	F3	
Decatur, Crystal Lake	1.0 NE	1180	1	25-L4-U		Unicom days only.
Dewitt, Commercial	3W; RR N	200	1	26-S5	F1	W blkd. Use strip.
Earle, Dickey	1.0 S	212	1	26-(S1)-U	(F1)	Bldgs, P-line E, Unattended.
El Dorado Arpk	1.5S; rds E, W	265	2	24-S5	F3	P-lines N & E.
El Dorado, Goodwin Fld •	8.6 W; hwy S	277	3	h51-BL4-S3-W	F4	Use rnwys.
England-Flying Service	0.5 W	220	1	25-S1	F2	P-line N.
Eureka Springs - Lucerne	2 mi S	1520	1	26		
Fayetteville - Drake Fld(P) •	4S; hwy W	1251	4	h38-BL4-S5-W	F3	Mtn SE.
Flippin, 18, TUL-BNA (P)	1.0 N	721	1	36-BL2-S3-W	F4	
Ft. Smith Mun (NG) •	4 SSE; RR S	468	2	h80-BL4, 6-S3-W-X	F4	Use rnwys. Jet arresting barrier USAF type MA-1A both ends rnwy 7-25 avail when ANG mobile unit at the rnwy.
Gurdon Mun (PC)	0.2NW; rd N	229	2	24-S1	F2	
Hardy, Cherokee	2W; lake E	425	1	h24	F2	
Harrison Mun (PC) •	4.1 NW; hwy NE	1375	3	h40-BL4-S5	F3	DC 3 & larger acft use conc pad N end NW/SE rnwy for locked wheel turns.
Hazen, Fowlkes Fld	1.7E; RR N	229	2	21-S3	F2	S blkd; p-lines N, WSW. Ctn-N/S-wet.
Hazen Mun (PC)	3.8WSW; RR N	230	2	h45		Use rnwy. E/W rnwy clsd.
Heber Springs	1.5 NNE; hwy E	625	1	h36-BL4-S3	F2	
Helena, Thompson-Robbins Fld(PC)	6NW; hwy S	240	2	h36-BL4-S5	F3	E/W rnwy lgt acft only;max lndg wt 30,000 lbs.
Hope Mun (PC)	5NW; RR E	359	3	h55-*L4-S5	F3	Use rnwys. W, SW blocked.
Horatio, Billingsley's	3.5 SW	400	1	26		P-line SE. Rolling.
Hot Springs, Memorial Fld (PC) •	3SW; hwy N	534	2	h50-BL4-S5	F4	
Jacksonville, Bond	NW edge		1	18-(S1)	(F1)	P-line N.
Jonesboro Mun (PC)	3.5ESE; hwy SW	264	3	h44-BL4-S5	F4	Use rnwys.
Lakeview, Gaston's	2.0 S	530	1	22	F2	Atnd days; p-line & trees WSW.
Lewisville, Harrison Fld	0.3 NE	360	2	30-S5-U	F2	
Little Rock, Adams Fld (NG) •	2.5ESE; rd N, E	257	6	h70-BL4, 6, 7a-S5-W-X	F4	P-line N;use paved rnwys & taxiways only; sod unsafe.
Magnolia Mun (PC) •	3 SSE	313	1	h36-BL4-S5-U	F5	
Manila(PC)	1.6 NE; 1k 1 E	242	2	30-L4-S5	F3	Ctn-wet.
Mena Mun 41, NEW-MKC (PC)	2SE; hwy NE	1069	1	45-BL2		Unattended.
Monticello Mun	2.2E; hwy S	276	3	24-S1	F3	E blkd. Ruf. Ctn-wet. weeds. Trees E, W.
Morrelton, Petit Jean Park	9.0 W	921	1	h41-*L2-(S1)-U	(F3)	Ben prior req.
Mountain Home, Lahar Fld	5.0 SW	900	1	27-(S1)		Fuel avbl on req.
Nashville, Carroll-Futrell	2N; rd E	450	1	19		
Newport Mun (PC)	6 ENE	237	4	h50-S5	F2	Ctn advised
North Little Rock Mun	4.5 N	545	1	32-S5	F2	Shoulders soft.
Ozark, Whitman Fld	1.2NNW; hwySW	600	2	25-BL6	(F1)	P-line SW.
Paragould Mun	1.0 NW	270	2	32-L4	F1	Rolling & soft when wet.
Pine Bluff, Grider Fld •	5.3SE; hwy 1N	205	2	h51-BL4-S3-W-U	F4	
Pocahontas Mun	2SE; hwy W	280	2	34-S1	F2	S, W blkd.
Rogers Mun	2.7 N; hwy SE	1360	1	h30-BL4-S3-U	F2	N blkd. Use rnwy only.
Russellville, Ark. Poly.	1.3N; hwy W	350	2	23-L4-S5-U	F2	SE blkd. Rnwy lgts prior req after 2400.
Searcy Mun (PC)	2.6S; hwy E	253	1	h25-BL4-S1-U	F3	Ctn when wet.
Siloam Springs, Brown Univ.	2 W; hwy S	1183	3	25-S3	F4	
Springdale Mun (PC)	0.8SSE; RR	1352	1	h25-L4-S1-U	F4	
Stuttgart Mun (PC)	7N; hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
Stuttgart, Dockery	1.5NNW; hwy E	210	1	24-S5	F3	N, S blkd.
Texarkana Mun (P) •	4NE; RR NW	389	2	h40-BL4-(S3)-W	(F4)	Use rnwys.
Texarkana, Mack's	4SE; RR N	390	2	18-*L4-S3	F2	
Walnut Ridge Mun (P)	4NE; RR SE	276	3	h50-BL4-W	F4	Use rnwys.
Warren, Griffin Fld	1.5 ESE; hwy N	157	2	22		P-line WSW. Cattle on fld.
West Memphis, Ranier	1.5 W; hwy N	215	2	47-S5-U	F4	SW blkd; p-lines N, NE; rgt tfc NE; soft-wet.
West Memphis, Johnson	3.2 W; hwy N	212	1	23-S5	F4	Caution when wet.
CALIFORNIA						
Adelanto, El Mirage Fld (PC)	11WNW; 1k N	2865	4	h37-S3	F3	
Adelanto, Hansen	15. W	2858	1	26-*L4-U	(F2)	Ben on req.
Adelanto, Sun Hill Ranch	13.1NNW; hwy E	2950	1	26		Ruf, rolling. Rgt tfc NW.
Adin Mun (PC)	0.5 SW; hwy S	4228	1	h20		P-line SE. Ruf. Unattended.
Agua Dulce Airpark	20. N Van Nuys	2600	1	42-S3	F2	No storage. P-line N.
Alturas(PC)	6.8 WNW	5034	1	h62-U		Soft Shoulders. Unattended.
Alturas Mun # 1	1. W; RR S	4420	3	h35-S1	F2	P-line NE, SW. Ant. NE. NE tk-offs prohibited

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
				CALIFORNIA (Continued)		
						xcpt prior permission. 150' min alt over houses.
Amboy, Roy	1.0 NW	670	1	32	F1	P-line SE. 4' dike NW end of rnwy.
Angels Camp, Frog Town	1.0 S	1500	1	24-S3		
Antioch	3.0 S	191	2	25-S1	F3	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley •	1N; hwy SW.	2930	2	42-BL2	F4	P-lines SSW.
Arcata(P) •	7. 6NNW; oceanW	217	2	h60-BL6, 7a-S5-W	F4	Rgt tfc rnwys 13 & 19.
Auburn Mun (PC)	3.8 N; hwy 1W	1023	2	31-BL2-S5	F2	
Auburn, Skyridge Fld	0.5 S	1440	1	20		
Avenal	0.3 W; hwy NE	790	3	32-*L4-S3	F2	P-line N. Rgt tfc E, S, SE; soft-wet; electric ear.
Bakersfield, Meadows Fld(P) •	4. 4NNW; RR W	515	3	h59-BL6, 7a-S5-W	F4	TV antenna E, SE, S. Rgt tfc rnwys 12 & 16.
				Rnwys 25 &7 clsd lndgs. Rnwy 7 clsd tk-offs. Taxi and areas W & S of old admin area		
				to pt approx 150' N of end rnwy 30 unctld, not visible from twr.		
Banning Mun (PC)	1 SE; RR N	2190	1	h52-BL4-S5-U	F3	
Beckwourth	1.2 E; RR SW	4900	2	h35-L4-S5-U	F2	P-line SW.
Bieber	1 NE; hwy S	4158	1	h35		
Big Bear City	0.5 NW	6752	1	37		Open May thru Aug.
Bishop(PC)	1.8ENE; riv E	4118	3	h75-BL4-U-W	F4	
Blairsden, Feather River Inn	1.0 WNW	4300	1	26		Open June thru Sept.
Blue Canyon	1.1 NNE; hwy NW	5284	1	34-B-W		P-line NNW. Rolling.
Blythe Mun (P) •	7 W; hwys S	397	4	h69-BL4-S5-W	F4	Fuel dalgt hrs only.
Blythe, Heron Fld	1.2 E; hwy N	265	1	h25-S5	F4	P-lines N.
Bodega Bay	1.0 SE	10	1	18		Unattended.
Borrego, Borrego Valley-San Diego County (PC)	3.0 E	520	1	h35-B	F2	Use rnwy.
Borrego Valley, Borrego Air Rch	6 SE; hwy S	575	2	h24		
Boulder Creek	3.0 NW	810	1	30-(S1)		
Brawley Mun	1.3 NE; rd E	-128	3	h30-L4-S5	F3	P-lines SE, E blkd.
Brawley, O'Connell Bros	1.4 SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
Bridgeport, Bryant Fld	0.5 E	6450	1	30	(F2)	
Burbank, Lockheed Air Term.(P) •	3.5 WNW; RR S	775	2	h58-BL4, 6, 7a -S5-U-W	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnwys 7, 15; 914' ext on rnwy 15 avail. for tk-offs only. P-lines 1 mi W. All itinerant acft arriving fld are encouraged to make initial ctc with BUR apch ctl 120.9 mc, regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories, & routing necessary for proper sequencing. Initial ctc should be made at least 30 mi out.
Buttonwillow-Kern Co. #15	1 NNE; canal SW	271	1	h27-(S1)		P-line SE.
Buttonwillow, Mirasol	2 S; hwy W	271	1	h18-S3	(F2)	Minor acft rprs only. Unattended.
Calexico Intn'l	1.2 W; riv N	SL	1	42-L4-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calipatria Mun	0.5 WNW; hwy S	-180	3	h26-*L3-S1	(F2)	4300' strip avail. P-lines NE, SE, SW, NW.
Calistoga Arpk	0.2 ENE; RR S	365	1	h28-*L4-S5	F2	Rft tfc WNW. P-line WNW.
Carlsbad	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carlsbad, Palomar	4.5 SE	328	1	h37-BL4-S5	F4	Attended days only.
Carmel Valley	0.5 N	450	1	h18		
Carpinteria, Parsons Arpk	2.1ESE; RR SW	220	1	20-S3-U	F2	Rgt tfc W. Minor rprs avail in emerg.
Catalina	12.0 NW	1560	1	h32-U		
Cedarville(PC)	1.5 N; hwy W	4610	1	h36	F2	Unattended.
Chester	1.5SSW; hwy NW	4525	2	93-L4-S5-U	F4	NE, SW & N blkd.
Chico Mun (AF) •	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc NW.
Chico Ranchaero	2.2WSW; hwy NE	173	1	22-L4-S5-U	F3	
Chino (PC)	4.5 SE	625	2	h62		Rgt tfc to E, NE. Ctn-F86 & C47 acft operg in vcnty. Taxiing on rnwys.
Clarksburg, Borges-Clarksburg	2.4NNE; riv SE	12	1	20-S5	F2	ESE blkd.
Clear Lake Highlands, Pearce Fld	1.5 SE	1340	2	20		
Coalinga Mun	1 N; hwy E	714	2	h52-L4-S1	F3	
Columbia(PC)	1 WSW; riv W	2112	2	h36-BL4-S5-U	F2	Rgt tfc to SE. Surd by hills.
Colusa	1.2 SW; hwy N	47	1	28-*L4-S5	F2	
Compton	2 SW; hwys E, W	97	1	34-BL1-S4	F4	W blkd.
Concord, Buchanan Fld (PC)	1.5NW; hwys N, S	22	3	h50-BL4-S5-U	F4	P-line WSW. Rgt tfc rnwys 14 & 19.
Corcoran	2.0 W hwy S	197	1	37-L4-S1	F2	P-line NW. Ctn - weeds.
Corcoran, Salyer Farms	0.9 SE	203	1	30-*L	(F4)	Twr NNW.
Corning(PC)	1.3NE; hwy W	299	1	h28-BL4-(S1)	F2	
Coso Junction, Gillis	0.2W hwy E	3380	2	26	(F2)	P-line E.
Covelo-Round Valley	0.7 SW	1418	1	35-L4		Hills WNW. Rgt tfc. Ngt lndg from E only, make let down over city; lgts avail by circling city. 80, 87 fuel avail emerg.
Crescent City, Del Norte Co.(P) •	2.5 NW; ocean W	56	2	h50-BL4-S2-W	F4	
Culver City, Hughes (PC)	3.6 SSW; RR N	22	1	h88-*L4		Bluff S. P-line NE. 2-way rdo rqrd. Clsd trans acft xcpt of bus. Prior notification requested.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
				CALIFORNIA (Continued)		
Daggett •	5 E; RR S	1927	2	h64-BL2-W	F4	
Daggett, Gentry	0.6 N	2000	1	32-L4-S3	F3	
Darwin	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	3 E; RR N	28	1	23		Soft when Wet. Caution - Holes.
Davis, University	2.4 WSW; crk S	65	3	h36-BL4-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	0.7 W; hwys E, N	2037	1	23		Rgt tfc N.
Death Valley, National Monument	2.0 NW	211	1	h11-L2	(F3)	Bcn & bndry lgts on call.
Delano-Kern Co. #3(PC)	1.5SE; RR, hwyW	316	1	h60-L4-S1	F2	Use rnwys. Lgts operate dusk to midnite.
Desert Center, 17, LAX-PHX	4.5NE; hwy NW	550	2	h50-BL4		Unattended.
Dinsmores	11. E	2375	1	27		Surd by mts.
Dinuba, Alta	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW. Major eng repairs only.
Dorris, Butte Valley(PC)	6 SSW; RR E	4238	1	25		Unattended.
Dos Palos, Eagle Fld	7 SSW; canal S	158	1	23	F2	Ctn-weeds, holes
Dunsmuir, Mott, 25B, SFO-SEA(PC)	5 N; hwy W.	3256	1	h27-L2	F4	Clsd winters. P-line WNW. Rgt tfc SSE.
El Monte, El Monte-L. A.	1 NNE	300	2	h25-BL3,4-S5	F4	Rft tfc SW.
Elsinore, Skylark Fld.	4. SE	1252	2	30-S3	F2	Mtns NE. P-line SE.
Escalon, Thornton	3 N	110	1	25	80	P-line E.
Escondido, Lake Wohlford	7. NE	1625	1	17	(F2)	
Eureka Mun (PC)	2 W	20	1	h24-S5	F2	
Eureka, Murray Fld (PC)	3.6 ENE; hwy N	5	2	h23-BL4	F4	Rgt tfc NNW, W.
Fair Oaks, Phoenix Fld	3.5 ENE; riv E, S	270	1	h23-L4-S5-U	F4	Rgt tfc to NNE.
Fall River Mills Mun (PC)	1 N; hwy E	3300	1	h33-L4	F2	
Famoso, Poso-Kern Co #16	4 E; hwy N	640	1	h45		Use marked rnwy only. Unattended.
Fontana, Miro-Fontana	2.5 NE	1435	1	25-S3	F2	Rolling. P-line ENE.
Fort Bidwell(PC)	0.7 N; 1k S	4740	1	39		Use easterly tfc pat. Ctn-soft. Unattended.
Fort Jones, Scott Valley(PC)	3.5 SSW; rd E	2728	1	h38-L4	F4	Surd by mtns. Fence N & S.
Fortuna, Rohnerville(P) •	3.3 SSE; rd E	390	1	h40-BL4-S5-U	F3	Rgt tfc rnwy 11.
Franklin(PC)	5.5 SSE; RR W	21	3	h38		NNE, SSW, NE, SW, WNW, ESE blkd. Unattended.
Fremont, Center Fld.	2.1 SSE; hwy N, W	40	1	20-S3	F2	P-line WNW. Atnd wk ends only.
Fresno Air Terminal(NG) •	6 NE; RR S, E.	331	2	h71-BL4, 6, 7b-S5-W	F5	Rgt tfc rnwys 11 & 7. Jet barriers 11 & 29. Use rnwys. Ctn-first 1000' rnwy 29 designated overrun mrkd with chevrons. Tk-off & lndg in overrun area prohibited. Ctn-taxiing vcnty overrun and rnwy 25. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 N, NE, E, SE.
Fresno-Chandler Mun(PC)	1.8 W; hwy S	277	1	h40-BL2, 4-S5	F4	Rgt tfc rnwy 11; pools on rnwys after rain.
Fresno, Sierra Sky Park	9 NW; riv N	325	1	32-*L-S5	F4	Hi-voltage p-line SE end strip, unlgtd. Lgts avail rdo req thru Fresno Twr.
Fullerton Mun (P)	3.0 W; hwy S, N	93	1	h24-BL4-S5	F4	Rgt tfc rnwy 24. 823' MSL rdo twr NW.
Furnace Creek, Death Valley	2.0 NW	-211	1	h30-*L2	F3	Bcn on prior req. 1800' NW end perm clsd. Ruf. Open lgt acft only.
Garberville(PC)	1.5 SW; riv SE	545	1	h22-S5-U	F2	Rgt tfc NNE. Soft when wet.
Gasquet	1.0 W	390	1	h14		2800' strip avail. Surnd by mtns.
Glen Ivy Hot Springs	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley, Loma Rica	3.3 E	3140	1	42-L4-S3-U	F4	
Grimes, Thayer Bros	1.5 NW	54	1	18	(F2)	Lgtd twr NE, Tree SE.
Gustine	2.2 E; hwy NW	120	2	h23		
Half Moon Bay Flt Strip (PC) •	5.5 NW; hwy NE	64	1	h50-BL4-S5-W-U	F5	Rgt tfc NW.
Hanford Mun (PC)	1.2 SE; hwy S	245	1	h22-S3	F2	Rgt tfc to NNW.
Happy Camp(PC)	0.5 W; hwy S	1208	1	34		Unattended.
Havasu Lndg, Bale Fld.	0.5 N; 1k E	490	1	22-S3		Rolling. Use strip.
Hawes Aux #1	1.5 SSW; hwy N	2319	4	h56		
Hawthorne Mun (PC)	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	1.2 E; rd W	2361	1	30		Mtns E.
Hayward Mun (NG)	2 WSW; RR W	46	3	h52-BL4-S5-X-W	F4	Rgt tfc, rnwys 4,10R,28R.
Healdsburg, Alexander Valley	3.7 ENE; riv E	160	1	19-S1	(F2)	SE blkd. Rgt tfc NW. P-line NW.
Hemet, Ryan Fld (PC)	2.5 WSW; RR SE	1502	1	h37-BL4-S5-U	F4	5 rapid pulses of mike button on Unicom freq controls rnwy lgts.
Hesperia	3.0 S		1	h34-L4-S3	F4	Rgt tfc NE. P-line NE.
Hollister Mun (PC)	2.9 N; hwy E	229	2	h43-*L4-S5-U	F3	Bcn on req.
Imperial-County(P)	1 S; hwy E	-58	1	h53-BL4-S5-U-W	F4	NNW blkd. Rgt tfc rnwy 32.
Independence	1.0 N	3926	1	39	(F2)	Unattended.
Indio, Shaver's Summit (PC)	32. E	1090	1	h60		
Inyokern-Kern Co. #8(PC) •	1.1WNW; RR E	2426	3	h73-BL4-S3	F2	P-line S.
Jackson, Amador Co(PC)	2.5 NW; hwy S	1711	1	20-B*L4-S5-U	F2	
Jacumba(PC)	1.3 E; hwy N	2810	1	24		Mtns E. Rolling. Unattended.
Kerman, Bland	2 SE; RR N	222	1	18		80 oct emerg only. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	T-DOWNS	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Kernville-Kern Co. No. 13	3.0 SSE	2575	1	h 42		
King City, Mesa Del Rey(PC)	1 NE	370	1	h45-*L4-S3	F2	Embank WNW.
Klamath, McBeth Fld	2.5 ESE; riv S, W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	1.8NNE; riv S, W	25	1	h16-S5	F4	
Lakeport, Lampson Fld (PC)	4SSE; rd E	1380	1	h26-S1	F2	3500' strip avail. Mtn NW.
LaMesa	4.2SE; hwy 1. 2N	480	1	18-S5	F2	Hills ENE. Rgt tfc WSW.
Lancaster, Quartz Hill	5.2 SW	2470	2	26-B*L4-S5	F2	NW blkd. P-line W, SW. Soft in spots.
Lancaster, Wm. J. Fox •	4.0 NW	2349	1	h50-BL4-S3-U	F3	Rgt tfc W.
La Verne, Brackett Fld	1.0 SW	997	1	h35-BL4-S5-U-W	F3	Rgt tfc E. Avoid flgt over fairground bldgs.
Lee Vining	1. SE	6797	1	26		
Lincoln Mun (PC)	3.6WNW; hwy S	120	4	h38-L4-S1	F2	
Little River, Mendocino Co. (PC)	3. SE	572	1	h52-B*L4-W	F3	Rnwy 11 rgt turn only after tkof ngt & VFR.
Live Oak, Bowles	1.5NW; hwy E	72	1	h16-S5	F2	Use strip.
Livermore-Sky Ranch	1.2WNW; hwyNE	448	2	40-S5-U	F4	NE, N blkd. Beacon emerg only.
Lodi Arpk	4.5SW; hwy E	25	1	27-S5	F2	P-line E.
Lodi, Lind's	4.8 N; hwy E	58	1	30-S5	F2	Maintain high apch over 60' P-line E. W blkd.
Lompoc(PC)	0.6 N; riv 1 N	94	2	22-L4-S3	F3	Rgt tfc W, NW. P-lines E & W.
Lone Pine	0.8 S; hwy W	3700	2	26-L4-S5-U	F3	NW blkd.
Long Beach(AF) •	3 NE	56	5	h100-BL4, 6-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnwys 7R, 25R, 30, 34, 34R. Unlgtd derricks W of rnwy 7R; p-lines W. N 800' rnwy 16L perm clsd; first 150' rnwy 25L & taxiway N side adj not visible from twr.
Los Angeles Intn'l (P) •	9.5 SW; RR E	126	4	h101-BL4,6,7a-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc N; use paved areas only. All mil acft proposing flgt in LAX durg IFR wea conditions must be equipped to ctc apch ctl on 124.8, 119.3, 324.7, 269.0, 307.0 mc. IMPORTANT: Apch ctl and radar serv not avail, on 126.18, 257.8 mc. Caution operg off W shore. Jet acft deptg rnwys 25L, 25R climbing VFR use a 200° depart. corridor orig. max of 3000' at approx intsxn of extended centerlines of the above rnwys. Acft proceeding E from off shore VFR making a track approx extended centerlines of above rnwys cautioned not to descend below 4000' MSL til past shoreline or LAX VOR unless cleared by ATC. Jet pat. downwind is 1500' MSL. Cross tfc avoid apch area W and E btwn Downey Rbn and fld below 3000' MSL, if desire to cross apch area below 3000' ctc LAX apch ctl. Rnwy 16-34 clsd. Jet acft on VFR lcl flgt cross coastline below 3000' then climb on a 200° mag to 26,000' or til out of ctl area. Returning flgts proceed over NW tip of Catalina Is., descending via Pt Vicente to arpt. All itinerant acft arriving LAX are encouraged to make initial ctc with LAX apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routings when necessary for proper sequencing. (1) Acft from NW thru E use freq 119.3 mc. (2) Acft from SE thru W use freq 124.8 mc. (3) Calls should be made at least 30 miles from arpt.
Los Angeles, Van Nuys (NG) •	4 NW	799	2	h80-BL4-S4-U	F4	2-way rdo rqrd. Rgt tfc rnwys 26, 34. J-Bar rnwy 16-34. Touch & go lndgs prohibited on Sat. & Sun. after 1300. Jet acft make initial apch at 4000' MSL when lndg rnwy 34; 2300' lndg rnwy 16. Tfc indicator inop 2300-0700. Depressions along edges of east N/S taxiway, taxi with ctn. Acft over 15,000 lbs req taxi instr daylgt hrs, after dark turn off at end of rnwy. 65' unlgtd obstns 900' S end rnwy 34.
Los Banos Mun (PC)	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Lost Hills, Blackwells Corner	10.5W; hwy E	650	3	40		P-lines E & S.
Lost Hills-Kern Co. #9	1.0 N	281	1	h45		1850' gravel overrun. Unattended.
Lucerne Valley, Double J Rch.	7 E; 1k 2.2 NW	2955	1	30		
Madera Mun (PC)	3.5WNW; hwy E	253	2	h45-BL4-S5	F4	Attended 0800-1800 daily.
Mammoth Lakes, Long Valley	7.2 E; hwy S	7132	2	h41		P-lines NW, SE. 4224' strip avail.
Mariposa-County	4.5 WNW; rd S	2250	1	21-L2,4-S1	F2	Tfc pat SSW. Electric ear at aprxly 300'.
Marysville, Yuba Co. (P) •	3.2 SSE; RR W	63	2	h60-BL4-S5-U-W	F4	
Mendota	0.3 E	174	1	23		3' fence each end rnwy.
Merced Mun (P) •	1.6SW; hwy 1 NE	155	2	h47-BL4-S5	F4	760'NW/SE rnwy lgtd. Lgts NE/SW rnwy emerg only.
Meridian, Sanborn Bros.	2.7 SSE; riv W	40	1	h17		Cattle on field.
Middletown, Larry's Fld	2.5WNW; hwy SW	1200	1	17		
Modesto-City-County (PC)	2.2 ESE; riv S	96	2	h50-BL4-S5	F4	Rgt tfc to NW.
Montague Mun	1 W; hwy S	2527	2	37-*L2	F2	
Montague, Siskiyou County(P)	4.3 NE; RR W	2631	2	h75-BL4-S5-W	F4	
Monterey Peninsula(N) •	3.4ESE; bay NW	230	2	h50-BL4,6,7a-S5-W	F4	Rgt tfc rnwys 24, 28.
Morgan Hill	1.4 N; RR SW	375	1	24		P-line NW.

CITY AND AIRPORT NAME	LOCATION	ELEV.	T-DOWNS	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Murrieta Hot Springs	4.1 ENE	1137	1	22		P-line E.
Napa-County (PC)	5.5 S; RR E, S	33	2	h53-BL4-S5-U	F4	
National City	1.1SSE; riv S	8	2	20-*L1-S5-U	F2	NNE/SSW strip soft. Rgt tfc to NNE.
Nevada City Mun	1.5 NW	3050	1	26		Trees W.
Needles, Riverview	1.7 SSE	635	2	25-L4-S1	F3	NE blkd.
Needles, 25B LAX-AMA (P)	5.5S; hwy E	990	2	h58-BL4-S1-W	F4	
Novato, Marin County	2.6NNE; RR W	1	2	30-S5	F2	Soft when wet. Ctn-high weeds.
Oakdale	3.0 SE; RR N	180	2	24-S5	F3	Unattended Wednesday. Hills S & SE.
Oakland, Metropolitan-Oakland International (N) •	5 S; hwy 2 NE	5	3	h62-BL6, 7a-S5-W-X	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Large acft use concrete taxiways. Naval activity 0800-sunset & 2 hrs req prior sunset. Inbound VFR flgts in rdo equipped acft ctc OAK Apch Ctl on 118.1 or 269.2 mc approx 25 mi out for lndg info. Apch ctl will specify the rptg pt where flgt will chg to twr freq. Acft not equipped for 2-way commun on 118.1 or 269.2 mc use other avail freq and ctc OAK Twr. Due to non-visibility twr unable to observe tfc on taxiway from Transocean hangar to rnwy 15. Non-rdo acft rqrd to req apvl from twr for clearance; make left hand pat. before lndg.
Oceanside Mun	1.8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	3.5WSW; RR E	600	1	18	(F1)	TV ant. SSW.
Olancha, Grant's Airpark	2.0 SE	3700	2	40-S5	F3	Unattended. P-line E.
Olancha, Monache Meadow Lodge	10. WSW	7600	1	29		Lndgs N, tk-offs S only; fence S; attnd May-Nov.
Ontario International (NG) •	2.0 E; RR N, S	952	2	h82-BL6, 7a-S5-W-X	F5	Rgt tfc rnwys 3, 7. Formation tkofs & lndgs prohibited, xcpt ANG 196th Fighter Interceptor acft. Due non-visibility twr unable to ctl tfc on ANG ramp and txwy leading to ANG hangar area. Acft not lndg at fld avoid apch and depart. area E & W below 3000' MSL in VFR wea. Twr tfc operg E quad exercise caution exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.
Orland, Circle M Ranch	4 SW	240	1	18-L4		
Orland, Haigh Fld	3.2 ESE	220	aw	h41-S1	(F2)	Farmers use SW corner. Unattended.
Orland-Kirkwood Fld	4.0 NE	220	aw	30		P-line E, S; 4250' strip avail. Unattended.
Oroville Mun (PC)	2.0 SW; hwy N	199	2	h60-BL4-S3	F4	Ctn-rnwys humpy.
Oxnard, Ventura Co. (PC) •	1.1 W; hwy E	38	2	h45-BL4-S5-W	F4	Ctn-hi-performance jet acft operg in ctl zone.
Palm Desert Arpk	1.2NW; hwy SW	224	2	32-L4-S3	F3	W blkd. P-line E. Attended Sept thru May.
Palm Springs(PC)	3.0 E; hwy SW	448	2	h70-BL4-S3-U	F4	Caution-hi terrain S. Rgt tfc NNW.
Palo Alto(PC)	2 ENE; bay 1 E	2	1	h25-S5-U	F4	Ant. SSE; p-line S.
Paso Robles-County(P) •	5.0 NE; hwy 1. 5S	837	2	h47-BL4-S1-W	F4	
Patterson	2.2 W; rd S	168	1	h19-*L4-S5-U	F2	2600' strip avail.
Petaluma-Sky Ranch	2.3 NE; rd NW	78	1	h21-*L1-U	F2	
Pismo Beach-San Luis Obispo Co. (PC)	2.7 SSE; RR E	14	1	h24-L2-S3-U	F1	
Pixley(PC)	1.2 SW; hwy E	260	1	h20	(F2)	2500' strip avail.
Placerville	1.5ESE; hwy 1 N	2595	2	h29-BL4-S1	F3	Downdrafts.
Porterville Mun (PC)	3 SW; hwy 1 N	444	2	h60-BL4-S5-U	F5	Lgts by elec ear.
Quincy, Gansner Fld (PC)	0.5 N; hwy W	3426	1	h31-*L4-S3-U	F3	Surd by mtns. Tfc pat. N.
Ramona(PC)	2.6WSW; hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	0.2 N; RR SW	5300	2	33		Cattle on fld.
Red Bluff, Bidwell(P) •	1.7SSW; crk N, S	354	2	h40-BL4-S5-W	F4	Rnwy lgts on call after 2400.
Redding Mun (PC) •	6.0 SE; rd W	500	2	h60-BL4-S3-W	F4	
Redding, Benton Air Park	1.1 WSW	719	1	h25-BL2-S5-U	F4	Rgt tfc S. Rud.
Redding, Sky Ranch	5 S; canal E, N	486	2	h27-L4-S5-U	F4	Trees SE.
Redlands	3 NE; RR E	1574	1	25-L4-S5	F2	Rgt tfc W. Lgts on req after 0100. Rolling.
Reedley, Great Western	5 N; RR W	361	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Morrow Fld	1.8 S; hwy S	1100	1	h32-S1	F2	P-line ENE, WSW. Shoulders soft.
Richvale	1.5 WNW; RR E	112	1	h25-*L4-S1	(F2)	Unattended.
Ridgecrest, Davis	0.5SSW; hwy E	2300	3	26-S1	F3	P-line ENE.
Rio Vista Mun	1 NW	46	2	h25-*L4-S1	F2	
Riverside Mun •	4.5WSW; RR W	790	2	h46-BL4-S5	F5	Rolling.
Riverside-FlaBob	2.3WNW; riv SE	760	2	h20-L4-S5	F4	3700' strip avail.
Robbins, Lampson's	0.4 W; hwy E	24	1	22-*L4-S3-U	F2	P-line SSE. No storage. TV ant. SE.
Robles del Rio, Carmel Valley	1 N; rd S	450	1	h18		Use rnwys. Unattended.
Rosamond	3 NW	2435	1	26-S5	(F2)	No storage.
Rosamond, Carver's Ranch	3. W	2350	2	19		P-line SW.
Sacramento Mun (P)	3. SW	21	3	h60-BL4,6,7a-S5-W	F5	Apch lgts 2500' long. Twr tfc operg SW quad exercise ctn exten instr apchs including jets VFR wea, actual apchs IFR wea.
Sacramento, Capitol Sky Park	4 W	15	1	30-S5	F3	Use strip.
Sacramento, Jensen Fld	4SSW; RR W	17	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVC	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Sacramento, Sky Ranch	4. 6SSE; hwy E	27	2	23-S5	F2	P-line S, NE. Ruf.
Salinas Mun (P) •	2. 8 ESE; RRSW	86	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras Co.	1. 0 SE	1200	1	20-L4-S3-U	F3	
San Ardo Fld	0. 5 NW	450	1	20		
San Bernardino	4. 7NNW; RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
San Bernardino, Tri-City	3. 3 SSE; riv N	1040	3	32-BL4-S5-U	F3	P-lines S, SE; rgt tfc E, S; 2700' E/W strip lgtd.
San Carlos	1 NNE	4	1	h25-L4-S5-U	F4	6' levee S. Clsd to DC-3 and heavier. Rgt turns lndgs & tkof to N.
San Diego, Lindbergh (P) •	2. W; bays S, W	15	2	h81-BL4, 6-S5-W-X	F5	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY. Jet barrier overrun area rnwy 27. 2-way rdo rqrd, xcpt emerg. Inbnd VFR acft make initial call to Lindbergh Apch Ctl on 119.7mc over one of folg pts: Oceanside from N; Jamul from E; Mexican Border from S; approx 20 mi W from seaward. Apch ctl will give initial tfc instr and advise where to ctc twr for lndg clear. Not applicable to VFR acft depart. Icl immediate area for Lindbergh Fld. Acft deptg rnwy 27 turn rgt to 315° mag as soon as practical, and maintain heading to 1000' unless otherwise instructed by twr. When depart. on heading other than 315°, climb to 1500' as soon as practical. VFR straight in apchs to rnwy 9 maintain min 700' MSL until past Loma Portal "H".
San Diego, Montgomery Fld (PC)	7 NNE; hwy W	423	2	h34-BL4-S5-U-W	F4	Rgt tfc rnwys 5, 10. Unattended ngts-keep rnwy lgts in sight durg ngt lndgs. Ditch 100' short of threshold lgts rnwy 28.
San Diego-County(Gillespie)(PC) •	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F3	Rgt tfc ESE.
San Fernando	2. 0 E; hwy 1 SW	1168	1	h30-S5-U	F2	Rgt tfc to NNE. P-line NNE. Ctn-drag strip W.
San Fernando, Whiteman Arpk	2 SE; RR SW	1033	1	h42-S3	F3	P-lines NE, S, SW. Rgt tfc NNE. 98 oct avail.
San Francisco Intnl(P) •	9 SSE; bay E	11	4	h95-BL6, 7a-S5-W-X	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat., lndg & tk-off. Use paved areas only. Inbnd VFR acft make initial call to SFO apch ctl. Call should be made over or abeam one of folg fixes using freq listed if avail, otherwise freq normally used to call apch ctl: Stinson Beach, Richmond, Bay Pt, Livermore-use 118.5 or 269.4 mc. Campbell, Saratoga, Farallon Isl-use 120.9 or 290.3 mc. Apch ctl will give initial tfc ctl instr & advise pilot when to chg to lcl freq or lndg clear. Procedure does not apply to VFR acft deptg OAK for SFO due short distance-these VFR flts call SFO twr freq 120.5 mc. Preferential rnwy system under VFR conditions in effect as follows: TAKE-OFFS: (a) Use rnwys 1 when operationally feasible. (b) When rnwys 28 are used-climb to 1500' MSL as rapidly as practical. Acft making rgt turn, do so as soon as possible after passing arpt bndry unless otherwise instructed by twr. No left turns should be made prior to reaching San Francisco Gap Marker and 1500' MSL. (c) When rnwys 19 are used, large acft, under normal conditions, shall make left turn as soon as practicable after passing arpt bndry unless otherwise instructed by twr. LANDINGS: Normally use rnwys 28. Inbnd acft normally maintain 2000' MSL until past the shoreline and over San Francisco Bay, unless making ILS apch. Acft lndg rnwys 1 shall make a turn on to final as close to arpt and as high as is practical within limitations of acft.
San Jose Municipal(PC) •	2 NW; RR SW	62	2	h48-BL4-S5-X	F4	2-way rdo rqrd for acft over 4000 lbs GWT-xcpt emerg.
San Jose, Reid's Hillview	4 E; rd NW, SE	134	1	h27-L2-S5	F3	Tfc pat E.
San Juan Capistrano, Capistrano	2. SW	50	1	12	F2	Ctn - Short rnwy.
San Luis Obispo - County(PC)	3 SSE; hwy E	209	2	h40-B*L4-S5	F5	P-line E.
San Marcos - Valley	1 W; RR N	550	1	20-S5	F2	Rgt tfc N. Ctn weeds on strip. Soft when wet.
Santa Ana, Orange Co. (PC) •	5. S; hwy N	54	1	h48-BL4-S5	F4	Rnwy lgts activated-5 pulses-mike button-122.8mc.
Santa Barbara Mun (P) •	8. 1 W; RR N	14	3	h47-BL6, 7a-S5-U	F5	Apch lgts 2900' long; unlgtd 330' overrun rnwy 25.
Santa Cruz, Bonny Doon Village	8. NW	2000	2	h24-S1-U	F2	Trees in N apch.
Santa Cruz-Sky Park	5. 3 N; hwy E	500	1	22-S5-U	F3	Hill NW. Rgt tfc SE.
Santa Maria, Machado Fld	2. 2 N; riv N	230	1	27-S5-U	F4	W blkd.
Santa Maria-Public(PC) •	4. 2 SSW; hwy E	259	2	h57-BL4-S5-U-W	F4	Stnd pat. 1000' MSL.
Santa Monica Mun (P)	2. 6 ESE; rd E	175	1	h50-BL4-S5-X	F5	2-way rdo rqrd. Rgt tfc rnwy 3. Single eng acft of 1000 or more horsepower prohibited xcpt by prior approval. Taxiways unlgtd.
Santa Paula	In City (S)	240	1	21-S5-U	F4	Ctn hi TV ant Rgt tfc to E rnwy.
Santa Rosa, Sonoma Co (PC) •	7 NW; RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	0. 5 S; RR N	965	1	26-S5-U	F1	W blkd; hills S, E; rgt tfc W rnwy; ctn-weeds-ruf.
Santa Ynez (PC)	0. 9 ESE; hwy N	643	1	h20-L4-S1	(F1)	Dirt overruns: 1000' W end, 400' E end. Unattended.
Schellville	4. 7 SW Sonoma	15	1	25-(S5)		Unattended.
Seigler Springs, Hoberg	0. 8ESE; rdsE, N	2150	1	h53-S1	F2	300' hill N end; land from S. Attended May-Oct. 1500' SE not usable winter months.
Shafter-Kern Co. #14(PC)	5 E; RR E	425	3	h45-S5		Rgt tfc rnwys 12, 16, 25. Mat areas hazardous.
Shelter Cove	0. 1 W; ocean W	80	1	16-L2		Tfc pat. to SW. Downdrafts NW. Use strip. F2 fuel emgcy only.
Simi-Valley	2. 0 S	925	1	22	F2	Caution-rolling to W.
Solemint, 6 S Ranch Arpk	1 WNW; hwy S	1349	1	h25-S1	F2	Hi hills E, W blkd.
Sonora, Columbia (PC)	SEE: Columbia, Columbia Airport					
Stockton Mun (P) •	4 S hwy E	28	4	h54-BL6-S5-W	F4	All operns on ramp area adjt to T-hangars nose docks & ramp at S end of fld will be at pilots discretion due to this area not being visible from the ctl twr. Txwy lgts on txwys B, D, & E inop.
Stockton, Orange	5 N; RR E	17	1	h30-L4-S5-U	F4	Lgts dusk-2400. P-line E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVC	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
CALIFORNIA (Continued)						
Stovepipe Wells	0. 5 NE	0	1	19		
Stratford, Schwartz Farms	2. 0 SE	195	1	h26		
Stratford, Westlake Farms	6. 1SW; hwy W	200	1	20-*L4	(F2)	No ngt lndgs; cars on rnwys; fuel emerg only.
Strathmore, Traugar Fld	1. 1NNE; RR E	426	1	h20-S5	F3	Ctn-weeds, loose sand.
Sunset Beach	2. 0 E; ocean S	30	2	19-*L2-S5-U	F2	6' fence end rnwy 24. P-line WSW.
Susanville Mun	5. 0SE; hwys adj	4146	2	h30-BL4-S5	F3	P-line N.
Taft-Kern Co. #2	0. 6 E; RR S	873	3	38-BL4-S3	F2	P-lines WNW; bldgs SW.
Tahoe Valley, Lake Tahoe	2. 0 SSE	6263	1	h59-S5-U	F4	Attended daylgt hrs. Tfc pat. to the E 1000'. Surrounded by mtns. Caution-apchg from the S due to down drafts. Tie downs avbl.
Tehachapi-Kern Co. # 4	0. 8 NE; RR S	3952	1	h40-(S1)	(F1)	200' overrun each end. Unattended.
Thermal(P) •	1. 6SW; hwy W	-117	2	h50-BL4-S5-W	F4	Use rnwys.
Thousand Oaks, Conejo Valley	2. W	750	1	26-S5	F3	200' overrun W. Rgt tfc W. Trees W.
Torrance Mun (PC)	3. SW; hwy S	95	1	h50-BL4-S5-X	F4	Rgt tfc rnwy 29. Tfc pat. alt 800'. Twrs NE, NW. 2-way rdo rqrd.
Tracy Mun (PC)	3. 5SW; RR N	207	3	h40-S1	F2	
Tracy, New Jerusalem(PC)	8. 5ESE; riv E	62	1	h40		Unattended.
Trinity Center(PC)	0. 4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns, S blkd. Unattended.
Trona	5 NE; dry lk S	1716	1	60-B*L2	F3	Rolling.
Tulare Arpk	3. 7SSE; hwy W	270	1	33-S5	F2	
Tulelake Mun (PC)	8 SE; hwy SW	4048	1	h34-(S3)	F2	3500' strip avail.
Turlock Mun	9 E; hwy N, W	160	1	h30-S1	F2	
Twentynine Palms	6. 0 E	1860	1	55		Fuel on call.
Twentynine Palms, Cones Fld	1. 5ENE; hwy W	1900	3	14-S1	(F2)	Caution-Sand on N/S strip.
Ukiah Mun (P) •	1. 5S; RR E	615	1	h50-BL4-S5-W	F4	Rgt tfc N. Use rnwys or'y.
Upland, Cable	1. 8 ENE; hwy S	1450	3	h21-BL4-S5	F3	ENE blkd. 3350' strip avbl. Lgts on call thru ONT or RIV.
Upper Lake, Gravelly Valley	20 N; 1k 1 S	1900	1	50		Deer on fld. Unattended. Hill, canyon N-NW.
Vacaville	1. 0 SW	115	1	26-S3	F2	P-line S.
Vacaville, Nut Tree	2. 0 NE	112	1	h19-S1-U	F2	Rgt tfc rnwy 19. 2000' strip avail.
Vacaville, Vaca-Dixon	5. 8NE; hwy NW	78	2	23-S1	F2	P-lines S, SW & NE.
Ventura Arpk	1. 7SE; RR NE	13	1	h24		Rgt tfc SE. Unattended.
Visalia-Dinuba	8. 0 N	310	1	h37-S5		
Visalia, Green Acres	1. 8WNW; RR S	317	1	28-S5	F3	P-line WNW.
Visalia Mun (PC) •	5 W; RR W	292	1	h53-BL4-S5	F3	
Walnut Grove	2. 0 SW	00SL	1	26-S1	F2	P-line E.
Wasco-Kern Co. No. 5	1. 5 N	313	2	h 35		
Watsonville Mun (PC)	2. 6NW; hwy S	160	2	h45-*L4-S5	F4	Bcn prior req.
Weaverville	1. 0 NNE	2300	1	30-S5-U	F2	Surrounded by mtns.
Weed	5. 0 W	2938	1	h34		
Williams, Dalton Commerical	1. 3NE; RR SW	68	1	25-S1	F2	P-line S. Soft when wet.
Willits Mun	1. 3ENE; rd S	1356	1	h18	F2	P-line W. No storage.
Willows, Nolta's Flying Service	4 N; hwy E	140	1	19		NNW blkd.
Willows - Glenn County	1. 3WSW; hwy N	139	2	h45-BL2, 4-S5	F3	
Winters-Davis Figt Strip (PC)	7. 5ENE; hwy W	98	1	h60		Unattended.
Woodland, Watts	5. 5 W; hwy E	121	1	h20-S5-U	F2	Clsd ngts. 3700' strip avail.
Yuba City, Sutter County(PC)	0. 6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln Airstrip	2. 1 W; hwys SW	2350	2	22-S1		P-line WSW. Unattended.
Yucca Valley	2. NE	3220	1	27-L4	F2	
Yucca Valley, Giant Rock	14. 5 NW	2820	2	56-S3	F2	
Yucca Valley, Landers	11. 0 NNE	3100	1	28		
COLORADO						
Akron Mun	4. 2 SE	4585	2	52-BL2-W		P-line E. Ruf.
Akron, Washington Co.	0. 7 N	4600	1	41-S1	F4	P-line W.
Alamosa, Kramer Fld	3 WNW; RR N	7500	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Alamosa Mun(PC) •	28; riv 1. 5 NE	7535	2	h59-BL4-S3-W	F3	Unlgtd 1120' sod overrun.
Aroya, Maurer Ranch	1. 0 E	4600	2	30	(F3)	
Aspen, Sardy Fld	3. 5 NW; RR E	7800	1	h52	F4	P-line NW; hill SW. Land SSE, tk-off NNW, Due hillside background acft on final apch invisible to pilot in take-off position; avoid lndg apchs when acft on rnwy or climb out. After take-off rnwy 33-acft should not turn more than 30° to rgt until 2 mi from end of rnwy. Acft equipped to guard 122. 8 mc must do so when operg on arpt and while in tfc patn.
Blanca	2. 5 SW	7780	3	58		P-line S.
Boulder Mun (PC)	3 ENE; bet RRs	5296	1	h41-L4-S5-U	F4	Under calm winds, lnd & tkof to the E.
Burlington Mun	0. 5W; RR S	4160	4	38-S1	F1	N, NW blkd. P-line S, SE, SW.
Canon City, Fremont County(PC)	6. 9 E; hwy N	5436	2	h54-BL4	(F3)	
Colorado Springs, Peterson Fld (PC) •	6. 5 ESE; hwy N	6172	3	h85-BL4-S5-W	F5	Caution lndg-rise in terrain apch end rnwy 21

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
COLORADO (Continued)						
Cortez–Montezuma Co. (PC) •	3.1 SW; hwy E	5911	2	h59-BL4-S5	F4	NE/SW strip rstd lgt acft.
Craig Mun(PC)	2 SE; riv N	6197	1	h56-S1-U	F4	Caution-ditch. Use strip.
Del Norte Mun	2.5 N	7900	3	60		Hills SW, W, & N. Unattended.
Del Norte, Scheel Ranch	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
Delta, Starr Nelson	4 E; RR N	5240	3	59-S3	F2	
Denver, Ruston Hgts.	10NNW; hwy W	5550	3	39-*L4-S5	F2	P-lines S, SE. E/W strip emerg only.
Denver, Sky Ranch	12.6 E; RR S	5478	3	41-S5	F4	Rgt tfc strips 26, 30, 36. Ditch W.
Denver, Stapleton Airfld(P) •	5 ENE; RR N	5331	5	h100-BL4-7a-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnways 35, 26L, 26R, 30, 21. Acft avoid flgt vicinity jail lctd 4000' NE apch end rnwy 21. Rnwy 8L-26R clsd acft larger than DC-3. Hvy air tfc N & E due to instr trng. Durg hrs darkness flashing amber lgt in segmented circle denotes rgt tfc. Inbnd VFR flgts rdo equipped acft ctc DEN apch ctl on 119.5mc approx 25 mi out. Apch ctl will provide lndg info and specify point pilot shall ctc twr for further instr. Due to non-visibility twr unable to ctl tfc on entire ramp W of N/S strip.
Durango, LaPlata Fld(PC)	10.6 SE; riv NW	6684	1	h70-BL4-S5	F4	SW end soft, ruf.
Eagle 76, LAX-DEN	4.5WSW; RR W	6539	1	51-BL2-W	F3	
Eaton, Barnetts Air Fld	3.5 SE	4750	1	26-S5		Bldg S
Elizabeth, Pine View	1.0 S	6500	1	36-S3	F2	Minor eng repairs only. No storage.
Flagler Aviation Service	1 S; hwy N	4975	3	40-(S1)	(F1)	P-line E.
Ft. Collins, Christman Fld(PC)	4 WNW	5160	2	h40-BL2-S4	F3	Use strips.
Fort Morgan Mun.	6.0 N	4550	3	h34-S1	F3	Sign SE. 5200' strip avail.
Glendevey, Skyglen	6.0 N; riv E	8000	2	68		Peakes N. Hump S. 80 oct avail emerg.
Glenwood Springs - Sky Ranch	2S	5900	1	37-S1	F2	Rgt tfc S.
Granby–Grand Co. (PC)	1 ENE; RR S	8203	1	49-S3	F4	
Grand Junction, Walker Fld (P) •	4. NNE	4858	2	h54-BL2,4,5,6-S4-W-U	F4	Keep alert for dusters during summer months.
Greeley Mun (PC)	3.5 E; rd S	4645	3	50-BL4-S5	F4	Rgt tfc tk-offs rnwy 6, 17; ctn-hi terrain all quads.
Gunnison-County(PC) •	1.2 SSW; RR N	7666	2	h60-S4	F3	Closed winters.
Gunnison, Quarter Circle - Circle	29.8 SSE	9440	1	37		Unattended.
Hale, Bonny Dam	2.0 W	3755	1	37		P-lines E, W. W.
Hooper, Bradley Ranch	3. SE	7550	1	39*L		Use N/S rnwy only. 1500' N end unusable.
Hugo Mun (PC)	2.0 NW	5128	3	40		Unattended.
Julesburg Mun	2.4 SW; RR N	3520	2	32	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	10.0 NNE	5300	3	26-(S3)	(F1)	P-line N, E. No storage.
Kit Carson, Trading Post	0.8 NW; hwy S	4290	3	42		P-line S.
Kremmling(PC)	0.9 E; hwy N	7411	1	h55-S1	(F2)	Unattended.
La Junta Mun (P) •	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar Mun •	3.8 WSW; riv 1 N	3673	2	h48-BL4-S3	F1	P-line N.
Limon Mun	1.4 NE; hwy S	5365	3	40-*L4-S1	(F3)	Soft when wet. Attended on req.
Longmont Mun (PC)	2.9 W; hwy S	5047	3	h42-BL4-S5-U		4400' strip avbl.
Loveland Mun (PC)	2 WNW; hwy S	5078	2	31-(S1)	(F3)	
Manzanola	3.0 WNW	4275	3	32		
Meeker	1.3 E; riv S	6300	1	39-*L-S1	F1	
Monte Vista, San Luis Valley •	6. E; hwy N	7608	1	63-BL4-S5	F4	Lgts req after 2200.
Montrose County (PC) •	1.5NNW; hwySW	5758	2	h56-BL4-S1	F1	P-line SW. NE/SW Strip soft when wet.
Nucla, Hopkins Montrose Co.	2.3 S	5910	2	h45-BL4-S1	(F1)	Unattended. 4800' strip avail.
Ordway	0.9 S; RR N	4300	1	39		
Paonia	3.7SSW; RR NW	5850	1	32		
Pueblo-Memorial(P) •	7 ENE; hwy S	4725	3	h88-BL4, 6-S3-W	F5	
Rangeley-Heights	0.6 SE; rlv 1 N	5500	1	32		
Rifle Mun	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rifle, Riverside	1.0 S; riv N	5280	1	38	(F2)	Bridge E.
Rocky Ford, Todd	2.8SSW; canal N	4370	1	30	(F2)	
Salida	4.0 W	7484	1	36-(S1)	(F2)	P-lines W.
Silver Cliff, Valley	0.7 ESE	8000	1	48	(F1)	
Springfield	3.5 N	4410	3	35	F2	P-lines W.
Steamboat Springs	2.5 NNW	6920	1	34	(F2)	
Sterling, Crosson Fld (PC) •	2.8 W; RR S	4037	2	h47-BL4-S5-U	F4	Ditch S.
Towner, Woolfolk	0.5 S	3980	2	26	(F3)	Ctn-badger holes.
Trinidad Mun (P)	10. 5ENE; rivNW	5761	2	h55-BL4-S1-W	F4	Rnwy 9-27 rstd to 10,000 lbs gross wt. Use rnwys
Trinidad–Newcomb	20 E	5500	3	37		Soft when wet. Cattle on fld. Hills W & S. Rgt turn after tk-off.
Vernon, Dickson Strip	5.0 SW	3950	1	45	(F1)	P-lines S.
Vernon, Stults	1.0 W	3950	2	26		P-line E.
Walden–Jackson County(PC)	1.5NNE; hwy W	8144	3	59	F2	Do not fly over mink farm 2 mi SW. Unattended.
Walsenburg, Johnson Fld	5.0 N	6080	2	52		
Watkins, East Colfax	2.7WSW; hwy N	5650	3	30-S5	F1	P-lines N, NW. Ruf.
Wray, Bowman	10 SW	3800	1	30-U	F2	Unattended.
Wray Mun	1.2 NNW; hwy E	3600	2	42-S1	F1	Unattended. P-line NW.
Yuma Mun	1.0 S	4150	3	30	(F1)	P-line W. Rgt tfc N. NE, SE.
CONNECTICUT						
Ansonia	1.0 NE	440	1	18-(S1)	(F1)	
Bethany	1.3 N	750	1	28-*L2-S5-U	F1	500' N end slopes sharply.
Bridgeport Mun (P) •	3.5ESE; hwy 1 N	9	3	h47-BL4-S5-W-X	F4,7	NE blkd. Hvy tfc adj NE.
Chester-Inc.	3.0 W Deep River	420	1	h22-L4-S5-U	F4	Trees N, S. Attended 0800-2100.
Danbury Mun (PC)	2.5SW; RR N	457	3	h44-S5-U	F3	No storage. SW, SSE blkd.
East Hampton, Haddam Arpk	6.0 S	20	1	18-S3	F1	
E. Hartford, Rentschler	1.5SSE	45	4	h58-L4-S5-W	F5	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd. Clsd xcpt factory bus. or prior approval.
Groton, Trumbull(PC) •	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
Hartford, Brainard Fld (PC)	2.8 SE; riv E	18	1	h44-BL2, 3, 4-S3-U	F4	FEE. N blkd; dikes NE, ENE; old rnwys perm clsd; new E-W turf strip avbl for cross wind lndgs. 1000' fence W and parallel to rnwy 2-20; arpt atnd 0700-2300, lgts on all rqrt.
Madison, Griswold	2 ESE; RR N	15	2	16-S3	F3	Comfl acft over 3000 lbs prohibited. 400' extn SW.
Meriden Mun	2.4SW; RR E	102	1	h21-BL2-S5-U	F1	P-line S. 3500' strip avbl.
Monroe	0.5 S	620	1	21-S3	F1	
New Haven Mun (PC) •	4 SSE	15	2	h47-L4-S5-U-W	F4	Code bcn.
New Milford, Candlelgt Farms	3.0 W	675	1	21-(S1)	(F1)	
Plainville, Robertson Fld	2.5N; RR E	200	1	21-*L4-S5	F1	Avoid flgt over chicken farm 1000' N.
Simsbury	2.6NNE; RR W	210	2	16-S5-U	F3	
S. Woodstock, Woodstock	1.2SSE; hwy W	465	1	18-(S5)	(F2)	No storage.
Warehouse Point, Skylark's Arpk	2.2 E	120	1	21-(S5)	F1	
Waterbury	5.7NNW; RR 1E	843	2	20-S5	F1	Maj eng. repairs only.
Waterford, New London	1.7N; hwy N	60	2	19-*L4-S5-U	F4	Ridge NW.
Willimantic, Windham(PC)	2.7NE; hwy SE	244	3	h43-BL4-(S5)-U	F2	Dike NE.
Windsor Locks, Bradley Fld (AF, NG) •	2.8 W	173	3	h96-BL4, 6, 7a-S5-W	F5	2-way rdo rqrd unless prior authorization rcvd
DELAWARE						
Dover Arpk	2.2 N	37	3	24-S5	F1	P-line SW.
Georgetown, Sussex Co. (PC)	1.5SE; RR N, E	51	2	h50-S1-U	F1,7	
Hartley, Lasch	0.8WNW; rd NE	70	1	18-(S3)	(F2)	P-line SE
Laurel	1.5SW; hwy S	30	3	21	F1	P-line NE. Unattended.
Middletown, Baker's Fld	6 N; RR E	65	2	31	F2	E, N blkd.
Milford Arpk	1.1NNW; hwy E	35	2	24-*L4-S5	F1	ESE blkd.
Millsboro, White House Farm		10	1	19		
New Castle, Piasecki	1.5 W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip, soft-wet. Rgt tfc NE; use rnwys & taxiways only; tfc pat. alt 500' AGL. Tfc pats. as follows: Tk-off & lnd NE-rgt turn. Lndg SW-left turn. Tk-off SW-left turn while within bndry of arpt to avoid ILS tfc and rnwy 1 & 19 tfc at New Castle Co. Arpt. Climb straight out SW only with approval of New Castle ctl twr. Apch & depart fr and to SE and NE.
Rehoboth Beach, Rehoboth Aircrafters	2.5 W; hwy N	28	4	33-B*L4-S5-U	F4	E, SE, W, NW blkd. Unlgtd ant. ENE.
Selbyville, American Skyways	3.0 E	30	2	20-*L1-S3	F2	W, NW blkd.
Smyrna	0.8 E; riv N	20	1	18	F1	
Wilmington, New Castle Co. (NG)	4.8 SSW; hwy SE	79	4	h71-BL4, 6, 7a-S5-W-U	F4	2-way rdo rqrd; twr unable ctl surface tfc on parking ramps. P-line N.
Wyoming, Jenkins	1 W; rd SE	53	2	30-S5	F1	N, S, NW blkd. P-line SE. Rolling.
DIST. OF COLUMBIA						
Washington-National(AF, N) •	2.2S of Monument	15	3	h69-BL2-6, 7a-S5-W-U	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FOREIGN CLEARANCE BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. USAF, NAVY, CG: Clsd all acft xcpt: (a) acft carrying VIP & officers above rank of Maj Gen or Rear Admiral. (b) Scheduled MATS. (c) Flgt rqrg customs & immigration serv. (d) Navy & CG logistic support flgts. (CG logistic flgts not hangared at WNA req prior approval fr mgr, must be cleared with Comdt CG and will be flown VFR conditions only) NO acft over 120,000 lbs w/o prior approval. CG & Navy acft taxi to MATS term N of admin bldg. Lmtd parking, taxiing W of taxiway 6. Taxiing E to taxiway 6 at discretion ctl twr only. All VFR inbnd acft intending to lnd, & who are equipped to do so, are req to make initial ctc with apch ctl on 118.1 mc.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
FLORIDA						
Apalachicola Mun (PC)	2 W; bay S	20	3	h52-S1	F4	Use rnwys.
Atlantic Beach, Bull	4 S St. Johns Riv	15	1	25-(S5)	(F1)	
Avon Park Mun	1.5 W; hwy N	156	3	h40	F2	P-line NW. Use rnwys.
Bartow Air Base (P)	5.5 NE; RR NW	124	4	h50-BL4-W		AF contr school. Clsd civil acft xcpt prior permission. Clsd Sat, Sun, holidays & 2230Z-1200Z Mon-Fri xcpt prior approval. Arrivals & depart. Sat & Sun approval must be obtained before 2000Z Fri. Approval for 2230Z-1200Z must be obtained before 2000Z on arrival day. Two-way rdo rqrd.
Belle Glade-State	1 NNE; hwy W	17	2	24-S5	F1	W blkd; soft when wet; no fuel avail, July-Aug.
Brooksville Mun (PC)	7.5 SW; RR E	70	3	h70-S5	F3	Use runways.
Bunnell Mun (PC)	3.5 E; lk SW	34	4	h50		Cattle on fld; use rnwys; ctn-bushes each end rnwy.
Cedar Key, Lewis(PC)	1W; gulf W	7	1	h24		Tower S. Use rnwy. SW blkd. Unattended.
Chattahoochee	2.0 NE	230	1	18		
Chipley	1.8 SE; RR N	166	2	26-S1		S blkd.
Clearwater Mun	2.5 NE	73	3	30-S5-U	F3	
Clewiston	1.0 SW	18	3	30-S5	F3	P-lines N, NE, NW, SW.
Clewiston, Airglades State(PC)	7.6 W; hwy N	20	2	h30-*L4	F2	Use rnwy.
Cocoa, Central Brevard	2.1 ESE; riv E	4	1	30-BL4-S5	F4	
Crestview	2.5 N; RR E	274	1	33-BL4-S5-W	F2	W blkd.
Cross City, 58, MEM-TPA(P) •	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus Co.	2.5 SSE; hwy W	7	2	32-S5-U	F4	
Daytona Beach Mun (P) •	2.8 SW; hwy N	34	3	h57-BL4, 6-S5-W	F4	Use rnwys.
De Funiak Springs Mun	2.5 W	265	3	39-L4-S3	F4	P-lines N, NE.
Deland, Maxwell's Skypark	3.5 NW	100	1	23-S5		
Deland Mun (PC)	2.5 NNE; hwy S	80	4	h60-BL4-S4	F3	Use rnwys.
Dog Island Airstrip	E end island	6	1	30		
Dunnellon Mun	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Everglades	0.5 SW; bay SW	6	1	h10-B-S1-U	F2	2500' strip avail. Unattended xcept phone req.
Fernandina Beach(PC)	4.0 S; riv W	15	4	h53-S3	F1	NE blkd, SE, S, E scrub.
Ft. Lauderdale, Bradley Fld	2.8 N; RR W	9	3	h26-S5-U	F4	
Ft. Lauderdale, Broward Co. Intnl.(PC) •	3.7 SSW; RR E	10	3	h50-BL4-S5-X	F4	ARPT OF ENTRY. Use rnwys. Rnwy 18-36 perm clsd.
Ft. Myers, Page Fld (P)	4 S; hwy W, RR E	17	3	h50-BL4-S5-W	F4	Use rnwys. Three 32' lgtd twrs SW corner, 1000' from nearest rnwy. Rnwy 9 clsd ngt lndgs; rnwy 27 clsd ngt tk-offs.
Ft. Pierce, Godwin	5.0 W	19	1	18-S3	F1	P-line N.
Ft. Pierce, St. Lucie County(PC)	3.5 NW; RR E	24	4	h50-BL4-S5-U	F3	Use rnwys. Center 3600' E/W rnwy lgtd.
Fort Pierce, Sunrise	4.0 SW	18	1	26	F4	
Gainesville(PC) •	4.5 NE; RR W	155	3	h50-BL4-S5-U	F4	Use rnwys. Trees SW, SE blkd.
Gainesville, Stengel Fld	4 WSW; 1k E, W	75	1	35-S5	F1	Sandy, ruf. Use strip. Trees E.
High Springs, Sky Road Inn	5.0 N	90	1	21	F1	
Hollywood, North Perry(PC)	6.3 W	9	4	h32-*L1-S5-U	F4	Use rnwys.
Holopaw Emgcy(PC)	2.2 E; hwy S	70	1	26		
Homestead, Ocean Reef Resort	15 SE	8	2	25	F3	
Howey-in-the-Hills, Howey	0.5 S; 1k E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	1.3E NE; RR W	35	3	h50-BL2, 4	(F3)	
Inverness Mun	2.0 SSE	50	1	20		
Jacksonville, Craig Mun (P)	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
Jacksonville, Herlong(PC)	9.0 SW; hwy NW	87	4	h40-S3-U	F3	
Jacksonville, Imeson (NG) •	6.3 N; RR W	52	3	h70-BL4-6-S5-W-X	F4	2-way rdo rqrd ngts, rcvr days. Inbnd VFR flgts in rdo equipped acft, ctc JAX apch ctl on 119.3, 269.2 mc aprx 25 mi out for lndg instr. JAX apch ctl will specify reptg pt where flgt will chg to twr freq.
Jacksonville, Mile Branch	11 SW	62	1	18-S5	F1	Cattle on fld.
Keystone Hgts, Keystone Arpk(PC)	4.5 NNW; RR W	196	3	h50-S3	F2	Use rnwys.
Key West-International(P) •	2.3 E; ocean S	4	1	h48-BL4-S2-W	F4	ARPT OF ENTRY. FEE. All NE and East bound acft taking off from rnwy 9 will pass S and E of Key West NAS (Boca Chica Fld), NW & N bnd acft make left turn and remain below 800' until clear of tfc pat. All acft enroute Intnl Arpt ctc Navy Key West twr on 118.7 mc or 122.5 mc when 20 mi out for tfc info. If unable ctc twr ctc Key West Rdo. Extensive jet trng in area. Taxi on taxiways only.
Kissimmee Mun (PC)	2.3 W; RR N	82	3	h50-B-S4	F1	Tfc pat alt 600'.
La Belle Mun	1.0 S	18	2	24		P-line NW. Trees in approaches. Unattended.
Lake City(PC)	3.7 ESE; hwy N	202	4	h68-S5-U	F4	Use rnwys.
Lakeland, Drane Fld (PC) •	5.5 SW	142	3	h50-BL4-W		0700-1730 student trng -T-28 or T-34 acft. Ctn-entering active rnwy. Use rnwys.
Lake Wales Mun (PC)	2.3 WSW; RR N	125	2	h40-*L2-S4	F4	Int. mil student trng 0700-1730 Mon-Fri. Rgt tfc rnwy 17.
Leesburg(PC)	4 ENE; 1k SE, NW	67	2	h50-BL2-S5	F3	Use rnwys. Road NE.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
FLORIDA (Continued)						
Leesburg, Eagles Nest	5.5 N; 1k E	80	1	22		
Longwood, Slade	2 mi W	110	1	26	F1	P-line SE.
Malabar, Valkaria Fld	2.5 S	26	4	h40		N, E, NW, SE blkd. Unattended.
Marathon Flight Strip	1.8 E; hwy SE	8	1	h40-S3	F4	2000' overrun.
Marianna, Graham Air Base (P) •	5.0 NE; hwy E	113	4	h50-BL4-W		AF Prim Contract School. No civil tfc without prior approval. No fac for civil acft. Inten student trng 50 n mi radius -from surface to 24,000'. Clsd Sat-Sun & holidays and from 2300Z to 1200Z wk-days xcpt during student trng. No itinerant lndgs rnwys 18R, 36L, 18-36R. 2-way rdo rqrd.
Mayo, Cypress Lakes	3.0 E	355	2	20	F2	
Melbourne-Eau Gallie(P) •	2.2 NW; RR E	26	4	h43-BL4-S5-W-U	F5	
Miami, Aero Country Club	9.7 SW; RR W	10	1	26-S5-U	F3	Acft higher than 600 hp prohibited. 25' unlgtd poles adj W.
Miami-International(AF) •	5.0 NW; canal NE	9	4	h94-BL4, 6, 7a-S5-W	F5	ARPT OF ENTRY. FEE. 2-way rdo rqrd; use rnwys. FOR CLEAR BASE. No storage. Folg restrictions applicable to all jet acft operg into & out of arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and tk-offs authorized on rnwy 27 & 30 only. Tk-offs & lndgs will be into the wind when surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Taxiway from SE corner 20th St. apron to rump pad rnwy 27L clsd. All taxiways entering 20th St. apron subj to periodic closing as needed. All executive & pvt acft use 36th St. term. No prkg or facs avail. at new term. Interchange scheduled airline passenger acft notify twr prior to lndg. All foreign cargo arrivals & pvt acft carrying 5 passengers or less clear at 36th St term from 0700E-2300E xcpt Sundays. All arriving foreign cargo and pvt acft clear at new term 2300E-0700E daily and from 2300E Sat. to 0700E Mon.
Miami, Tamiami	9.0W; canal N, W	10	3	h35-BL4-S5	F4	Use rnwys, taxiways only.
Milton - "T" Fld (PC)	3.5 ENE; RR S	120	2	52-S5	F1	No storage, P-line S, E blkd. Trees W.
Mount Pleasant	1.0 W	301	1	22-S3	F1	
Naples-America(PC)	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys.
Navarre	2.0 E	15	1	18		P-line N.
New Smyrna Beach Mun (PC)	3 NNW; RR W	12	4	h50-B-S5-U	F4	Use rnwys.
Ocala, Taylor Fld (PC) •	1 SW; RR E	84	3	h40-BL4-S5-U	F4	35' antenna 300' NW end Rnwy 11. Use Rnwys.
Okeechobee-County(PC)	2.5 NW; RR S, E	34	2	h50-S3	F1	
Orlando Mun (AF) •	2.5 E; 1k S	112	3	h55-BL4, 6, -S5-W-X	F5	Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas.
Orlando, Hoequist	3.8 SW; 1k NW	100	2	20-S5-U	F4	E blkd.
Ormond Beach, Tomoka Fld	3.0 NW	29	3	h40		NE, SW blkd. Unattended.
Pahokee, Palm Beach County Glades (PC)	2.5 SW; lk W	17	2	h47-L1-S5	80	Levee WSW. Use rnwys.
Palatka, Kay-Larkin (PC)	3 NW; RR N, S	56	4	h50-BL4-S1	F4	Use rnwys. Trees N, S, E & W.
Panama City, Fannin(PC) •	4 mi NW	20	2	h49-BL4-S3-W-U	F4	Caution - Use pavement only.
Pensacola Mun (P) •	4 NNE; bay E	121	4	h50-BL4, 6-S5-W-X	F4	Use rnwys.
Perry-Foley(PC)	3.2S; RR E	45	3	h50-*L4-S1	F3	Use rnwys.
Pierson Mun	0.5 N; RR W	70	1	20-S1	(F2)	Use ctr of strip.
Plant City Mun (PC)	2.5SW; RR SE	154	1	h42	F3	Use rnwy.
Plymouth, McDonald Fld	4.9 NW Apopka	122	1	19-U		
Pompano Beach Mun (PC)	1.5 NE, RRW	21	4	h46-L4-S5-U	F4	Use rnwys.
Punta Gorda, Charlotte Co.(PC)	3.6 ESE	25	3	h50-S5	F4	Use rnwys.
Quincy (PC)	2 NE; hwy S	226	2	35-S1	F3	SW blkd. Clsd Sundays.
St. Augustine, Fairchild-St. Augustine (PC)	4. N; hwy W	10	3	h51	F4	Rnwy 16-34 clsd-mrkd as ramp & taxiway. Use rnwys.
St. Petersburg-Clearwater Intn'l (PC)	9.5 N; bay E	10	4	h57-BL4-S5-X	F5	Rdo rcvr rqrd. Rnwy 13-31 clsd ngts. Three 65' lgtd twrs NE.
St. Petersburg, Mullet Key Mun	11 SW; bay E	6	1	15		Unattended.
St. Petersburg, Whitted(CG)	2.5E; bay E	7	3	h32-BL2-S4-U	F4	SW, W blkd, Slippery when wet. Use rnwys.
Samsual, Spruce Creek	3.5 N	25	4	h40		N, NE blkd. Unattended. Ctn hi-weeds & poor rnwy surfacing.
Sarasota-Bradenton(PC) •	3.5NNW; RR E	24	3	h50-BL4, 6-S5-W-X	F4	N/S rnwy emerg use only.
Sarasota, Lowe Fld	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
Sebastion Mun	1.0 W	5	2	h40	F4	
Sebring Air Terminal(PC)	6.5ESE; RR2 SW	63	4	h51-BL4-S5-U	F3	Use rnwys.
Silver Springs-Airpark	0.3 W; hwy S	75	1	26-S3-U	F2	Use strip.

CITY AND AIRPORT NAME	LOCATION	ELEV.	STRUCTURE	LONGEST RNWY FACILITIES	FUEL	REMARKS
FLORIDA (Continued)						
Stuart, Witham Fld (PC) *	1.5SE; RR W	17	4	h50-BL4-S3-U	F4	Use rnwys.
Tallahassee Commercial	9NNW; rlv NW	157	2	26-S4	F1	Surrounded by trees.
Tallahassee, Dale Mabry (P) *	3. W; RR S	70	3	h52-BL4, 6, 7-S5-W	F4	10' fence E. Rnwy 9-27 clsd acft over 7000 lbs; use rnwys. 35' bldg 1360' N rnwy 18.
Tampa-International (P) *	5. W;bay 1.5 SW	27	3	h83-BL4,6,7a-S3-W-X	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. 35' lgtd bldg 300'SW apch end rnwy 32.
Tampa, Knight	3.7 S; bay S	8	2	h40-BL2-S5-U	F4	Use rnwys.
Titusville	1.3 NW; bay E	28	2	26	F1	
Titusville-Cocoa	6. S	35	4	h50		Use rnwys only. S, SE, SW, NW blkd. Unattended.
Umatilla Mun	0.8 ESE	100	1	23-S1		P-line S. Use strip. Unattended.
Venice Mun (PC)	1.9 SSE; RR E	19	3	h50-L4-S5-U	F4	Use rnwys.
Vero Beach, Hibiscus	1.5 S; RR E	24	1	27-S5	F1	
Vero Beach Mun (P)	1. NW; RR E	24	6	h72-BL4-S1-W-U	F4	Use rnwys. Rnwy 3R-21L & 7R-25L clsd ngts.
Warrington-Ferguson Fld	12.0W Pensacola	50	1	26-S5	F2	Bldg W.
Waucbula Mun	2.0E	120	4	21		P-lines S. Unattended.
West Palm Beach, Palm Beach County Park (PC)	7.5 SSW; 1k N, E	16	3	h35-L4-S5-U	F4	Use rnwys. Preferential rnwy-SE.
West Palm Beach, Palm Beach Intn'l (PC) *	3.0 W	19	2	h80-BL4, 6-S3-W	F5	ARPT OF ENTRY. Use rnwys. 2-way rdo rqrd.
Williston Mun	2. SW	70	2	h70		Use rnwys only. Unattended.
Winter Haven, Cypress Gardens	4.0 SE	130	3	36-S5	F1	SW blkd.
Winter Haven, Gilbert Fld Mun	3.5 NNW; hwy N	133	2	h40	F2	0700-1730 student trng, T-34 acft; 350' overhead apch pat. Initial altitude 800' above terrain Mon-Fri 1200-2300Z. Paved park. area mil only.
Zephyrhills Mun (PC)	1.5 ESE; RRNW	92	3	h55	(F1)	Use rnwys.
GEORGIA						
Adel, Cook County	1.3W; hwy N	220	2	h40	(F1)	Trees SW. Use rnwys.
Albany(P) *	4 SW; hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W. E/W rnwy clsd ngts air carriers. Jet acft operg SE. Ctc Turner Twr on 126.18 for advisory info, if unable to ctc Turner Twr, ctc Albany Rdo.
Alma, 43, MIA-ATL (P)	2. SW; RR N	200	2	43-BL4-W	F1	P-line NW. Strips soft when wet.
Americus, Souther Fld (PC)	4. NE; RR W	465	2	h36-S5	F4	No storage.
Athens Mun (PC)	3.5 E	807	2	h40-BL4-S5-W	F4	Use rnwys. Lgts on req after 2400.
Atlanta (P) *	6. S; RR N	1024	3	h78-BL4,6,7a-S4-W-X	F4	HIGH DENSITY ARPT. 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FEE. Trans AF acft use Dobbins Fld Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 or 118.1 mc for tfc advisory info. Acft not equipped for 2-way commun on 125.7 or 118.1 mc will use other avail freq. Ctn-hvy ILS tfc in progress at fld when ceiling and visibility are 2000' and 5 mi or less. Acft operg VFR within 10 mi W under such conditions should be alert for acft descending out of the clouds.
Atlanta, DeKalb-Peachtree (P)	9.0 NE	1002	3	h40-BL4, 6, 7-S5	F4	2-way rdo rqrd.
Atlanta, Fulton County (P)	8.3 W; rlv NW	834	3	h44-BL4-S5	F4	
Augusta, Bush Fld (P) *	7.3 SSE; rlv E	142	2	h53-BL4, 6, 7a-S5-W	F5,6	Use rnwys.
Augusta, Daniel Fld (PC)	2.5 W; RR S	424	3	h40-L4-S5-U	F4	Embank. W. Use rnwys. N/S rnwy clsd.
Bainbridge Air Base (P)	6.5 NNW; hwy E	141	5	h50-BL4-W		AF prim Cont School. Lmtd scvg & facs clsd xcpt 1300-2300Z wk days. Clsd all holidays. Prior approval mil opern officer rqrd for lndg or depart. durg clsd hrs. Exten student jet trng 75 mi radius from ground to 24,000', 1300-0600Z wkdays. Use rnwys.
Bainbridge, Commodore-Decatur (PC)	2 WNW; hwy ENE	103	2	h40-(S3)		Use rnwys. Unattended.
Blakely, Early County(PC)	2 SSE; hwys NE	260	2	20		Soft when wet.
Brunswick, McKinnon(P) *	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
Brunswick Mun (PC)	2. NNE; RR W	14	2	h28-S5-U	F3	Use rnwys. Ctn-inten blimp trng in venty.
Buena Vista, Cochee Airfld	2.5 NE	750	1	26	(F2)	P-line NE.
Butler, 14, TLH-ATL(PC)	0.5 NW; RR S	687	2	32-BL2-S1		S blkd; p-line SW. Trees N, NE. Unattended.
Cairo-Grady County(PC)	3.3 ENE; hwy S	268	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
Camilla Mun (PC)	2. NWSW; hwy N	180	2	30	(F1)	Use center of strips. Unattended.
Carrollton Mun (PC)	2.3 NE; hwy E	1049	1	33-L4-S1	F1	Trees SW.
Cartersville, Cline Fld.	4.0	790	1	20-U	F3	Rolling.
Cochran	5NE; rlv E	324	2	21-L2-S4	F1	Trees SW.
Columbus Mun (P)	1. SSE; rlv S	241	2	47-S5-U	F4	SE blkd. Rgt tfc NNW, ESE. Ctn after hvy rains.
Columbus, Muscogee County(P) *	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys.
Commerce, Bolton	1. SE; hwy S	910	2	17		P-line SE, W. Unattended.
Conyers, Styx	1.0 S	750	1	20-(S3)	(F3)	
Cordele(PC)	1. SNNE; RR W	305	3	h50-BL4-S3	F4	Use rnwys.
Cuthbert, Gay Farm	5 SSW; RRs E, W	457	1	30		3' fence each end strip; fence 1500' E side-N end.

CITY AND AIRPORT NAME	LOCATION	ELEV.	STRUCTURE	LONGEST RNWY FACILITIES	FUEL	REMARKS
GEORGIA (Continued)						
Dalton, Mountain View	2NW; hwy E, N	867	2	21-S1	F1	Ctn-NW end NW/SE strip; NE/SW strip ruf, soft-wet.
Darien, Edenfield(PC)	3.5 N; hwy NE	30	1	30		P-line N. Unattended.
Dawson, Terrell County	2. OSSE; hwy N	325	1	26-S1		Unattended.
Donalsonville Mun (PC)	1.5 S; hwy W	160	3	h40		Use rnwy.
Douglas Mun (PC)	1.3 S; RR W	255	1	h35-S1		
Dublin Mun (PC)	4.5 WNW; crk W	303	3	h50-S5	F4	
Fairburn, Edwards Sky-Port	4.0 SW	1000	2	h27	F1	Clsd Sundays-drag races.
Fitzgerald Mun	2 SSW; RR W, E	365	1	42	(F1)	Trees SSE.
Gainesville Mun (PC)	1.5 S; RR W, E	1277	2	h40-B*L6, 7-S1	F3	Use rnwys.
Griffin-Spalding	1.5S; hwy SSE	936	2	h28-BL4-S5	F3	3000' rnwy avbl.
Homerville Flight Strip (PC)	1.7 NW; Rwy NE	185	1	h40		Cattle on fld. 6000' strip avail. Unattended.
Jasper, Pickens County(PC)	2 S; hwy E	1435	1	23		Soft when wet. Attended Wed. & Sun. Trees N.
Jefferson	4. NE.	1005	2	31		Unattended.
Jesup, Wayne Co.	5.0 NW		2	20	F3	P-lines SE, SW, bldg NW. Use strips.
Jonesboro, S. Expressway	1.0 S; 1k E	910	1	26-S3-U	F3	Trees NE, SW.
La Grange, Callaway(P)	3 SW; hwy N	700	3	h50-BL4-S5-W	F4	
Lavonia, Shuford Mun	17.0 S Toccoa	852	1	25		Unattended.
Lithonia, Gunn Fld	3.3 WNW; hwy S	930	1	h21-S5	F3	Hill W. Rolling.
Louisville, Port Maybe	4N; hwy W	330	2	40		Unattended.
Macon, Mun(Cochran Fld)(P) *	10 S; RR E	354	2	h50-BL4,6,7a-S3-W-X	F4	Use rnwys.
Macon, Smart(P)	4 ESE; hwy E, W	463	3	h47-L4-S5-U	F4	Use rnwy. TV ant. E. Bcn on req.
Marietta, Cobb Airpark	6.0 SW	1050	3	16	F1	
Marietta, Parkaire	7.7 E	1086	2	h22-S1-U	F3	
Milledgeville, Baldwin Co.	4.0 N	380	1	h36-BL4-S3	F4	Lgts on call after 2230.
Millen, Birdsville	9.4 WNW	200	1	21-S1		N blkd. Unattended.
Millhaven	1.1 W; RR N	140	1	36		P-lines SE, NW. Unattended.
Montezuma Mun	1.5 E; RR S	300	2	40	(F1)	P-line S.
Moultrie	7.8; RR E, W	287	3	h43-L6-S1	F1	Clear Jr. bcn avail. as rqrd by Southern Arwys.
Moultrie, Spence Air Base (P)	5. SE; hwy W	292	4	h50-BL4		AF Prim Contr School. Inten student trng 30 mi radius below 10,000'. Clsd to civ acft xcpt by prior approval. Clsd to mil acft from 1600-0730 wk days, also wk ends & hol xcpt by prior approval.
Parrott, Kennedy	2. SE	410	1	27		Unattended.
Perry, Myrtle	4. NW	426	2	40		
Pine Mountain, Gardens	2.0 S	912	1	31-S1-U	(F1)	
Pine Mountain Valley	1. N	700	1	26-(S2)		No storage.
Quitman-Brooks County(PC)	2.4 NW	193	2	30		Soft when wet. P-lines E, SE.
Reidsville	0.5 SW	205	1	22		P-line W.
Rome, Russell Fld (PC) *	7 N; hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	1.7 NNW; RR S	24	4	h50		Use rnwys. Surnd by trees.
Savannah, Saffold Fld	4.8 ESE; hwy S	18	2	35-S5-U	F4	SSW blkd. Standing water on rnwys after rains.
Savannah, Scott Airfld	5.3 SSW; hwy S	40	1	37-S5	F1	SSW blkd. Trees NE.
Savannah, Travis(Chatham) (NG) *	7.5 NW; RR E	50	3	h50-BL4,6,7a-W-X	F5	Use rnwys. 2-way rdo rqrd. Jet barrier rnwys 9 & 27.
Statesboro Mun	4.0 NE	187	3	h53-BL4-U	F4	
Swainsboro, Daniels	1.0 NE	310	1	24		
Swainsboro, Emanuel Co.	1.4 W; hwy E	300	1	h42-L4		Use rnwys.
Sylvania, 6, AGS-SAV(PC)	7.5 SSE	160	2	h50-BL4	F1	Hazardous when wet. Ruf. Trees E, NE, SW.
Thomaston, Grant Mem'l. (PC)	3.7 NNW; hwy E	774	2	30-S1		Use rnwys.
Thomasville(PC)	7.5 ENE; RR W	264	2	h50	F4	SE blkd. UNICOM avail 0600-2200.
Thomasville, Rose City(PC)	1 SW; hwy S	250	2	42-L4-S5-U		Do not use unless familiar with field. P-line NW
Thomson, Knox	5.3N; hwy NW	525	1	30-(S1)	F4	Controlled split rnwy tfc 0730-1730. Rgt tfc
Tifton, Myers(PC)	2.3 SE; hwy W	343	3	h50-BL4-S5		rnwys 3, 9, 15. Use rnwys.
Toccoa, Le Tourneau-Westinghouse (PC)	2.5 NE; RR W	950	2	45-BL4-(S1)-U	(F3)	E, NNE blkd; p-line SSW. Servcg, fuel on call.
Tyrone	3.0 N	1025	1	21-S3	F1	P-line NW. Rolling. Ruf.
Valdosta Mun (P) *	3.7S; RR W	204	4	h56-BL4-S3-W	F4	Use rnwys.
Vidalia Mun (PC)	3.2 SE; RR N	276	3	h50-BL4-S5	F4	Use rnwys.
Villa Rica, Flying-S-Ranch	1.7 NE; 1k S	1040	2	19	F1	Rolling. Surnd by trees.
Warm Springs, Roosevelt Fld	3.5 N; hwy W	892	2	20-S1		Unattended.
Washington, McGill Fld	1. NW	600	1	18-L4-S1		Unattended.
Waycross-Ware County(PC) *	3. SNW; RR 1.5 E	141	3	h50-BL4-S3-U	F4	Use runways.
Winder, 4, ATL-LGA(PC)	3 ESE; RR S	943	2	h46-BL4-S1		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
IDAHO						
Aberdeen	1.5 SW	4472	1	26		Soft when wet. P-line N, E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
IDAHO (Continued)						
American Falls, Broding Ranch	11 W	4500	1	25-U	(F1)	Bldgs W.
American Falls	2NE; RR NW	4419	1	38-S5	F2	Ctn-weeds. Ridge of dirt SE edge.
Anderson Dam, Bennett Flight Strip	2, 0 S	4760	1	18		P-line SW. Unattended.
Arco(PC)	2. 2SW; hwyNNW	5320	1	38-S1		Soft off gravel when wet. Unattended.
Arco, Quaking Aspen Butte	16 SE	5210	1	25		
Atomic City, Cox's Well	37 SW	5033	1	26		
Atomic City, Little Butte	12. 4 ENE	5380	1	29		Soft when wet.
Atomic City, Midway	0. 7N; hwy SW	5000	2	h26	F2	5200' strip avail.
Bancroft Mun	1. 5 mi E	5425	1	28		P-line W. Unattended.
Bernard USFS	1. 0 N	3710	1	19		Clsd wint. Land to N; tk-off S. Emerg use only.
Big Creek USFS	0. 2NNE; rd NW	5750	1	15		Fence SW. Ridge NE. Ruf.
Big Springs USFS	1. 1WNW; RR SE	6350	2	27		Soft when wet.
Blackfoot Mun (PC)	1. 5 N; rivNW	4488	1	h30-*L4-S1	F3	
Boise-Air Terminal(NG)	4. 5 SSW; RR2W	2858	3	h80-BL4, 5, 6-S5-W-X	F4	2-way rdo rqrd. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd. Arresting barrier NW end rnwy 28L.
Boise, Bradley Fld	3. 3WNW; rivNE	2637	1	30-*L4-S5	F4	Stay S of river. Rgt tfc SE.
Boise, Floating Feather	5 NW	2675	1	42-(S5)	(F2)	Rolling. No storage.
Bonners Ferry, Boundary Co. (PC)	1. 9 NNE; hwy N	2333	2	30-BL4-S1	(F2)	Ruf. Use strip. Unattended.
Bovill, Halls Hilltop	0. 8 SE; riv SE	2950	1	15-(S3)	(F2)	No storage.
Bruce Meadows USFS	5 E	6404	1	53		Land S; take-off N. Unattended.
Buhl Mun (PC)	1. 6W; hwy N	3660	1	26-S5	F2	
Burley Mun (P) •	1. 3ENE; rivNE	4150	3	h41-BL4-S5-W-U	F4	P-line WNW. Ctn-train, signs SW.
Caldwell Mun (PC)	1. 3 W; RR, hwy N	2354	1	h24-BL4-S5-U	F4	700' overrun NW; rnwy lgts prior req after 0700Z. Rgt tfc rnwy 12.
Cape Horn USFS	4 SE	6635	3	32		P-line E. E/W rnwy crosses road. Unattended.
Carey	E of City	4782	1	26-S1	(F2)	Unattended.
Cascade	26S; riv NW	4739	1	34		Rgt tfc NW.
Cascade-Reservoir	10 NNW	4828	1	26		
Cayuse Creek USFS	1. 0 NE.	3770	1	20-U		Land SW; take-off NE. Exper pilots only.
Challis(PC)	1. 2NNE; hwy E	5085	3	41-L4	(F2)	Hill SW. Use strips. Circle town for lgts & serv
Chamberlain USFS	18 SE Dixie	5765	2	43		Ridge NW; slope SE. Skis winters.
Clark Fork, Gateway Fly-in	2. 3 S	2300	1	32-S1		Surrounded by mtns & trees.
Coeur D'Alene-Air Terminal(P) •	6. 3NNW; hwy E	2318	3	h54-BL2-S4-W	F4	No storage.
Cold Meadows USFS	21. 5 NE BigCrk	6705	1	23		Dog Leg in rnwy. Total length 4100'.
Cottonwood Mun	1 SE; hwy E	3400	1	26		Use rnwy. 80 oct avail emerg. Unattended.
Council Mun (PC)	1. 6NNW; riv W	2950	1	22-S1		Soft off gravel when wet. Unattended.
Craigmont(PC)	0. 4NW; RR SW	3770	1	28-(S1)	(F3)	Caution-ditch. 3000' strip avail.
Deary	1 mi ESE	2640	1	20	(F2)	Unattended.
Dietrich	0. 5N; canal S	4210	1	24-(S1)	(F1)	P-line E. Unattended.
Downey	0. 5 mi E	4950	1	27		Soft when wet. Unattended.
Driggs-Teton Peaks-Driggs Mun (PC)	0. 9NNE; RR W	6166	1	34-S1		
Dubois, 23, SLC-GTF(P) •	0. 8SE; hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk Meadows USFS	8 W Burgdorf	6705	1	17		Exper pilots only. Dog leg in rnwy.
Emmett Mun (PC)	2. 6SW; RR NW	2359	1	24		Use strip. Soft when wet. Unattended.
Fairfield, Camas County	0. 4S; RR, hwy N	5057	2	31-S1	F1	Use triangular portion in N/S winds. W end soft when wet. Unattended.
Fish Lake USFS	1. 0 NE	5800	1	29		Ctn-downdrafts over lake. Exper pilots only.
Glenns Ferry Mun (PC)	1. 3WSW; riv S	2536	1	32		Unattended.
Gooding Mun (P)	3. 5 WSW; hwy N	3729	3	h49-BL2-S5-W	F4	Use rnwys.
Grace-Community	2. 2 N; hwy W	5600	1	27-(S3)	(F2)	Ctn-winter; weeds, cattle on fld; soft off gravel-wet Attended summers.
Grangeville, Idaho Co. (PC)	0. 9 N	3295	1	29-*L4-S1	F2	Ctn-E/W rnwy clsd; NE/SW strip soft-loose gravel
Grasmere	W of City	5126	1	27-L2		
Hailey, Friedman Mem'l(PC)	1. 1SSE; RR NE	5315	1	52-S5-U	F4	Caution-ditches.
Hailey, Magic Reservoir	15 SSE	4950	1	26		
Hazelton Mun (PC)	1. 5 S	4172	1	29-S1		Ctn-weeds. Soft off gravel when wet. Unattended
Headquarters-CTPA	1 mi N	3242	1	28		Caution-Exper pilots only. Apch from S.
Hoodoo USFS Airfld	13 W.	8200	1	24		Unattended.
Horse Heaven	1. 0 NE	3035	1	24		Ctn-restricted apchs. Closed winters.
Idaho City	0. 5SW; hwy SE	3950	1	42		P-line S. Unattended.
Idaho Falls, Fanning Fld (P) •	2NW; riv E	4731	2	h66-BL4, 6-S5-W	F4	Rgt tfc rnwys 16 & 20.
Idaho Falls Rainbow Ranch	8 mi SE	4750	1	20		P-line W. Exper pilots only.
Indian Creek, USFS	15SE	4662	1	52		Land NE, take-off SW.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
IDAHO (Continued)						
Jerome-County(PC)	3. 3 ENE; rd S	4035	1	30-S1	F2	Soft off gravel when wet.
Kalispell Bay USFS	2 NW	2800	1	36		
Kamiah Mun (PC)	0. 6 SE; riv E	1194	1	28-S1	F4	Rgt tfc SE. Tfc pat 1984' MSL. Unattended.
Kellogg, Shoshone County	0. 8 NW; riv NE	2300	1	36-S1-U	F2	Hill NW.
Kooskia Mun (PC)	0. 7S; riv W	1265	1	19-S1		P-line E. Hill NNW. Unattended.
Lake, Flying R	2. 8SE; hwy E, SE	6630	2	48		P-line NE.
Landmark, USFS	2 SSE	6680	1	42		
Lewiston-Nez Perce Co. (PC)	2 S; riv 1. 5 NW	1438	2	h50-BL4-S5-W-U	F4	
Lowman, Warm Springs Creek	16 ENE	4650	1	30		Make E apch with power on.
Mackay(PC)	0. 8SE; RR NE	5891	1	34-(S1)	(F2)	Circle city for service.
Mackay, Copper Basin	16 SW	7830	1	47		
Magee USFS	18. 5ESE Belmont	3002	1	28		Open June - October
Mahoney Creek USFS	2. 0 SE	4505	1	20		
Malad City, 9, SLC-GTF	2. 6WSW; hwySE	4503	2	h50-BL2-S1-W	F4	
Marsing, Symms	2 NE; hwy W	2696	1	25		P-line SE.
May	0. 5ENE; rivSW	5110	1	32		
McCall(PC) •	1 S; 1k 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale Mun	1. 5 SW; hwy SE	2616	1	33		Soft when wet.
Montpelier	0. 6NNE; hwy S	5975	1	19-S3	(F2)	Hills S. Tk-off N. Soft-wet.
Moose Creek, U.S.F.S.	1. 0 SW	2400	2	41		Exper pilots only. One way apchs. Emerg only; lnd to NE on NE/SW rnwy; lnd to SSW on NNE/SSW rnwy; lnd at Grangeville or Missoula for briefing prior to using.
Mountain Home Mun	1. 8 W; RR NE	3161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel if wet.
Murphy	27 mi S Nampa	2825	1	25		Surnd by mts.
Nampa, Ritchey Fld	1. 5E; hwy NW	2535	2	34-L4-S5-U	F2	WSW blkd; p-line ENE. N/S strip perm clsd.
Orofino Mun (PC)	1. 3 NW; riv NE	1003	1	27-L3-S3	F3	Ridge WNW, ESE; rgt tfc lndg SE; ruf. 98 oct avail.
Orofino Big Island	19 mi NE	1200	1	25		P-line adj. Livestock on fld.
Orofino Larson Bar Airstrip	34 mi NE	1400	1	35		Exper pilots only. Livestock on fld.
Orofino, Moose Creek		2389	1	32		Surnd by mts.
Paris, Bear Lake County	3. 3ENE; rdS	5928	2	h57-BL4-(S1)	(F2)	Ctn-fowl on fld. Unattended.
Parma	0. 6SSE; RR NW	2225	1	26-(S2)	(S0)	P-line NW. Rgt tfc to S. Attnd, May-Oct.
Patterson, Ima Mines	0. 8S; hwy E	6000	2	25	(F1)	
Payette Mun	2NE; riv 1. 5 W	2228	1	35-S3	F2	Unattended.
Pine Airstrip	1 S	4232	1	27		Surnd by mtns.
Preston(PC)	1. 5NW; riv W	4726	2	32-S5	F2	Caution-located on plateau. Attended wkends.
Priest River Mun (PC)	0. 7 NNW; hwy S	2180	1	25-S1		Unattended.
Pocatello Mun(P) •	8. 1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc twr for lndg & tk-off instr 0800-1600
Rexburg Mun (PC)	1. 2 NW	4858	1	30-*L4	(F2)	Lgts oper SS to 2200, on req thereafter. Unattended.
Rigby(PC)	1. 7S; hwy NW	4839	1	25-S1		Survey stakes along rnwy not hazard mrkd
St. Anthony Mun	1. 1SSE; RR NW	4966	1	39-S1	F2	Canyon to S. Soft-wet. Unattended.
St. Maries Mun (PC)	1. 2NW; riv S	2127	1	23-S1		Soft when wet. Brush SW.
Salmon(PC)	4 S; riv 1 W	4045	2	40-*L4-S3	F2	Rgt tfc SE. Soft off gravel when wet. Unattended.
Sandpoint, County-City(PC)	1. 5NNW; RR W	2126	1	h32-BL4-S1	F2	Soft when wet. No storage. Unattended.
Shearer USFS	1. 0 NE	2600	1	21		Soft off pavement when wet.
Shoshone Mun	0. 5 mi NE	3950	1	30		Exper pilots only; lctd narrow winding riv canyon. Unattended.
Slate Creek	3 NNW; hwy E	1680	1	27		Rolling.
Soda Springs Mun (PC)	1. 3SE; RR E	5842	2	36-(S1)	(F2)	Overpass ENE apch. Soft off gravel when wet.
Stanley	1 mi S	6300	1	43		ENE/WSW strip hazardous.
Three Creek, Murphy Hot Springs	10WSW; riv SW	5850	1	32		Skis winters. Unattended.
Triangle	2. 0 NW	5280	1	26		P-line SE.
Troy, Rauch	2. 3SE; RR W	2752	1	15	(F1)	
Twin Falls-Mun(Joslin Fld) (P)	5. S; canal N	4148	2	h59-BL4-S5-W-U	F4	P-line E.
Victor, Bennett Fld.	0. 8SE; crks SW	6240	1	30		Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extend. 36" AGL on SE edge of excavation paralleling rnwy. Men, equip. operg vcnty.
Warren USFS	0. 5 NW; rd NE	5912	1	25		P-line SE.
Weiser Mun (PC)	2. 8S; riv W	2120	2	34-S3	F2	Tk-off NW. Canyon SE.
Yellow Pine, USFS	1 W; riv E	4677	1	23		Soft when wet.
Yellow Pine, Reed Ranch	12 WSW	4000	1	30		Unattended.
ILLINOIS						
Adair, Summit	2, SE	673	1	26		P-line S.
Aledo, Mercer County	3. 5N	740	1	21-S1	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	Oct 1959	LONGEST RNWY FACILITIES	FUEL	REMARKS
ILLINOIS (Continued)						
Alton, Civic Mem'l(PC)	5.2 E; hwy N	541	3	h39-BL4-S4	F4	P-line NW, 4100' strip avail. Use rnwys.
Antioch	2 SW; hwy E	750	2	22-*L-S3	F2	No storage. E blkd.
Assumption, Jones	3.	639	2	22	(F2)	P-line N. Unattended.
Aurora-Airways •	2.7NNW; RR E	701	1	h26-S4-U	F4	Clsd acft over 10,000 lbs. Clsd ngt operns.FEE.
Beardstown, Hood	2.1SE; hwy E	440	1	18-(S3)	(F1)	
Benton Mun	1.5 NW	445	3	29	(F2)	Soft when wet.
Blandinsville, Willow Grove	4. ESE	675	1	36-(S1)	(F1)	P-lines N. Unattended.
Bloomington Mun (PC)	3.3 E; hwy N	874	2	h37-BL4-S5-U	F1	Use rnwy when wet.
Blue Mound, McCoy	5 W	615	2	19-L4-S1	F2	
Bradford	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Brownstown	6. E	572	1	17		P-line SE. Unattended.
Brussels, Schulze's	2.5	410	1	23		P-lines S. 87 Oct emerg. Unattended.
Cairo(PC)	4.5NNW; RR E	322	2	h36-BL4-S5-U	F4	
Canton, Ingersoll Fld	2.5NNW; RR E	700	2	26-*L4	F2	Soft when wet.
Carbondale, Southern Illinois(PC)	4 NNW	408	3	h41-BL4-S4-U-W	F4	5400' strip avail. W blkd.
Carmi Mun	1 NE	372	1	20-S1	(F2)	P-line S. Unattended.
Casey	1.0 NW	645	2	23-(S3)	(F2)	Fence W.
Centralia Mun	1.5ESE; rd N	520	2	h28-BL4-S3-U	F4	E/W strip soft-wet.
Champaign, Univ of Illinois(PC) •	5.5SSW; RR E	753	3	h53-BL4-S4-W-U	F4	Use runwys-turf usable by permission.
Chatsworth	1. S	742	2	26	F2	Trees N; p-lines E, N.
Chicago-Hammond	24.6 SSE of Loop	615	4	32-B-S5	F4	Attended days only.
Chicago-Hinsdale	18.2 WSW	705	2	h26-S5	F3	P-line S. Use strips. Soft when wet.
Chicago, Howell	19.1 SSW	600	3	28-S5	F4	Soft when wet. Use strips.
Chicago, Meigs(PC)	1 E	592	1	h32-BL4-S3	F4	FEE Lgts SS-2200. Rgt tfc N. 2-way rdo rqrd.
Chicago-Midway(P) •	9 SW of Loop	618	7	h64-BL2,4,6,7a-S5-W	F5	ARPT OF ENTRY. HIGH DENSITY ARPT:2-way rdo rqrd; twr clearance rqrd before entering tfc patn, lndg & tkof. Due distance & non-visibility acct parked & moving acft, twr unable to ctl tfc on S ramp & gate space at S trml bldg; caution on E ramp & venty both trml bldgs; single eng transient acft not allowed dock space at N trml, use facils of S trml bldg. All acft remain N of white line on S side rnwy 27R while running up, parking, or taxiing. Exper oscillating flasher guidance lgt installed each side of green threshold lgts apch end rnwy 4R; area on rnwy 36L, S of 9R & rnwy 18R to rnwys 13L & 22R used for acft parking, 2100-0700; area can be cleared within 1 hr if necessary; parked acft mrkd by aux cont flashg lgts. Limit acft gate time to 45 min at trml bldg gate 34-35 for exclusive use Intl carriers; city reserves rgt to tow acft away from gate if they violate 45 min rule.
Chicago-O'Hare Intn'l (AF,NG) •	16 NW; riv 2 E	666	5	h88-BL4,6,7a-S5	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance required before entering tfc patn, lndg and tkof. Overrun lgts. FEE. Caution, AF Air Defense Command and Air Guard jet acft locally based. Crossing tfc should avoid jet apch areas NW and SE from ORD OM to a point 5 mi SE of fld below 3500' MSL in VFR wea. Jet patn alt 2200' MSL. Due non-visibility twr unable to ctl tfc on rnwy 9-27, 300'-800' W of rnwy 36, 2500'-3300' E apch end rnwy 9; rnwy 18-36 100'-1100' N of rnwy 27; rnwy 14L-32R 800'-1800' SE int rnwy 18-36; center taxistrip and mil ramp; H.A.L. heliport area; E-W taxistrip N of Skymotive and UAL hangars; gate and ramp area N of trml bldg. All inbnd acft equipped with appropriate multiple rdo freq shall make initial etc with O'Hare apch ctl on 119.0 mc or 363.8 mc if UHF equipped regardless of wea.
Chicago, Pal-Waukee	21NW; RR W	642	4	h42-BL4-S5-U-W	F4	
Chicago Height, Governor Arpk	5WSW; hwy E	750	2	26-*L4-S5	F2	N, E blkd. Rolling.
Collinsville	4.0 W	420	2	20-S3	F2	P-lines S &E.
Compton, Bresson	5 N; hwy E, S	770	1	26-*L-S3-U	F2	S blkd. No storage.
Crystal Lake	1.5 S	890	2	h30-BL4-S5-U	F4	
Danville, Vermilion Co. (PC) •	4.8NNE; RR E	687	3	h40-B*L4-S4-W	F4	Use rnwys.
Decatur Mun (PC) •	4 E; RR S	679	3	h53-BL4-S4-U-W	F4	
DeKalb Mun (PC)	1.8 E	900	1	h30-B-S4-U	F4	W blkd.
Des Plaines, Ravenswood	2.5SW; RR N	650	4	19-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon Mun	1.9 ESE;RR S	786	2	h28-BL4-S4-U	F2	NE/SW soft when wet.
East Moline, Woods	2.5 E	575	1	23-(S3)	(F2)	P-line S.
East St. Louis, Lakeside	SEE: St. Louis, Mo. Lakeside Arpt.					
East St. Louis, Parks College	4.2 SW; RR SE	410	2	26-W		Rgt tfc take-off E, S. P-lines N, S, E. Clsd trans acft xcpt emergy. Caution-soft when wet.
Effingham-County Mem'l	3.6 S	585	2	h25-L4-S5-U	F4	N,S blkd;N/S strip soft-wet;lgts on req after 2100C
Elgin	2.3 N; riv E	782	3	h24-BL4-S5-U	F4	Rgt tfc rnwys 18, 22, 27; rolling; 3000' strip avail.
Fairfield Mun	2 W	416	1	22-S3	F2	N blkd. Ruf.
Flora Mun	1 E; hwy N	469	1	h25-BL4-S1-U	F4	Soft-wet.
Forrest, Honegger	3 S; RR E	710	2	23-S1-U	(F3)	E blkd. Use strip.
Freeport, Albertus	3.5 SE; RR S	847	3	h36-BL4-S5-U	F4	
Galesburg Mun	3.5 W	763	1	h38-BL4-S5	F4	Use rnwy.

CITY AND AIRPORT NAME	LOCATION	ELEV.	Oct 1959	LONGEST RNWY FACILITIES	FUEL	REMARKS
ILLINOIS (Continued)						
Greenwood, Galt Fld	1.0 NE	875	1	20-*L4-U	(F2)	
Harrisburg-Raleigh(PC)	5.2 N; hwy E	399	2	h28-BL4-S5	F3	Lgts oper by electric car.
Harvard, Dacy	0.8 SW	930	2	26-*L-S5	F2	
Havana	6.3 E; hwy N	510	1	30-S3	F2	
Hebron	3.5 S	940	1	31-S1-U	F2	
Highland-Winet	3.6NE; hwy SE	535	1	26-*L4-S3	F4	P-line S. Soft-wet.
Jacksonville Mun(PC)	2.7 N; hwy E	623	3	h30-BL4-S3-W-U	F4	3200' strip avail.
Jerseyville, Baughman	1. E	525	1	18-(S1)		P-lines N & S.
Joliet Mun (P)	5 W; riv W	562	2	h30-BL4-S5	F4	Use rnwys.
Jonesboro, Kollehner	2. NE	412	1	13	(F1)	Unattended.
Kankakee	3.2WSW; RR 1.5E	625	2	26-*L4-S4-U	F3	Ditch N. S blkd. Use strips.
Kewanee	3 S; hwy W	825	1	26-S1	F2	
Kewanee Arpk	6 E	760	2	24-S1	(F2)	NW, SE blkd.
Lacon, Marshall County	1.2 E; hwy N	554	2	h17-BL4-S3	F2	1900' strip avail.
Ladd Fld	1.5 N	642	1	24		P-line E.
Lawrenceville Mun (PC)	4.5NE; 1ks ESE	428	4	h52-BL4-S1	F3	
Lincoln, Logan County(PC)	2ENE; hwy NW	595	2	h27-BL4-U	F3	3600' strip avail.
Litchfield Mun (PC)	1.4SW; hwy E	690	2	h23-BL4-S5-U	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	2.2WNW; canal E	670	4	h31-B*L4-S4	F4	Use strips.
Lombard, Mitchell Fld	2.8NNW; RR S	740	3	26-L2-S4-U	F4	P-lines, S, SW. Water tank WNW.
Lombard, York Township	2. SSW; riv W	740	2	18-S4	F2	Use strips; unlgtd 123' twr & lines aprx 3000'W.
Long Point, Ellis	4. SE	640	1	20	F2	
Macomb	2.4 E; hwy E	695	2	26-S1	F2	N, E, blkd.
Manito, Waddell	4. N	500	1	22-S1	F2	
Marion, Williamson County(PC)	4.6WNW; hwy W	472	3	h38-BL4-S5	F4	4200' strip avail. Use rnwys & taxiways only.
Mattoon, Coles Co. Mem'l. (PC)	5 E; RR 1 N	720	3	h37-BL4-S4-U-W	F4	
McLeansboro Mun	1.5 S	412	1	h18	(F2)	
Metropolis Mum	2 NW; hwy S	380	2	h25-L4-S1-U		N blkd. Trees E. Unicom dalgt hrs.
Milford	0.7NNW; hwy E	650	2	28-L1-S4	F3	E blkd. Non-commerical use only. Unattended.
Moline, Quad-City(P) •	4 S; hwy NE	590	3	h55-BL4, 6, 7a-S4-W	F5	Use rnwys and taxiways only.
Monmouth	1.5NNE; RR W	770	1	31	(F1)	S blkd. E/W rnwy clsd.
Monticello, Allerton Park	4. SW	650	1	25		
Morris Mun	4.5N; hwy W	588	2	h30-BL4-S1-U	F4	
Mt. Carmel Mun (PC)	13.7NNE; hwy E	430	2	h45-S1	F2	
Mt. Carmel, Beckerman Fld	4 W; RR S	424	1	21-S3	F1	P-line N. Minor eng repairs only.
Mt. Vernon Mun (PC)	2.5 ENE; RR S	465	2	h32-BL4-S5	F4	
Moweaqua, Hilvety	2.8 NE	680	2	23-S1	F2	P-line N.
Nashville, Beckmeyer Fld	2.0 E	525	1	15		P-lines NE.
Nekoma, Litton Fld	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	1.6NW; RR E	680	3	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. NW/SE rnwy perm clsd.
Olney-Noble	5.0 W	470	1	h25-BL4-S3	F4	Use rnwy. Ngt serv on req.
Olney, Ulrich	1.6ESE; RR S	537	1	30	F2	P-lines N; S blkd.
Ottawa	1 NNW; rd N	615	2	26-*L-S4	F3	N, S blkd. Rgt tfc S.
Paris, Patrick	3. W	640	1	28-(S1)		
Paris, Stewart	1 S; RR W	742	1	22-L4, 6	80	
Pawnee, McWilliams	3. S	630	1	15		
Paw Paw, Boston Fld	5. E	700	1	13	(F1)	
Pecatonica	1 N; hwy E	750	1	23-S5	F2	P-line S.
Pekin	5S; RR E	521	3	34-L4-S5-U	F2	E blkd;p-line W;rnwy lgts on req after 2400.
Peoria, Greater Peoria (NG) •	4.8 WSW; hwy E	659	4	h70-BL4,6,7a-S5-W	F4	1000' overrun rnwy 12.
Peoria, Mt. Hawley	6.4N; RR SW	800	3	30-L4-S5-U	F3	NE, SE, S blkd.
Peotone	Adj W	710	1	26-S5	F2	P-line N & S.
Plainfield	7.0 N	695	2	18-L5-U	(F3)	Ben on req. P-line S.
Polo, Hamilton	2.3 NE	695	2	26-L4-S5-U	F2	P-line E.
Pontiac, Chief City	1.5 WNW; hwy SW	632	1	31-L4-S1-U	F2	Soft-wet. Rnwy lgts SS-0100, prior req thereafter
Princeton, Piper	.3E; hwy N	625	2	24-*L-S4	F2	N, S blkd.
Quincy-Mun, Baldwin Fld.(P)	10.5 E; hwy S	769	3	h54-BL4,6-S5-W	F4	
Robinson Mun	5.3E; hwy S	453	2	h23-S1	F2	S blkd. E/W rnwy for private use only.
Rochelle	2 S; hwy E	780	1	22-S1	F2	P-line E.
Rockford, Cottonwood	WNW City	745	1	36-(S1)	(F1)	
Rockford, Greater Rockford(P) •	4.9 S; hwy E, W	734	3	h48-BL4,6-S5-W-X	F5	40' lgtd twr 225' W.
Rockford, Machesney	6 NNE; riv NW	732	3	30-S4-U	F2	NE blkd; p-lines E, SE.
Salem, Salem-Leckrone(PC)	1.9NW; 1k NW	571	3	h30-BL4-S4-U	F4	Use rnwys only. 3700' strip avail.

CITY AND AIRPORT NAME	LOCATION	ELEV.	LONGEST RNWY FACILITIES	FUEL	REMARKS
ILLINOIS (Continued)					
Sandwich	1.4WSW; RR N	670 2	20-*L-S4	F3	P-line N. Soft when wet.
Savanna, Stransdale Airpark	4 SE; hwy W	610 3	23	(F2)	1000' NW end NW/SE rnwy clsd. P-line W.
Serena	2.8N; elevatorsE	640 1	21-L4-S4	F4	P-line NNE. Soft when wet.
Shelbyville, Shelby County	2.5 W; RR S	618 2	27-S1	F2	P-lines NE, NW, SW, SE blkd.
Springfield, Capital(NG) •	3.2NNW; hwy E	593 3	h70-BL4,6,7a-S4-W	F5	Use rnwys. 1000' overuns rnwys 4 & 22.
Springfield, Southwest	3.5SW; RR N, S	600 2	32-L4-S5-U	F4	Use strips. Lgts on call after 2200.
Sterling-Rock Falls-Whiteside Co	3.0 S hwy W	645 2	h30-B*L1-S5	F3	P-lines SW.
Stockton	1.9SSE; hwy W	940 1	18-*L-S5	F2	Rolling.
Streator Air Service	2 ENE; RR N	660 2	h23-L4-S5-U	F3	2600' strip avail. P-line E.
Sycamore	1.4SSE; RR N	840 4	26-S4	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville Mun	1.8WSW; RR SE	612 1	h22-BL4-S4	F2	Soft-shoulders.
Tinley Park, Prosperi	1.7 SSW	695 2	29-*L-S4-U	F3	Soft when wet.
Toledo, Plane Lane	1.0 S	595 1	22	(F1)	Trees, p-lines S.
Tuscola Flying Service	2 SW	650 1	23-S4	F2	E blkd.
Urbana, Illini	2 NNE; hwy E	735 2	26-*L4-S5-U	F3	
Utica, Starved Rock Air Park	1 SE; hwy NW	460 1	34	F2	Rgt tfc take-off W. Clsd Winters.
Vandalia Mun	4.4 NW	532 2	h39-BL4-S3-W	F4	
Virden, Hulcher	1 WSW; RR E, S, W	640 1	26-S1	F2	P-line N.
Virden, Weber Fld	4. W	610 2	31		
Waukegan	1.5NW; RR W	725 3	25-B*L-S4-U	F2	Rolling.
Waukegan, Memorial	5 NNW	718 3	37-*L-S5	F4	E blkd.
West Chicago, DuPage Co. (PC)	3 NW; RR S	760 4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	3.8 NW	668 4	h39-BL4-S5-U	F4	Lgts NE/SW rnwy only.
Wood Dale, Moody-Wooddale	1.3NNE; rd adj N	711 4	27-*L1	F2	Clsd wk-ends. Acft over 3500 lbs prohibited.
Woodstock, Mass	1.0 NW	890 1	24-L3, 4-(S1)	(F2)	
INDIANA					
Alexandria	3.0 SE	885 1	20-*L4-S3-U	F2	No storage
Anderson	3.5SE; hwy N	910 3	32-B*L4-S5-U	F3	P-line NE. Use strips.
Anderson, Ace	4.0 S	910 2	41-B-S5-U	F4	House W.
Anderson Mun	3.0 E	913 2	h43		Unattended.
Angola, Tri-State(PC)	4.2W; hwy S	964 3	30-BL4-S5-U	F3	SE blkd. Hill NW.
Auburn	1.3 NNW; RR E	890 3	h25-BL4-S3-U	F4	P-lines NE,NW,SE;N blkd;lgts prior req after 2300.
Argos, Scott Fld	3.0 NE	800 1	17		
Bedford Mun (PC)	3.5 SE; hwy E	728 2	h31-L4-S5-U	F4	Use rnwy. Ruf.
Bloomingdale, Port O' Woods(PC)	4.0 N	560 1	33-(S3)	(F2)	No storage.
Bloomington, Kister's (PC) •	5.0 WSW; RR SE	840 3	h38-BL4-S1	F4	Use strips, rnwys.
Bluffton, Miller	4.2 WSW; RR S	827 2	26-B-S5-U	F2	E blkd;rgt tfc E. S;depression near ctr E/W strip.
Bluffton-Wells County	2.8 WSW; RR S	820 1	34-*L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	1.3 S	882 2	26	F1	
Cedar Lake	1.2 NW; hwy W	731 3	27-*L1-S5	F2	E,NE, blkd;p-line SW. Use strips.
Cicero	1.0 E	840 1	22-L2, 4		Fence both ends rnwy.
Columbus Mun (PC)	5 SSW; RR E	612 2	h45-BL4-S5	F4	Use pavement only. Snow & ice removal equip
not avail; pilots use at own risk during inclement wea.					
Connersville, Mettel(PC)	2.8 NNE; canal W	867 3	h25-B*L4-S1-U	F3	3200' strip avail.
Converse	1 WSW; hwy N	840 aw	h16		Land on mat only.
Crawfordsville Mun	4.5 SSW; hwy E	804 4	36-BL4-S1-U	F2	P-line NW.
Crown Point	2 N	720 3	29-S5	F3	E blkd. P-line NE.
Crown Point, Klinedorf	1 mi NW	700 2	24-S1	(F2)	P-line S.
Culver	2 E; lk W	615 2	26		Rolling. Use strips.
Decatur, Gage	Adjt S	800 2	22-S3	F2	S apch on N/S strip only.
Decatur-Hi-Way	3.0 E	841 1	26-L-S1	F2	Soft when wet. N blkd.
DeMotte, Cheever Bros.	2.2 SSE; hwy E	690 3	29-(S1)	(F1)	P-line S & E.
Dyer, Triangle	1.5NE; RR E	630 2	31-*L-S5	F2	Bldgs W. Soft-wet. Use strips.
Elkhart	2.7NNW; hwy 1E	752 2	h26-L4-S5-U	F4	3600' strip avail.
Elkhart, Midway	4.9 NW; riv NE	780 2	26-*L4-S5-U	F3	S, W blkd.
Elwood	2 S; hwy NW	866 2	23-B*L4-S5	F2	P-line W.
Evansville, Dress Meml. (P) •	4.5NNE; RR W, E	389 3	h60-BL4, 6-S5-X-W	F4	P-line E. Use pavement only. Due non-visibility twr unable to ctl tfc on first 600' rnwy 9. All shoulders-soft.
Evansville, Skylane	2.8 NW	380 2	26	F2	P-line S.
Fort Wayne, Baer Fld (NG)	7.5 SSW; RR E	801 3	h70-BL4,6,7a-S5-W-U	F4	2-way rdo rqrd-darkness. Use rnwys.40' p-line apch rnwy 13-31. Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 & entire taxi strip leading to apch end of rnwy.
Ft. Wayne, Smith Fld.	4.5 N; hwy S	833 3	h33-B*L2-S5-U	F3	
Franklin	4.8; hwy 2 E	745 2	24-*L4-S5	F3	Ctn-fence W of N/S strip at N end. Use strips.
French Lick-Sheraton	0.8SE	500 1	h26		Hill N. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
INDIANA (Continued)					
Galveston	3.0 NW	795 2	h16		Unattended.
Gary Municipal(PC) •	4 NW; hwy N	591 2	h46-BL4-S5-U	F4	Use rnwys.Ctc Unicom for advisory when in this area & on gnd.
Goshen Mun (P)	4.5 SSE; hwy E	823 3	39-BL2-U-W	F4	P-lines S, SW. Lgts req after 2100.
Granger, McCombs	0.3 W	750 1	9-(S1)		Ctn-short rnwy. P-line S.
Greencastle Mun	2.5 SE	822 2	30	F1	P-line S, trees SW.
Greenfield, Pope Fld.	2 ENE; RR S	895 2	30-S1	F2	S blkd. P-line.
Greensburg	2.1 WSW; RR N	915 2	23-S4	F2	Use E half N/S rnwy only.
Greenwood, Wheatcraft	1.4 NE	820 3	18-L4-S1-U	F2	
Hagerstown, Perfect Circle	1. S	1030 1	40-BL4-U		Trees N. 80/87 oct fuel-emerg.
Hartford City, Hoover's	1.8 SW; hwy N	875 2	19-(S3)	(F1)	
Hartford City, Inman	1.8 N; hwy E	910 2	24-S3	F2	
Hobart, Cole's Sky Ranch	1.8 NNW; hwy S	644 2	25-*L1-S5	F2	E blkd.
Huntingburg	3.6; RR 2 E	500 2	h31-BL4-S5-U	F3	Use paved rnwy or ctc unicom for turf condition.
Huntington Mun	2.5 SSE; riv S	810 2	21-(S1)	(F2)	NW blkd. P-line SW. Gully S.
Huntington, Scott Ranch	6 SSE	816 2	32-L4-U	F2	2900'NE/SW rnwy lgtd. P-line NE, NNW. Rnwy lgts on req after 2200.
Indianapolis, Shank	6 NW; hwy NE	740 5	32-S5	F4	Unlgtd 20' pole line E along road.
Indianapolis, Sky Harbor	7 ENE	870 2	h35-*L4-S5-U	F4	E blkd. Ruf. DC-3 and heavier acft prohibited.
Indianapolis, Speedway	5.0 W	860 2	27-S5	F2	P-line W.
Indianapolis, Weir Cook (P) •	8. SW; RR N	796 4	h73-BL4, 6, 7a-S4-W	F4	Use rnwys only xcpt on advice of ctl twr. Rnwy 4 open jet acft; rdo rcvr rqrd. FEE multi-eng acft. Due non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' exper semi-flush centerline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flashing green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals continue from green bar along centerline of hi-speed exit. Exper system terminates at end of hi-speed exit. Avail on req.
Jasonville, Shakamak	0.5 NE; hwy E, S	600 2	23		Rolling;use strips; fence both ends. Unattended.
Jeffersonville, Hap's	4.0 NW	464 1	23-S4	F3	
Kendallville Mun (PC)	2.2 N; hwy W	1000 3	h22-BL4-S5-U	F4	P-line SW.
Knox, Starke County	0.9 S; hwy E	714 2	h24-S5-U	F2	P-lines NE, NW, SE blkd.
Kokomo Mun •	4.7 NE; rd N	827 3	h40-BL4-S5-U-W	F4	
Kokomo, Ruzicka	4.0 SW	1	26-S5	F2	P-line N
Lafayette, Aretz	3 NE bet RR, hwy	614 2	30-L2-S5	F1	P-line NW. Use strips. Lgts thru Lafayette rdo.
Lafayette, Halsmer	4 ESE; riv NW	664 2	h40-*L4-S5-U	F4	P-line WNW. Use strips. Gross wt-50, 000 lbs.
Lafayette, Purdue University (P)	1.5 SW	807 2	h35-BL4-S5-W	F4	Clsd to acft over 26, 500 lbs gross wt or larger than C-47 or DC-3 excp by special permission. Use rnwys. FEE. Rnwys lgts thru Lafayette rdo.
Lake Village	1 NW; hwy S	644 2	26-L4-S5	F2	Use strips.
LaPorte Mun	2.5SSW; RR W	803 3	32-BL4-S5-U	F4	P-lines SW, SE, NW.
Logansport, Williamson	7.0 NNE	790 1	23-S3	F2	P-line W. N/S strip clsd.
Lowell, Bailey	4.6 SW	607 2	21-S1	F2	Use strips.
Madison Mun	6.0 NW	857 4	h50-BL4-S5-U	F3	
Marion Mun •	3.8SSW; hwy E	850 1	h42-BL4-S5-U	F4	
Mentone	2 SW; hwy E	800 1	24-S3	(F1)	
Michigan City	4. E; hwy Jct SW	650 2	h30-BL4-S5-U	F4	Twr Nip-line N, SE. Lgts prior req after 2200.
Michigan City Mun (PC)	2.5 S; hwy N, W	668 1	h24-BL4-S3	F2	
Michigan City, Verdes	5.0 SE	660 2	25-S1		P-lines N, NE, S.
Mishawaka, Sportsman Arpk	3.7NE; riv S	760 2	21-S5-U	F2	P-lines NE, SW, SE blkd.
Monticello, Dittman	2.8 S; lake E	700 2	30-S1	F1	S, SW blkd.
Mt. Vernon Mun	1 E; bet hwy, riv	390 2	25	(F3)	P-line N. Use strips.
Mulberry, Stair	1 NE; hwy S	850 aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
Muncie, Delaware Co(Johnson Fld) (PC) •	3.5 N	937 2	h51-BL4-S5-U	F5	
Muncie, Reese	3 SE	991 3	23-S5	F2	
New Carlisle, Gordon	2.5 SE	736 2	15		P-lines N, SE; fence NW. N/S rnwy tk-off S only.
New Castle Mun	1.8 ENE; hwy N	1080 2	29-S1	F3	N, NE blkd;rgt tfc W;use strips;E/W rnwy clsd.
New Castle, Sky Castle	3.0 S	1068 2	29-*L4-S5-U	F2	
New Castle-Western	2.3 NW; hwy E	1078 3	26-S5-U	F2	N, S blkd; p-line NE.
N. Vernon, St. Anne(PC)	2.3NNE; RR W	750 2	h45-L4-S1	F3	Ctn-all rnwys ruf, not maint. Lgts dusk-2400.
Paoli	1.5 N RRE	790 2	h20-L4-S1-U	(F3)	Soft-wet. 2600' strip avail. Lgts on req after 2230.
Perrysville, Highland	2.8 WNW; hwy S	610 2	22-*L4-S5	F2	P-line E.
Peru	3 WSW; riv N	735 2	28	F2	
Plymouth	2.0 NW	796 1	25-U	F2	P-lines E & W.
Portland, Steed Fld	1.5 NW; hwys N, E	926 3	26-*L4-S5-U	F2	N, NE blkd. Use strips.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
INDIANA (Continued)						
Princeton	0.8 E; RR NE	502	1	20-S3	F2	Use strips. Tower NW.
Ramsey, Glen Aire Ranch	2.7 SW	660	1	21		P-line N &S. Unattended.
Rensselaer, Jasper County	1.5 WNW; hwy S	676	2	32-BL2-S3-U	F2	
Richmond, East Richmond	3.7 ESE; RR E	1090	3	25-S5-U	F3	Hill E. Use N/S strip when wet.
Richmond Mun (PC)	6 SSE; RR W	1141	3	h55-BL4-S5-U	F4	Use rnwys.
Rising Sun	0.5N	530	2	26-S1	F2	Rolling. Unattended.
Roselawn, Zoro Airpark	1 W; RR N	655	1	22-(S1)		
Rochester Mun	1.5 E, bet RR, hwy	787	4	27-S5-U	F3	N,NW,NE,S,SE blkd;use strips;N strip tkof only.
Rushville, Howell Bros.	2 SE; hwy SW	985	3	18-S1	F2	E blkd. P-line S.
Seymour, Freeman Fld (PC)	2.3 SSW; RR N	575	4	h55-BL4-S3-U	F4	Use rnwys.
Shelbyville-Mem'l	3 NW	800	2	34-S4-U	F4	N, E blkd.
Sheridan	2.1 N; rd W	940	3	37-B-S5-U	F3	SW, W, NW blkd. Use strips.
Sheridan, Black Hawk	5.3 N; road E	925	2	20-L4-S5	F2	P-line N. Use strips.
South Bend, Chain-O-Lakes	5.2W; lk SW	765	2	24-S3-U	F2	P-line NW, SE.
South Bend, St. Joseph Co(P)	3.5 NW; hwy S	775	4	h50-BL4, 6, 7a-S4-W	F5	Use rnwys, P-lines NE, S. Due non-visibility twr unable ctl tfc on all taxi strips & ramp areas from S edge of main SW taxi strip to hangar areas.
Syracuse, Wawasee	3.0 E	880	1	20-S3	F2	P-line E. No storage.
Springport, Crandall	0.5 E	1050	1	26-S5	F1	P-line N. Rolling.
Terre Haute, Cox Fld	3.2 S; hwy E	485	3	27-S1-U	F1	P-lines N, NE, SE. Use rnwys & taxiways only
Terre Haute, Hulman Fld (P)	5.ESE; hwy N	585	3	h77-BL4, 6-S3	F4	Use rnwys. 1000' overrun.
Valparaiso, Porter County(PC)	2.8 ESE; RR S	761	2	h19-BL4-S5-U	F4	Rnwy lgts avail SS-0300, 2200' strip avail.
Valparaiso, Urschell	1.7N; RR S	829	2	26-L4-S5-U	F3	Use strips. Lgts avbl til 0200.
Valparaiso, Wyckoff	6.0 ENE	740	1	17	F1	P-line N.
Vincennes, O'Neal	1.8 NW; hwy NE	414	aw	27-S5	F3	NE blkd.
Wabash Mun	2.0 SE	788	2	39-BL4-S5-U	F4	
Warsaw Mun(PC)	3 N; RR W	843	3	h24-BL4-S5-U	F3	2800' strip avail. Use rnwy, strips.
Washington	4.3 NNW; RR W	450	3	29-S5	F2	P-line W. Use strips. E blkd.
Westfield	1.0 NW	920	2	20-S1	F2	Fence W.
Winchester	3 E; hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	1.2 SW; hwy WNW	758	2	20-S3		P-line N.
IOWA						
Algona Mun (PC)	2.0 WNW; hwy N	1219	2	h22-BL4-S5-U	F3	P-line N, 3400' strip avail.
Allison Mun	.03 NW	960	1	25-L4	F3	Bldgs E.
Altoona-Brown Fld	1.0 S	970	1	25	F3	P-line S.
Amana, Hursh Bros.	SE	712	1	34-S5	F2	
Ames Mun (PC)	2.5 SSE; hwy E	932	2	39-BL4-S4-U	F3	
Atlantic Mun (PC)	1.9 W; hwy E	1153	3	33-BL4-S5-U	F4	P-line N.
Audubon Mun	1SSE; RR, hwy W	1300	1	24-L4-S3-U	F4	Soft when wet.
Bartlett, Lorimer	2.0 E	960	1	26-S3	F3	Minor eng repairs only.
Bedford Mun	2.5 S	1090	1	24-L4	(F2)	P-line S. Unattended.
Belle Plaine, Froning Fld	1.0 NNW	800	1	20-*L4	(F2)	
Bettendorf	4 ENE; hwy 1 W	670	2	25-*L4-S5-U	F4	
Bloomfield	1.7WNW; hwys S	850	1	19-(S1)	(F2)	
Boone Mun (PC)	2 ESE; hwy N	1143	2	26-L4-S5-U	F3	Rgt tfc NE, NW. P-line NE.
Britt, Barker	1.0 SE	1220	1	25	F2	P-lines S.
Burlington Mun (P)	1.7 SSW; hwy E	698	2	h53-BL4-S1-W	F4	Rgt tfc rnwys 12, 18. Use rnwys only.
Callender, Peterson Flying Service	1.2 WSW	1145	1	18	(F1)	
Carroll Mun	4.2 ESE; RR N	1196	3	34-BL4-S5-U	F3	
Castana, Maynard	3 SE Grant Ctr	1100	1	17-S1	F2	
Cedar Rapids Mun (P)	6.7 SSW; RR E	863	2	h54-BL4, 6-S5-U-W	F4	Use rnwys only. Arriving acft with proper freq should make initial ctc with CID apch ctc on (119.9 mc) mil(291.6 mc) regardless of wea. Apch ctl will specify reptd pt when flt chg to twr freq.
Centerville Mun	3.5 SSW; RR N	1017	2	26-BL4-U	F2	
Central City, Wassmer	3.5 SW	960	1	18	(F2)	
Chariton Arpk (PC)	2.5 W; hwy S	1050	1	24-L4	F2	P-line S. Unattended.
Charles City Mun (PC)	3.3E; bet RR, hwy	1126	3	28-BL4-S4-U	F2	S blkd; p-line N, SW, NW.
Cherokee Mun (PC)	1 S; RR W	1212	3	33-L4-S5-U	F3	P-linas NE, SE. Rgt tfc NW, N, NE.
Clarinda Mun (PC)	1.3 SE; RR W	992	2	h21-L4-S4-U	F4	Rgt tfc SW, SE; ditches S, NNE; 2900' strip avail.
Clarinda, Schenck	0.8 SE	992	1	28-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
Clarion Mun	1.4 NW; hwy S	1162	4	27-BL4-S5	F2	P-lines NE, NW. Use strips.
Clermont	0.8 S; hwy E	800	1	21-*L1-(S1)	(F2)	
Clinton Mun(PC)	7 WSW; hwy S	701	3	h37-BL4-S4-U-W	F5	3900' strip avail.
Columbus Junction	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hybrid	3.5 WNW; RR 1 S	1050	1	23-S1		80 octane emerg. Unattended. P-line N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
IOWA (Continued)						
Corning Mun	3/4 W; hwy N	1250	1	24-L4-(S1)	(F2)	Rgt tfc S.
Corning, Readhead	1.5S hwy E	1250	1	15		
Dallas Center, Husband	3 W; hwy W, N	1015	2	23-L4-S3	F3	Lgts prior req after 2400.
Council Bluffs Mun	3 SE; hwy S	974	4	37-L4-S4-U	F3	SW blkd; p-line SE; tank S.
Creston Mun	2.5 S	1290	2	25-L4-S3	F3	Soft-wet. Unattended.
Davenport Mun (P)	5.5 N	753	3	h48-BL4-S5-U	F4	
Decorah Mun	3.0 NW	919	1	30-(S1)	(F1)	P-line N.
Denison Mun (PC)	2.8 SW; hwy N	1280	3	30-L4-S5-U	F4	Soft when wet.
Des Moines Mun (NG)	4.5 SSW; hwy S	957	3	h75-BL4, 5, 6-S5-W-X	F4	2-way rdo rqrd.
Des Moines, Dodge Fld	8.0 NW	935	1	24-L4-S5	F3	P-line N. Lgts oper snst-2400.
Des Moines, North Fld	2.0 N	810	1	20-L4-(S1)	(F2)	Unattended. Lgts operg sunset 2400.
Dewitt	1.5 SE; RR S	680	1	26-S1-U	(F2)	P-lines N & S. Unattended.
Dubuque Mun (PC)	7.5 SSW; hwy E	1075	2	h56-BL4, 6-S5-U-W	F4	Use rnwys.
Eagle Grove Mun (PC)	3.4 NNW; RR E	1131	2	26-L4-S3-U	F2	
Eldora Mun.	2.0 SSW	1020	1	22-L4-(S4)	(F2)	P-line S.
Emerson, Dorbin	3.0 SW	1200	1	11	(F1)	Ruf. Cattle on fld.
Emmetsburg Mun	1.3 SW; RR N	1205	3	35-L4-S1-U	F4	
Estherville Mun (PC)	4.6 E; hwy S	1298	3	32-L4-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	2 mi SE	780	2	27-*L4-(S1)	(F2)	P-line NNW. Unattended.
Forest City Mun	1.5 SE	1209	1	20-L4		Unattended.
Fort Dodge Mun (PC)	3.5 N; hwy E	1160	2	h44-BL4, 6, -S4	F4	Use rnwy.
Fort Madison Mun	1.5 N	721	1	h30-BL4-S5-U	F3	3200' strip avail.
Garner, Wicks Fld	1.8 NW; hwy W	1230	2	24-S4	F2	P-line NW. Use strips.
Gladbrook, Stelert	5.0 SE	1050	3	21-(S3)	F2	No storage. Fence each end.
Grand Mound, Grand Fld	1.2 SW; RR 14 N	670	2	23-*L1-S1	F2	
Greenfield	1.5 NNE	1364	1	24-L4-S1	F3	P-line SE.
Grinnell	1.5 SE	1000	1	27	(F2)	P-line N.
Guthrie Center Mun (PC)	.3 NW	1083	2	26-*L4-S1	F1	Unattended; trees SE; hill SW; rgt tfc ind SW or SE.
Guttenberg, Abels Island	2.3 N; riv E	610	1	26-(S3)	(F2)	P-line N.
Hamburg, Hoover	2.2 W; RR 1 NE	906	1	20		P-line N. Unattended.
Hampton Mun	2.7 NW; lk N	1150	1	24-L4	(F1)	P-line NW, SE.
Harlan Mun	5.0 SSW; hwy E	1204	2	27-BL4-S5-U	F4	P-line S. Lgts & bcn oper dusk - 2300.
Hartley, Lambert Fechter Mun	1.2 SSE; RR NE	1490	2	26-L4-(S1)	(F3)	P-line SE.
Hawarden Mun	0.3 S	1170	3	23	F2	Unattended.
Humboldt	1.0 N	1120	1	19	(F2)	P-line N. Unattended.
Iowa City Mun (PC)	1.7 SW; riv E	661	3	h43-BL4-S4-U-W	F4	
Iowa Falls Mun	4.1 S; RR 1 E	1140	2	20-L4-S3	F4	Use rnwys. P-line SE, hangar NE.
Jefferson Mun (PC)	1.8 E; hwy N	1041	2	24-L4-S5-U	F2	Lgts oper only during safe fld conditions.
Keokuk Mun (PC)	4.6 NW	671	2	h38-BL4-S5-U	F4	
Lamoni, 10, MKC-MSP	3.0 WNW; RR E	1163	2	37-BL2-W	F1	Soft-wet.
La Porte City, Clarks Fld	2.5 NW	900	2	26		P-line S.
Larchwood, Zangger Flying Service	2. E; RR S	1470	2	20-*L4-S3	F3	
Laurens-Skyways	1.0 SW	1250	1	24	(F2)	Unattended. Roadbed N.
LeMars, Westmar College	1.5 SW; hwy SE	1190	2	26-L4-S3-U	F4	NW blkd; p-line SE.
Lenox	1.3 N; hwy W	1200	1	26-(S3)	(F1)	Bldgs & trees N end.
Leon	4.1 N; RR SE	1050	1	22	(F2)	
Luana, Swenson	4.0 N	1050	1	23		P-lines ENE.
Manning Mun	1.0 SW	1321	2	24	(F2)	Twr NE. P-lines S, SW. Unattended.
Manson, Miller	3.5 SW	1130	2	22	(F2)	
Mapleton Mun (PC)	0.5 NW; riv NW	1150	2	29-L4-S5-U	F2	NE, SE, SW blkd. Ruf.
Maquoketa-Swift	4. W	770	1	26-L4-(S1)-U	(F4)	P-line N; lgts dusk-2300 local time; ctn, soft-wet.
Marble Rock, Knoop	6.5 W	1065	2	30-(S1)	(F2)	TV Ant. S.
Marshalltown, Neiderhauser	4.0 N; hwy 1 E	990	2	26-BL4-S4-U	F5	W blkd; p-line N.
Mason City Mun (P)	6.5 W; hwy S	1216	2	h56-BL4, 6-S4-W	F4	
Mason City, Eco	2.6 ESE; riv S	1215	1	28	F2	Rolling. Use strip.
Mechanicsville, McVille	3.2 WNW; RR S	850	1	25-(S3)	(F2)	P-line S. Cattle on fld.
Millersburg, River Port	4.0 NE	800	1	19-(S3)	(F2)	Fence each end.
Missouri Valley	1.5 S; bet RR, hwy	1000	1	25-L4	(F1)	Ditch S end. Lgts snst-2400.
Monticello Mun	1 S; hwy E	840	1	24-L4-S1-U	F4	P-line S.
Mt. Ayr	1.0 W	1100	1	16	(F1)	
Mt. Pleasant Mun (PC)	2.6 ESE; hwy N	727	3	19-L4-S1	F2	
Muscatine Mun (PC)	6.0 SW; hwy SE	546	2	h42-BL4-S1	F2	
Nashua, Harrison	2.0 NW; hwyE, N	1000	2	24		P-line N & E. W end ruf & rolling. Unattended.
Nevada, Nelson Arpk	1.7 W; hwy N	995	2	23-*L1-S5	F2	Rolling.
New Hampton Mun	2.3 NW; RR NE	1180	3	28-(S1)	(F2)	P-lines E & S.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
IOWA (Continued)						
Newton Mun (PC)	1. 7 SE	952	2	h26-BL4-S5-U	F4	P-line SW.
Nora Springs, Spotts Fld	3. 2 W; RR 8	1170	2	25-*L	F2	P-line E, S. Rolling.
Oakland, Kimberly	0. 5 NW; riv W	1085	1	18-(S1)	(F1)	Trees N.
Oelwein Mun	3. 0 W	1050	3	28-L4-S3	F2	W blkd; Use strips.
Ottawa Mun	1. 2 SSW	1046	1	22-L4	F1	Unattended.
Osage Mun	0. 5 NE	1160	1	48-L4-S1-U	F2	P-line N. Unattended.
Osceola Mun	2. 0 N	1125	1	26-L4-(S1)	F3	P-line S.
Oskaloosa Mun	10.1 SE	836	2	h20-S3-U	F4	3000' strip avbl. Turf soft-wet.
Oskaloosa, Roth	2. 0 SSE; RR NE	850	2	21-S1	F4	Use strips. P-line NE.
Ottumwa Mun (P)	6. 4 NNW; hwy 1 E	845	2	h52-BL4-S4-W	F4	
Pella-Airways Inc.	3. 5 SE; RR NW	877	1	24-(S1)	(F3)	
Perry Mun (PC)	3. 5WSW; hwy N	1014	2	23-BL4-S5-U	F2	
Pocahontas Mun (PC)	1. 5 NE	1216	2	25		Unattended. P-line N.
Prairie City	2. 5 NNE	950	2	30	F2	Ctn-cattle on fld. Trees W. Cable line S.
Red Oak Mun (PC)	1. 5 W; hwy N	1044	3	28-BL4-S5-U	F4	P-line N. Ngt serv on call.
Rockwell City Mun	W; hwy W	1234	1	22- (S1)	(F2)	Trees N.
Sac City Mun	3. 0 SSE; riv W	1250	2	h29-L4-S5-U	F3	
Sheldon Mun	2. 3 mi NNE	1422	1	23-BL4-U	F2	
Shenandoah Mun (PC)	2. 8WSW; rivNW	963	2	h30-BL4-S5-U	F4	3700' strip avail.
Sibley Mun	2. 0 S; RR NW	1500	2	26-*L4-S5-U	F2	E, W blkd; p-line N.
Sigourney Flying Service	3. 0 S; riv N	692	2	24-*L1-S1	F2	S blkd. Soft when wet.
Sioux City Mun (NG) •	6. 5 S; RR 1 NE	1097	3	h90-BL4,6,7a-S5-W-X	F4	Jet barriers apch end rnwys 13 & 31
Spencer Mun	2. 9 WNW; RR 1S	1335	3	h27-BL4-S4-U	F4	P-line NE. Soft at intxns.
Spirit Lake Mun	1. 0 mi S	1405	1	15	(F2)	
Storm Lake Mun	3. 5 SSW; hwy N	1460	3	h26-L4-S5-U	F2	Use strips; shoulders soft-wet. 3400' strip avail.
Sumner, Schwerin	3 WSW	1050	2	16-S3	(F2)	
Sutherland, Jalas	1. 0 E	1765	1	22-S1	F1	P-line S.
Swea City, Briggs	5. 0 NE	1250	1	14	(F2)	Unattended.
Tabor, Mariwar Farms	1. 0 N	1250	1	25-(S1)		P-line S. Unattended.
Tama	1. 3 S; hwy E	825	1	25-(S1)	(F2)	P-line S.
Troy Mills, Carson	2. 5 NW; riv W	870	1	17-(S1)	(F2)	
Turin, Ravnsborg	W	1035	1	12	(F1)	P-line S.
Washington Mun	2. 0 SE	769	2	26-L4-S1		P-line E. Unattended.
Waterloo Mun (P)	5. 0 NW; riv 1 S	870	3	h54-BL4, 6, 7a-S5-W	F4	Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
Waterloo, Flyers	5. 0 SE	850	2	22-S3	F1	E & W blkd.
Waverley, Bantam	6. 0 E	1000	1	26	(F2)	P-lines N, S. Unattended.
Webster City Mun	3. 3 SW; RR 2. 3 N	1100	2	26-BL4-S3-U	F3	P-line N of N/S strip. Ruf. Soft-wet. Ctn indg to S past new hangar on N end of N/S rnwy; wind turbulance on W side of rnwy.
Winfield	3. 0 E; RR 8	700	1	13-(S1)	(F1)	P-line E.
KANSAS						
Abilene Mun (PC)	1. 7 WSW; RR N	1148	3	h21-L4-S1	F4	2300' strip avail; NE blkd; p-line SE; ruf, soft-wet.
Abilene, Wright Airpark	1 mi S	1150	1	23-L1-S5	F3	
Anthony, 24, AMA-MKC	2. 7WNW; hwyS	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Argonia Tracy	2. 5 mi S	1260	1	25	(F2)	P-line N.
Arkansas City	3. 5S; hwy, RR W	1170	1	25-S1	F2	N & S blkd.
Arkansas City, Strother Aux #1	7. 5NE; riv E	1145	1	26		Use strip.
Arkansas City, Strother Aux #2	6. 6W; hwy N	1237	2	h40		Use rnwys. Ruf. Unattended.
Ashland Mun	1. 2S; RR NW	1940	2	32	F2	Use strips. P-line NE.
Atchison Mun (PC)	3. W; hwy S	1070	1	h30-L4-S3	F4	Use rnwy.
Atwood Mun	2. 3 N; hwy W	2960	4	26-S5	F3	Use strips.
Augusta Mun	1 NNE	1280	2	26-L4-S5	F3	E, W blkd; p-lines S. Lgts oper sunset +5 hrs. Other hrs prior req.
Baxter Springs Y & M	3. 5 mi W	840	1	h25-L4-U	(F4)	
Belleville	1. 8 WSW; hwyS	1520	3	24-S5	F3	P-line SW. Use strips.
Beloit Mun (PC)	1. 2 NW; RR 8	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Benton, Nelson Fld	0. 5 SW	1300	1	27-L2, 4, 6-(S3)	(F3)	
Bentley Basore Fld	2 mi SW	1380	1	26-(S1)		
Bonner Springs, Kansas City Suburban Arpk	2. 5 SE	900	2	32-S3	F2	P-lines S.
Brewster, Hutton	1. SE; hwy N	3420	3	35-S5	F3	SE blkd; p-line SW; low area S center of fld unusable. Ruf. Use strips. Caution-elevator adj NW.
Burdett	1 SW; RR N	2140	3	27-S5-U	F3	Cattle on fld-summers.
Chanute Mun (P)	2 WSW; lk SE	1001	2	h42-BL2, 3-S5-W	F4	SE blkd; p-lines S, NW Lgts prior req after 2400.
Coffeyville, Jensen SEE: South Coffeyville, Okla, Jensen Arpt.						

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(13 April 1960) REMARKS
KANSAS (Continued)						
Coffeyville, McGugin Fld (PC)	5. 3NE; RR 1. 5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
Colby Mun (PC)	1. 8N; hwy W	3176	3	h26-L4-S4-U	F2	3000' strip avail. NW/SE, NE/SW strips ruf-cth
Colby, Murray	0. 8N, ; hwy W	3125	1	22-S1		Land at own risk. Fuel emerg only. P-line S.
Coldwater, Betzer	4. 0 NW	2100	1	26		Unattended.
Columbus	1. 2SW; RR E	900	2	24-S3	F2	NE blkd; hedge S. Soft when wet.
Concordia, Blosser Fld	Adjt City	1475	2	20-(S2)		
Concordia, Blosser Mun (PC)	2. 0 S	1474	3	36-S1-W	F2	Use strips.
Cottonwood Falls, Chase Co. (PC)	0. 5 SSW	1264	1	26-S1	80	Unattended.
Council Grove	4. 5WNW; lk8, W	1380	2	20		Unattended.
Derby Hamilton Fld	1. 5 mi E	1320	2	20-S3	F2	P-line NW. No storage.
Dighton	0. 5 NW	2785	3	25-S1	(F2)	
Dodge City Mun (P)	3ENE; RR SE	2594	4	h46-BL2, 4-S4-U-W	F4	Use rnwys.
Dodge City, Wilroads Garden	6. 3ESE; RR S	2440	1	22-S4	F2	Soft when wet.
Edna Mun (PC)	4. 7 N	920	3	h40		Ctn-lndg. Use paved areas only.
El Dorado Mun	3. 6SE; hwy W	1360	3	h30-L4-S5	F4	E, S blkd; ruf, soft when wet.
Elkhart Mun	0. 6 ESE; RR NW	3640	3	n26-L4-(S1)	(F3)	Use strips. 2800' strip avbl.
Ellinwood Mun	1. 5NW; hwy, RR	1797	2	26		Caution-oil well 58'E N/S strip; N blkd; use rnwys. Avoid arpt during wet wea. Unattended.
Emporia Mun	5. 4 S; hwy E	1204	3	h21-BL4-S5-W	F4	N/S strip 4000'; use strips-dry; paved rnwy-wet.
Eureka Mun	1. 9 N	1206	1	28	F1	Unattended.
Eureka-Wallace	2. 7E; hwy S	1100	1	26-S1	(F1)	P-line S.
Fall River Airstrip	3. 9NW; dam NE	1035	1	20		P-line SE. Unattended.
Florence, Clothier	5. 8 SE; crk E	1360	2	19-(S1)		Cattle on fld. E/W rnwy soft when wet.
Fort Scott Mun (PC)	4. 5SW; hwy S	915	2	26	F1	Bcn on req.
Garden City, New Garden City Mun (P) •	8. 5ESE; RR SW	2895	4	h65-BL4-S5-W	F4	Use rnwys; only rnwy 17-35 usable ngts.
Gardner Mun (PC)	1. 5 W; hwy SE	1040	2	30-S1	F2	P-line N.
Garnett Mun (PC)	1. 6 E; hwy NW	995	3	28-S1	F1	P-line N. Unattended.
Clay Center Mun	2. 0 W	1200	2	26-S5	F3	P-lines S, SE & NW.
Clay Center, Wood Arpk	3. 5 N; hwy W	1260	3	15-S4	F2	Use strips.
Genesco, Kratzer	5. 5 mi NW	1672	1	28		Unattended.
Goodland Mun (P)	2 NNE	3653	4	h44-BL4-S5-W	F4	
Great Bend Mun (PC) •	5WSW; hwySE	1891	3	h80-BL4-S4	F4	Use rnwys. Ngt opern N/S rnwy only.
Greensburg Mun	1E; RR N	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
Harper Mun (PC)	1. 3 WSW; hwys E	1429	3	22-(S1)	(F3)	P-line N; ditches end-strips; so.t-wet; use strips.
Hays Mun	1. 5E; RR S	2021	3	30-B*L4-S1-U	F3	
Herington Mun (PC)	8 ENE; RR 3 N	1485	3	h67-S1		Rgt tfc NW. Unattended.
Hiawatha Mun (PC)	2 NNE; hwy W	1130	2	23-*L4-S4	F2	Rough.
Hill City Mun	0. 8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
Hillsboro Mun (PC)	0. 7SW; hwy N	1484	1	24-S1	F1	Caution when wet. Use strip.
Holyrood Mun	0. 5ESE; RR N	1820	1	17		P-line N. Unattended.
Horton Mun (PC)	1. 2NNW; hwy E	1134	2	22-L4-(S1)	(80)	
Hoxie Mun	0. 8N; hwy S	2665	3	28		S blkd; p-lines NW, SW. Unattended.
Hoxie, Cooper	3 mi SW	2700	2	21		P-line W.
Hugoton Municipal	0. 5 mi W	3107	2	26		N blkd. Unattended.
Hutchinson Mun (P) •	4 ENE; hwy S	1542	3	h70-BL4, 6-W	F4	Use rnwys.
Hutchison, Mills Fld	4. 4S; RR W	1533	1	16-(S1)		
Hutchinson, White	7. 5 mi W	1530	1	15		Soft when wet. Unattended.
Independence Mun (PC)	6. 0 SW; RR E	820	3	h55-BL4-S5-U	F4	
Independence, Montgomery County #1 (PC)	9. 5 NW	918	1	30		Unattended.
Independence, Montgomery County #2 (PC)	11. WSW	880	1	18		Unattended.
Ingalls Mun (PC)	6. 8 NW	2814	5	h31		Unattended
Iola Mun	3. 2 SSE	1020	4	h20-L4-S5-U	F4	Use strips.
Jetmore Mun (PC)	7. 2 S	2465	1	h44		Unattended.
Johnson	0. 5 NW; hwyNW	3330	4	28-(S5)	F3	P-lines N & S
Johnson Shore	12 mi SE	3240	2	21-S1	F1	
Junction City Mun (PC)	0. 8NW; hwy E	1104	3	35-B-S4-U	F3	P-lines NE, SSW. Use strips.
Kanorado, Winter	0. 6SE; RR N	3910	1	27-S1	F2	P-line N. Use strip.
Kansas City, Fairfax Mun (AF)	3 NE; riv N, E	740	4	h66-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kansas City, State Line Airpark	6 mi S		3	22-S5-U	F3	
Kingman Mun	1. 5NNW; RR E	1606	4	26-(S5)		P-line S, SW. Unattended.
Kingsdown White	6 mi SSW	2560	1	20-(S1)		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
KANSAS (Continued)						
Kinsley Mun (PC)	1.2 SE	2169	1	26		Use strip. Unattended. Fence N&S.
Lakin, Dienst Ranch	13 N; hwy E	3200	2	39-S1	F2	P-line E.
Lakin, White	1.5 mi NE	3045	2	28-(S1)	(F1)	Unattended.
Langley, Kanopolis State Park (A)	8 SE	1537	1	22		Unattended.
Larned Mun	1.6NNE; RR SE	2012	4	36-B-S4	F1	Use caution on N/S strip; soft when wet.
Lawrence Mun	2.5 NNE; hwy S	832	2	h30-BL4-S5-U	F4	P-line W. Use strips. Ngt svc on prior req.
Lenora Mun (PC)	1.2NNW; crkNE	2260	2	25-S1		Unattended.
Leoti Mun	1.5 mi S	3300	2	26		P-line W.
Liberal Mun (PC)	2.5WNW; RR S	2888	6	h70-BL4-S4-U	F5	
Lincoln Mun	1.5 NW; RR S	1412	2	27-*L4-(S1)	(F1)	P-line NE, NW, SW.
Lyons Mun	1.3 W; hwy N	1700	4	26-L4-S4	F2	P-line N, windmill S. Use strips.
Macksville, Smith Fld	1.3 NNE; RR S	2025	1	26		Use strip. Rolling. Unattended.
Manhattan Mun (PC) •	5.5 WSW; RR SE	1060	2	h36-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-danger area WNW arpt; NW end exten 1050' sod.
Manhattan, Roessner	7 mi E	1050	1	24		Unattended.
Mankato Mun	1.4 NW; RR SW	1840	2	26-S1	F1	Windmill NE; dike W end E/W strip; use strips. Unattended.
Marion Mun	2.0 SE	1390	4	36-(S1)	(F1)	P-lines E.
Marysville Mun (PC)	1.3 NE; hwy S	1233	2	27	(90)	P-lines NE &NNW.
McPherson Mun (PC)	1.5SW; hwy adj	1493	2	h23-L4-S5	F4	P-line N,E. Shoulders soft-wet. 2600' strip avail.
Medicine Lodge	2.1SE; RR S	1520	2	34		Ruf.
Meade Mun	1.0 W	2528	2	26-BL4	F1	P-line N & S. Unattended.
Moscow, White	6 mi SE	3020	2	15	(F2)	P-line N.
Montezuma, Rexford	10 mi SW	2775	3	17		P-line W.
Neodesha Mun (PC)	2.3 ENE; hwy W	840	3	h30		P-line W. Use rnwys. Unattended.
Ness City Mun	0.5 N	2240	1	26	F1	Unattended.
Newton, Wirt Fld-Newton Mun	4.0 ENE	1527	1	h70-S5	F3	
Norcatur, Lawson Fld	10 mi N	2400	1	22		Unattended.
Norton Mun (PC)	0.7 NNW	2365	2	52-BL4-S1-U	F4	Ruf. Use strips.
Oakley Mun	2.3 mi E	3042	3	32		Ctn-wet; N blkd; P-line NW; use strips; unattended.
Oberlin Mun	0.9 NW; hwy SE	2684	3	26-BL4-S4	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	5 ESE; hwy W	1090	3	h17-S5	F1	P-line NW. Lgt acft only. Use rnwys.
Osage Mun	1.0 E	1100	1	26-(S1)		Unattended. P-line N & S.
Osawatomie-Paola Mun (PC)	3.6 NE; RR NW	945	2	32-S1	F2	P-line SE. NW/SE rnwy unsafe-wet. Unattended
Osborne, Municipal	0.5 ESE	1565	2	26-L4	(F1)	
Ottawa Mun (PC)	5.3S; hwy W	975	3	h24-L4-S4-U	F2	Use N/S rnwy. 2700' strip avail.
Ottawa, Conard Fld	3.8 mi NNE	946	3	26-S3	F2	All apchs blkd xcpt E.
Ottawa, Hill House	2.0 SW	1100	1	20	F2	NE blkd.
Oxford Mun	4.5 E; RR S	1165	2	33		Unattended.
Parsons Mun	2 NW; RR S	936	2	23-S1-U	F1	Use only when dry. Ruf. Hangar SW.
Parsons, PEP Fld (PC)	13 W; hwy N	870	3	h40-BL4		
Phillipsburg Mun	1.4 S; hwy E	1862	4	33-*L4-S1	F2	Use strips.
Pittsburg-Atkinson Mun (PC) •	2.5NW; hwy E	948	3	h40-BL4-S5-W	F4	Use rnwys.
Plains Mun	0.3NNE; hwy N	2755	1	26		P-lines NE, SE, S. Use strips. Unattended.
Pratt Mun (PC)	4.5N; hwy E	1959	3	h80-BL4-S5	F4	Use rnwys.
Pratt, Fincham	12.2 N	1960	2	28-(S1)		E blkd. Rolling. Unattended.
Protection Mun	0.7SSE; hwy S	1830	3	24-(S1)	(F1)	P-lines E, W. Unattended.
Rexford, Foster Fld	4.4 WSW; RR N	3029	4	24		Surrounded by P-lines. Unattended.
Rexford, Knittig	6.2 mi NE	2950	4	22		P-lines S. Unattended.
Richfield	NE	3410	2	15		P-lines S. Unattended.
Russell Mun (P)	2.7 ESE; hwy NE	1863	3	h26-BL4-S5-W-U	F4	SW blkd. Ctn-ditch NE intsxn rnwys 16-34, 3-21.
Sabetha Mun (PC)	0.5 E; RR NW	1290	2	23-(S1)	(F1)	Use strips. Unattended.
St. Francis Mun	18; hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
Salina Mun (P)	2.5 SE	1332	3	h60-BL6-S4	F4	P-line NW. Use strips, rnwy only.
Satanta	1 mi N	2970	2	26		P-line E.
Scott City Mun	1.3ESE; hwy N	2970	4	h25-*L-S1-U	F3	3200' strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	2.7SSE; hwy S, W	940	1	17-S3		
Seneca	0.5W; RR S	1180	1	25		Unattended.
Shields, Gills	3.0 W	2780	4	24		Unattended.
Smith Center Mun	1 SSW	1806	3	27-L4-(S3)	(F2)	
Smolan, Anderson Fld	0.5 mi NE	1300	1	19	(F2)	
Stafford Mun	2.5 W; hwy N	1869	4	26-L3, 4-S4-U	F3	P-line N, NE; lgts avail. SS-0200; use strips; ruf.
Stilwell, Jacobson	18.0 S K.C.	1110	2	25-S5	F2	
Stilwell-Mission Road	3.0 NE	1050	1	23		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
KANSAS (Continued)						
Sublette - Flying Club	1 mi NE	2900	2	26-(S1)		P-lines S & E. Unattended.
Syracuse Mun	1 N; hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka, Allen Arpk	4.3 WSW; hwy N	1000	3	h23-*L4-S4	F2	N, SW blkd. Ctn-N/S strip-ditch. Soft when wet.
Topeka, Philip Billard Mun (P) •	3.5 ENE; riv N	880	3	h51-BL4,5,6-S5-W-X	F4	Bridges SE. Use rnways & taxiways only.
Topeka, Skyranch	8.0 WSW	1200	3	23-(S1)	(F2)	P-line E.
Topeka, Wilson	14 W	1070	1	27-S1	F2	
Tribune, Pringle Ranch	4 mi E	3555	4	26-S3	F1	P-lines N. No storage. Minor acft repairs only.
Ulysses	1.3NNW; hwy E	3070	3	h26-S3-U	F2	Fair grounds SW. N/S & E/W strip unsafe.
Washington Mun (PC)	0.9E; hwy S	1290	2	22-S1		Use strips only. Unattended. Fence N&NW.
Waterville, Roepke	6 mi S	1425	1	20	(F2)	P-line N. Unattended.
Wellington	3.5 N; RR W	1290	1	26	F2	S blkd.
Wichita, Beech	6E; hwy S	1378	3	h50-W		Factory use only. Surrounded by P-lines.
Wichita, Cessna Aircraft Fld	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instruct. 5300' strip avail. All acft use rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs & dptrs to easterly quads; avoid crossing N and S apchs and tkof lanes of jet acft to McConnell AFB. Under IFR conditions ctc ICT apch ctl for tfc clear. prior to entering ctl zone. Tsmt & rcv 120.1 or 125.7 mc; tsmt 122.7mc, listen 120.1 or 125.7 mc or rng voice channels.
Wichita, Ken-Mar	7.6 NE	1429	4	h22-L4-S5-U	F3	P-line N, SW. Use strips. 2900' strip avail.
Wichita Mun •	6.2 WSW; RR S	1332	2	h73-BL6, 7a-S5-W-X	F5	Use paved areas only; clsd acft over 120,000 lbs excp prior permission; acft carrying hazardous or explosive cargo prohibited. 2-way rdo rqrd excp prior twr approval. Due non-visibility twr unable to ctl tfc on ramps of fixed base operators with the exception of the main itinerant ramp which is lctd directly E of the twr.
Wichita, Rawdon Fld	5.7 E	1396	1	25-S5	F3	P-line S. Rgt tfc N, W. Use strip.
Wichita, Westport	4.5SW; RR N	1290	1	26		N blkd. Cattle-fld. Soft-wet. Unattended.
Wichita, Westport Aux.	5.9 SSW	1265	1	26	F1	N blkd. Ruf. Caution when wet. Unattended.
Winfield-Ark. City-Strother Fld (PC)	5.7 SSW; RR SE	1161	3	h58-BL4-S4-U	F4	Use rnwys only.
Winona, Gunnels Ranch	9.5 mi NW	3380	3	23		Soft when wet. Use strips.
KENTUCKY						
Ashland-Boyd County (PC)	7.5NW; RR S	546	1	h50-BL4-U	F4	
Bardstown, Nelson County	4.1 W; hwy S	630	1	21	(F1)	
Berea-Richmond	5.0 N	985	2	24-S3-U	F1	P-line W.
Bowling Green-Warren County (P) •	2.5 SSE; hwy W	539	2	h52-BL4-S3-W	F4	Use rnwys.
Clementsville, Gulf Interstate	3 NE	1040	1	30		Unattended.
Covington, Greater Cincinnati (P)	SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Danville, Goodall	4.2 S; RR W	1030	1	24-S5	F1	
Frankfort, Capital City	1.0 SW	796	1	h40-BL4	F4	Use rnwys.
Georgetown, -Marshall Fld (PC)	1.5 S; hwy E	910	1	14	F1	
Gilbertsville, Ky. Dam State Park	0.8 NNW; RR E	349	2	h30	F4	NNW/SSE strip soft-wet. E, W lndgs use rnwy.
Golden Pond, Ken Lake	4.4 W; lk W	388	1	h20	(F2)	Hills N, S, E.
Hazard (PC)	2.5NNW; rivN, W	861	1	21	(F1)	Mtns surnd fld.
Henderson	5.0 WSW	385	1	20-S3	F1	
Hopkinsville-Christian Co.	1.0 E	510	1	18		P-line E.
Lexington, Blue Grass (P) •	6.0W; hwy N	978	3	h50-BL4, 6-S4-X-W	F4	Due non-visibility twr unable to ctl tfc on ramp area adj to term. bldg from hangar 1 ne SE to taxi ramps NW & NE. Trans acft load gate #4-limit 15 min. Helicopters land SE end NW/SE taxiway. Flag pole 2000' NW of NW end rnwy 15-33. 2-way rdo rqrd.
London (P) •	3 SSE; hwy E	1169	1	h40-BL4-W	F4	Use rnwy.
Louisville, Bowman Fld (P)	5.5 ESE; RR 2 N	549	3	h43-BL4-S4-W-X	F4	NE blkd; p-line S; trees SW. Due to non-visibility twr unable ctl tfc on first 150' rnwy 6 & outer 150' of wide NE ramp next to hangar line & tfc pat SW of fld.
Louisville, Standiford (NG) •	4.3 SSE; RR NE	497	3	h78-BL4, 6, 7a-S4-W	F5	2-way rdo rqrd. FEE. Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.
Madisonville Mun	6.0 NE	420	2	h35-*L4-(S3)	(F4)	P-line S. No storage.
Madisonville, Athey Mun (PC)	1.0 NE; hwys SW	440	1	24-S1	F1	
Mayfield-Graves Co. (PC)	3.6 ENE; hwy S	525	1	h33-U		
Middlesboro (PC)	1.2 W	1140	1	h36-S4	F4	P-line E. Levee W. Use rnwys.
Owensboro-Daviess Co. (PC)	3.5 WSW; hwy N	407	2	h50-BL4-S3-W-U	F4	Use rnwys.
Paducah, Barkley Fld (P) •	6.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Somerset-Pulaski Co. (PC)	2.5 S; hwy W	927	1	h28-BL4-S5	F4	
Springfield, Arnold	4.0 ESE; hwy N	810	1	21-S5	F1	No storage.
Stanton	1.0 E	650	1	31	(F2)	
Sturgis Mun (PC)	1.5 ESE; hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point Arpk	1.3 ENE; RR W	430	1	20-S5	F1	Hills to SW.
LOUISIANA						
Abbeville Mun	3.0 E	16	1	h30		P-line S, W.
Alexandria, Esler	11. NE	108	3	h49-L4	F3	Rnwy 14-32 clsd-dip in rnwy. Ben on req.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SURF	LONGEST RNWY FACILITIES	FUEL	REMARKS
LOUISIANA (Continued)						
Alexandria, Myers Arpt #2	9NW; Riv N	75	1	30-S3	F1	P-line S. Rgt tfc N. Tfc pat 300'. Ctn-apchg from E-jet operns in vicinity.
Bastrop, Morehouse Mem'l (PC)	2.5 SE; RR W	169	2	30-S5-U	F3	E/W strip unusable. Use taxiways.
Baton Rouge, Burden Arpk	5.0 SE	50	1	41		Trees N & S.
Baton Rouge, Downtown	3.5 E; hwy N	53	2	h30-B-S5-U	F3	P-line N.
Baton Rouge, Harris Fld	10.0 NE	60	1	16-(S1)		P-line E.
Baton Rouge, Ryan(P) •	5.5 N; riv 3 W	70	3	h60-BL4-S4-W-X	F4	
Bogalusa Mun (PC) •	2.0 N; RR E	117	2	h36-BL4-S5	F3	
Clinton, McCutcheon Fld	2.2 NNW; rd SW	200	1	20		Unattended.
Crowley, LeGros Mem'l(PC)	6.5 WSW; RR W	16	2	h43-BL4-S3-U	F3	Minor eng repairs only.
DeRidder, Beauregard Parish(PC)	3.0 WSW; hwy N	203	4	h45-BL4, 6-S5-U	F4	Use rnwys;bcn & rnwy lgts prior req after 2400.
Eunice, Salter	0.5 W	45	2	36-*L3	F4	P-lines W. Bldgs NE Twr N.
Fenton, Watkins	2.0 S		3	18	(F2)	P-line W
Florien, Cook	0.5 S	260	1	18		
Glenmora, McDonald	1.0 NW	140	1	19-L4		
Gueydan, Saltzman Airstrip	6.5 SSE	5	1	12		DANGER-SHORT FIELD. Levee N.
Hammond Mun (PC)	3.0 ENE; hwy S	40	3	h50-BL4-U	F4	
Hosston, Nichols	3.4 NW	260	2	23-S5	F1	Rolling.
Houma Municipal	3.5 SE	11	2	h50-BL4-S3-U	F3	Lgts on req call Houma 2-4646 or 3-8102.
Jeanerette(PC)	0.7 SE; RR NE	14	1	30	(87)	P-line NE.
Jennings(PC)	1.4 NNW; hwy E	25	3	47-BL4-S5	F3	Rgt tfc stripe 17, 22, 31.
Jonesville	W; RR S	60	2	25-S1	(F1)	Unattended.
Kaplan Mun	0.5 E	15	1	35		P-line N.
Kaplan-Flying Service	0.5 S	12	1	15		Attended May-Nov.
Kaplan, Trahan Airstrip	6.0 W; hwy N	10	1	18-S1		P-lines N, S. Unattended.
Lafayette(P) •	2.0 SE; RR W	43	2	h50-BL4-S5-W-X	F5	Use rnwys. 5000' rnwy 1-19 lgtd. 6130' rnwy 1-19 avail emerg only.
Lake Charles, Chennault AFB/Mun •	4. E	19	2	30-BL6-S3-W-U	F5	Sod portion E side civil-remainder USAF.
Lake Charles, McFillen Airpark	4.0 S	17	1	24-L4-S3-U	F4	
Lake Providence, Byerly (PC)	1.8 NW; lk S	106	2	30-*L4-S1	F1	
Locust Ridge, Adams		68	2	16		Trees N & SW. Unattended.
Mansfield, DeSoto Parish(AF)	4.5 NW; hwy SW	323	3	h51		Unattended.
Many, Hart	1.0 S	324	1	26-(S3)		
Marksville(PC)	2.2 S; RR E	78	1	27	F2	
Minden-Webster	1.0 NW	250	2	h36		E & N blkd-trees.
Monroe, Selman(P) •	5.0 E; RR N	79	4	h50-BL4-S4-W-U	F4	Use rnwys.
Natchitoches, 20, NEW-MEC(PC)	2.0 SSW; hwy E	115	2	h41-BL4-S5	F4	P-line S.
New Orleans(NG)	6.5 NNE	8	4	h38-BL4-S5-W	F4, 6	No night operns rnwys 4-22 & 8-26.
New Orleans, Moisant Intn'l(P) •	11.0 WNW; riv S	3	4	h70-BL4, 6, 7-S1-W	F5	No 80 octane avail. 2-way rdo rqrd. Use rnwys only. Turf hazardous.
Newellton, McDonald Airstrip	1.0 SW	77	1	30-L4-(S1)		
Opelousas, St. Landry Parish(PC)	2.0 NW; RR S	75	3	h45-BL4	F1	Rnwy lgts on req after 0100.
Patterson, Williams Mem'l (PC)	2. WNW;bayou NW	1	3	h42-*L-S5	F3	Bcn on request.
Pollock Mun (PC)	4.5 SW	213	3	h45		
Rayne Mun (PC)	1.0 NW; RR S	29	2	18		
Rayville Mun (PC)	1.2 WNW; RR S	83	1	22		P-line S. Unsafe after rains.
Roanoke, Ferguson	2.5 NE	35	2	14-(S1)		P-line S end.
Ruston Mun (PC)	1.0 SE; RR N	317	3	h34-BL4-S5	F5	
Shreveport-Downtown(PC)	3.5 N; riv S, E, N	179	3	h45-BL4-S5-X	F4	Use rnwys.
Shreveport, Greater Shreveport(P) •	6.5 SW; RR NW	251	2	h64-BL4, 6, 7a-X-W	F4	Use rnwys.
Shreveport, Lucien	8.0 S; RR E	170	1	31-S5	F2	S end soft when wet.
Tallulah, Scott	2.4 ENE; hwy S	84	2	32-*L4-S3	F2	Bcn prior req.
Welsh(PC)	0.5 NW; RR S	19	2	33-S5	F3	E blkd. Ruf. N/S strip clsd.
Winnfield, Joyce	3. 0 NW		1	25		Twr 3 mi SW.
Winnsboro	1.4 ESE; hwy W	80	2	20-S1-U	F1	
MAINE						
Auburn-Lewiston Mun (PC) •	4.5 SW; riv 1 N	292	2	h44-BL4-S5-U	F4	Use rnwys. Ctn-ruf.
Augusta-State (P) •	1.2 WNW	357	3	h42-BL4-S5-W	F4	Rnwy 3-21 clsd acft over 15,000 lbs, and all acft winter months; rnwy 12-30 perm clsd; avail as taxiway-acft 15,000 lbs or less.
Bar Harbor Mun (PC) •	9.0 NW; riv E	84	3	h45-BL4-S4	F5	Bcn oper June-September.
Baring, St. Croix	1. E	125	1	16-*L-U	F2	P-lines N.
Belfast Mun (PC)	1.0 SW; hwy 1 E	160	2	h40	F1	W, E, SE, NW blkd.
Blue Hill	3.0 NE	360	1	23		
Brewer	1.6 S	100	1	21-*L-S5	F2	Soft when wet. Use gravel strip only in spring.
Caribou Mun (PC)	1.0 NW; hwy E	623	2	h35-S1-W-U	F4	AIRPORT OF ENTRY. Auto tfc E end E/W rnwy. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SURF	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
MAINE (Continued)						
Deblois Flight Strip(PC)	2.0 SE; hwy E	217	1	h40		6000'strip avail with 1000'overrun;unattended.
Dover-Foxcroft, Pinecrest	1.0 W	460	1	18	F1	
Dexter Mun	3.0 ESE	485	2	h30-S1		NE blkd. Use rnwy. Unattended.
Eastport Mun	1.5WNW; hwyNE	67	2	h26		Unsafe-holes, ruf; high bushes. NW blkd; p-lines NE, SE, SW. Use rnwys. Unattended.
Enfield, Sylvan Lane	1.5WNW; RR E	240	1	16	(F1)	Rolling. Soft when wet.
Ft. Fairfld, P &M Flying Service	1.0SW; RR, hwyW	470	2	18-S5	F1	NNW blkd.
Fort Kent Mun (PC)	3.4 S; riv W	708	1	20		Unattended.
Freeport, Stover	3.5 NNW; hwyN, E	180	1	11-S1	(F1)	Danger, short fld;rolling; drains NW;unattended.
Greenville Mun (PC)	2. OENE; pond E	1401	2	h30-U	F3	Unattnd winters. Repairs avail. on request.
Houlton Intnl (P) •	2.5 E;RR W & S.	493	2	h50-BL4-S3	F4	Rnwy 13-31 perm clsd. Rnwy 5-23 plowed winters. Caution on taxiways.
Hudson, Robbins Fld	2.7 SW	365	1	14-(S1)	(F1)	Rolling.
Jackman, Newton Fld.	0.2 E; hwy W	1170	1	22		Use strip. Clsd winters.
Jonesport, Sawyer's Strip	2.5 NE	SL	1	10		Unattended.
Lubec	2.8 SW; rd SE	85	1	12-L4-S1		Danger, short fld;soft-wet;bcn on req;unattended.
Millinocket Mun (P)	1.0 SE	408	2	h50-BL2, 4-S1-W	F4	Use rnwys.
Minot, Maheu	3.5 NNW	720	1	21-S1	F1	N, S blkd.
Moose River, Sky Lodge	1.0 N; riv S	1350	1	16	F2	Clsd Winter. W blkd.
Norridgewock Mun	3.7 W; riv NE; W	270	2	h40		Use rnwys.
Old Town Mun (P)	1.6 NNW; hwy S	126	2	h40-L4-S5-W	F4	Fee. Ctn-edges rnwys ruf. Use rnwys. Bcn prior req. 23' lgtd twr 825' S of intsxn rnwy 15-33 & 04-22.
Patten, Camerons	5.0 NW; hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Phillips, Raymond	1. S; riv S	556	1	20-S1		Hwy adj E. Unattended.
Pittsfield Mun (PC)	0.8 SSE; riv N, S	190	2	h40-BL4-S2-U	F4	SSE blkd. Lgts 18-36 only.
Portland Mun (P) •	2.0 W; riv NE	66	2	h50-BL2,4,6,7a-S5-W-X	F4	Rnwy 15-33 perm clsd.
Presque Isle Mun (PC)	1.0 NW	534	2	h74		
Princeton Mun (PC)	1.5 SSE	250	2	h40-S1		Use rnwys. NW blkd.
Rangeley Mun (PC)	1.6 NNW	1610	2	23		Rolling-ruf. Unattended.
Rockland Mun (PC) •	3.0 SSE	60	3	h45-B*L4-S1	F1	Rnwy 17-35 clsd ngt opern.
Rumford	2.0 SSE; riv NW	615	1	18-(S1)		
Sanford Mun (PC)	4.7 SE; hwy N	243	3	h60	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Unscheduled parachute jumps.
South Portland, Port O'Maine	1.8 SSW; RR E	60	1	29-*L1-S5-U	F4	SSE blkd; p-line SW; twrs E, NE.
Stonington	1.2NNW; hwySW	20	1	17	(F2)	Ctn debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	2.8 NE; hwy S	50	1	17-S1	F1	
Topsham	3.0 WNW RR S	140	1	22-*L-S5	F1	P-line S. Ruf.
Turner, Twitchell	4.8 SSE; riv E	350	4	22-S5-U	F3	Surnd by trees. NE/SW-NW/SE emerg only.
Waterville, LaFleur(PC) •	1.8 SW	332	3	h40-B*L4-S4-U	F4	WSW blkd.
Winterport, Fernald	3. OWNW; RR E	181	2	h40		Ruf. Unattended.
MARYLAND						
Aberdeen Arpk	0.8 SW; hwy SE	60	1	21-S3	F1	E blkd.
Annapolis, Lee	4.8 WSW; riv NE	30	1	28-S4	F4	P-line ESE, ant. NNE.
Baltimore, Eastern	11 E; riv S	20	2	21-S5	F3	P-line SE.
Baltimore, Friendship Intn'l (P) •	9. S; RR W	146	3	h94-BL4, 6, 7a-S5-W	F4,7	No Mil maint;2-way rdo rqrd;apch lgts 1900'long No tk-offs beyond intsxn without prior permission.
Baltimore, Harbor(NG, A)	6 SE; riv SW	14	2	h44-BL4-S5	F4	Civil fuel avail 0800E-sunset. Fld lgts inop 2400-0800. Use paved areas. Rnwy 18-36 perm clsd-mrkd. Cars parked.
Baltimore, Martin	10 E; plant W	18	4	h61-*L6		No public services. Company bus. only. P-line N, NW. 2-way rdo required.
Baltimore, Rutherford Fld	8 WNW; rd W, N	500	2	21-S5-U	F3	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	5 ESE	180	2	h44-U		Ruf. Offi bus. only. No serv. Frequently clsd exper flights.
Brandywine, Curtis Fld	3 SSW; RR E	200	1	18-*L4		P-lines ENE, NNE, WSW.
Cambridge	2 mi SE	20	1	h30-*L4-S3-U	F4	
Chestertown, Gill	1.0 N	30	1	26	(F2)	P-line SE.
Chestertown, Russell Arpk	8 WNW; bay W	25	1	32	F3	
Churchton, Deep Creek	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	2.5 E; hwy S	400	3	21-*L4-S5-U	F4	P-line S. Rolling.
Clinton, Hyde Fld	2 WSW; hwy SE	249	2	h32-L4-S4-U	F4	
College Park	0.4 E; RR W	49	1	20-*L4-S5	F3	NW blkd. N/S strip perm clsd.
Crisfield Mun (PC)	3 NNE; RR SE	4	2	h25-L4-S1	80	3500'strip avail. Soft-wet. Ctc SBY for lights after 2300. Unattended.
Cumberland, Mexico Farms	3 S; riv NW	610	2	25-S1	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MARYLAND (Continued)						
Cumberland Mun	2.5S; rlv N, S	780	3	h58-BL4-S5-U	F3	Mtn SW; ridge W.
Easton Mun (PC) *	2.2N; RR E	66	2	h40-BL4-S3-W	F4	Use rnwys.
Elkton, Lovett	3.1 NNE; RR NW	140	3	21-S4	F1	Clsd to heavy acft when wet. Rolling.
Farmington	2 mi SE	400	2	17-S5	80	
Frederick Mun (PC)	1.5E; rlv N, E	304	2	h38-B*L4-S1-U-W	F4	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs; NE/SW rnwy 15,000 lbs.
Friendly, Rose Valley	1. E	150	1	h30-L4-S5-U	F4	Rgt tfc SW.
Hagerstown Mun (P) *	4.2N; factory SE	704	2	h52-BL2, 4-S3-W	F5	Use rnwys. Lgts prior req Sat-Sun. Week-days 2000 to 0730.
Lakeshore, Mountain Rd.		80	1	15		Unattended.
Laytonsville, Davis	2.3 N; hwy E	640	1	22-*L2-S5	F2	
McHenry-Oakland, Bowman	10. N Oakland	2520	1	23	F1	Atnd summers.
Park Hall	0.5 W	96	1	22-S3	F3	N blkd. P-line S.
Pomonkey, Maryland	0.2 S	170	2	32-*L-S5-U	F1	SSE blkd.
Salisbury, Wicomico Co. (P) *	5.3 ESE; hwy N	52	3	h50-BL4-S3-W	F4	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	1.6SSW; hwy SW	10	1	20-S3		P-line SW.
Silesia, Bower		90	1	20-U		
Stevensville, Kentmorr Arpk	4.7 SSW; bay W	12	1	25-S1	F2	E blkd.
Westminster	2.6N; hwy E	780	1	25-S3	F1	Rolling.
White Marsh, Quinn	1.4 NE	200	1	18-S3	80	Caution - trees at E end of rnwy.
MASSACHUSETTS						
Agawam, Bowles-Agawam	2.4 WSW	190	2	h28-L4-S5-U	F2	Hi-tension line SE; p-line E. Ruf. Rnwy 15-33 perm clsd.
Barre, Hiller	4.7SSW; rlv NW	599	1	40-L4-S3	80	
Boston-Bedford(Hanscom)(AF) *	13.5 NW	135	2	h70-BL4,5,6-S5-W-X	F4	2-way rdo rqrd. Jet barrier rnwys 11 & 29 for mil acft only.
Boston, Beverly Mun	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
Boston, Logan Intl (NG) *	1.5 E; harbor S	19	4	h100-BL6, 7-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
Boston, Revere	5.5 NNE; twr N	25	2	h24-*L4-S5-U	F3	Hill N.; rgt tfc strips 1, 31; clsd ngts-ctn days. Hwy apch rnwy 13. NW blkd. Usable lngth rnwy with 20:1 glide SE lndgs or NW tk-offs 2000'; SE tk-offs NW lndgs -2400'.
Chatham(PC)	2 WNW; pond SE	66	1	h26-BL4-S5-U	F4	
East Brookfield	1.1 WSW; RR S	640	1	16-(S3)	(F1)	Ruf.
Edgartown, Katama Arpk	2 S; bay E	20	5	40-S1-U	F2	P-line NE, SE.
Fall River Mun (PC)	4.3NNE; RR N, W	192	2	h39-BL4-S3-U	F3	
Falmouth	4.5 NE	40	1	16-(S3)		No flgts in IFR wea without prior permission of Otis AFB Cti Twr. No flgts above 700' ASL due to Otis AFB tfc.
Falmouth, Coonamessett	6.4 NNE	100	2	44-*L4-S1-U	F1	Ctn when ceiling 3000' or below & visibility 5 mi or less; hvy jet tfc vcnty Otis AFB. IFR ctc RAPCON 122.5 mc;listen 124.7 mc prior entering Otis RAPCON area.
Fitchburg Mun (PC)	2.5 SE; rlv S, SW	350	2	h45-BL4-S3-U	F4	Hills SW. P-line SE.
Gardner Mun (PC)	2 SW; hwy N	946	1	h20-S3	F1	
Great Barrington	2 W	726	3	27-*L4-S5-U	F3	P-line. NE, SW.
Groton	5. NW	280	1	28-(S1)	(F1)	Trees S. Non-commercial use only.
Haverhill	2 NNE; RR W	125	2	19-S5	F1	P-line NW; hill N; maj airframe rprs only.
Hopedale - Draper	2.7 SE; RR ENE	269	1	h32	(F1)	
Hyannis, Barnstable Mun (PC) *	0.9 N; RR E	52	2	h50-BL4, 6-S5-W	F4	
Lawrence Mun (PC) *	2.5 ENE; rlv W	165	3	h40-BL4-S5-U	F4	Use rnwys.
Mansfield Mun	2 SSE; RR NE	124	2	h30-S5-U	F3	P-line NNE.
Marlboro	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	1.8 E; rlv SE	9	1	27-S1-U	F1	NE blkd.
Marston Mills	2.2 NNE; lk SW	100	3	21-(S3)	(F3)	P-line SW.
Martha's Vineyard(PC) *	4.3 S; hwy E	68	3	h50-BL4-S5	F4	Antenna pole SE.
Millbury, Windle	3. WSW	750	2	20		Non-commercial use only. Unattended.
Nantucket-Memorial (P) *	2.6 SE	48	2	h50-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi. 55' pole 400' W.
New Bedford Mun (PC)	2.5 NNW; RR S	79	2	h50-BL4, 6, 7a-S5-X	F4	
Newbury, Plum Island	1.0 ESE; rlv N	11	2	h18-S5-U	F1	P-line NW. W blkd. 2800' strip avail.
North Adams, Harriman(PC)	3 W; rlv N	651	1	h28-L4-S5-U	F4	
North Attleboro, Wilkins	2 NE; lk NW	200	2	20-S5	F1	P-line SE. Ruf.
Northampton, Atwood	1.2 SSE; rlv S	116	2	28-*L4-S5-U	F2	Mtn SSE. Rgt tfc N. W blkd.
Northampton, LaFleur (PC)	1.2 ENE; RR W	120	2	23-*L4-S5-U	F3	Rnwy lgts activated on 122.8 mc. Rgt tfc W.
Norwood-Memorial(PC)	2 E	50	2	h40-BL4-S5-U	F4	
Oak Bluffs	1.0 SW	40	2	22	F2	P-lines W, SW.
Orange Mun(PC)	1.5 SE; hwy SE	555	3	h50-S1-U	F1	
Orleans, Skymeadow Airfld	1. W	25	1	h17-S1	F1	Rolling.
Palmer, Metropolitan	4.8N; RR E, SE	410	1	30-*L3-S5-U	F3	Rolling.
Pittsfield Mun (PC) *	2.4 WSW	1170	1	h35-BL4-S5-U-W	F4	
Plymouth	4.7 SW; hwy N	140	1	h30-BL4-S1-U	F1	
Provincetown Mun (PC)	2.3 WNW	8	1	h35-*L4-S1	F3	
Southbridge Mun	1.7 N; hwy E	700	2	h27-S5-U	F4	1300' sod overrun N end N/S rnwy.
Sterling	2. WSW	450	1	28-*L4	(F2)	Attended wk-ends only; lgts on 2450' of strip; P-line SE.
Spencer, Andrews Aviation	3.5NNE	1040	1	17-(S5)	(F1)	Ruf.
Taunton, King Fld	4 ESE; rlv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	2 SE; rlv E	90	1	18-*L4-S5	F2	Hwy tfc SSW apch. P-line S.
Turners Falls(PC)	1.8 ESE; rlv NW	365	3	31-S3	F1	Surrounded by trees.
Tyngsboro, Derby Fld	.5 SE	100	1	18		P-lines NE. Non-commercial use only.
Westboro	1.9 WNW; RR S	310	4	16-S1	F1	Ctn-unmarked stack SSE.
Westfield - Barnes(NG) *	NNE, T-pike .5S	270	3	h70-BL4, 6-S5	F4	
West Brookfield, Brookfield	1.9SE; RR SW	680	1	20-S5	F2	
Worcester Mun (P) *	3.5 W; hwy N	1009	3	h55-BL5, 6-S5-W	F4	
MICHIGAN						
Adrian-City (PC)	3. SW; RR N	800	2	h25-BL4-S5-U		3400' strip avail. WNW blkd. Use strips.
Allegan, Padgham Fld.	1.2 E; RR S	701	2	24-*L4-S3-U	F1	P-line SE.
Alma Mun (PC)	1.3 NE; rlv S, E	750	2	h25-BL4-S5-W	F4	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	1.7NNW; hwy E	860	2	22-*L4-S5	F1	
Alpena, Phelps-Collins(NG)	6.5 W; rlv adj	689	3	h80-B*L6-S5-W-U	F4	Deer hazard all rnwys.
Ann Arbor Mun (PC)	4 S; RR E	835	3	h35-BL4-S5-U	F4	Shoulders soft when wet.
Atlanta Mun	1.0 SE	875	3	22-(S1)	(F1)	Surnd by trees.
Bad Axe, Huron Co. Mem'l. (PC)	1.2 SSE; RR W	763	3	h23-BL4-S5-U-W	F4	2500' strip avail.
Baldwin Mun	1.3 SSE; hwy W	835	3	35-U	(F2)	P-lines W. Unattended.
Barryton	0.8 ESE; rlv S	950	2	18		P-line NE. Unattended.
Battle Creek, Kellogg(NG) *	3 W; RR W	941	4	h70-BL4, 6-S5-W	F4	Use rnwys.
Bay City, Clements Mun (PC)	3.5 S; rlv W	599	3	h26-S3	F3	3800' N/S strip avail. Use rnwys only.
Bellaire, Antrim County	1 NE; RR W, S	614	2	40-L4-S3-U	F4	Mowing & snow removal avbl.
Bellville, Larsen Arpk	5.0 WSW	692	1	16-S5	F2	P-line N. Rgt tfc pat strip 18.
Benton Harbor, Ross Fld(PC)	1.5 NNE; hwy S	642	4	h50-BL4-S5-W	F4	
Big Beaver	0.8 E; hwy W	650	2	24-S5-U	F1	Ditch SW. Use strip. P-lines E & N.
Big Rapids	1.5 NW; RR E	926	2	36-BL4-S5	F1	Bcn. lgts prior req after 2230.
Birmingham, Berz	1.5 E; hwy E	730	3	h32-*L2-S5	F4	N, S blkd. Trees NE, W. FEE.
Blaney Park	0.5 NW; lk N	710	aw	22	F2	Road crosses NNW/SSE strip at S end.
Boyne City Mun	1 SE; RR NE	685	2	32-S1-U	F4	Twr SW. Use strips. Strips plowed-winters.
Brighton, Hyne Fld	3 N; hwy E, W	1020	1	19	F1	Rolling.
Byron Center, Wilson Fld	3.0 NE	700	1	22	(F2)	P-line NW.
Cadillac Mun (P)	2.5 NW; hwy E	1305	4	h37-BL2, 4-S5-U-W	F1	
Caro Mun	2.8 SW; rlv SE	700	4	23-BL	F1	P-line SE. Unattended. Bcn-Sunset + 5 hrs.
Charlevoix	0.8 SW	642	4	30-S1-U	F4	Pole SE. Use strips.
Charlotte, Beach	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan, Mark Fld	1.0 NE	590	2	25	F1	S blkd. N end N/S strip soft sand.
Chesaning	0.8 W; hwy NE	639	2	23-L4	F2	W blkd; P-line E, S.
Claire Mun	1 NE; rlv SW	840	4	26-S5	F3	P-lines, S, W, SE. Use strips.
Clio, Westport	4 SW	690	3	19-S5	F1	P-line N.
Coldwater, Branch Co. Mem'l(PC)	2.7 WSW; RR S	954	3	h35-BL4-S3	F3	
Croswell-City	1 W; rlv E	732	2	25	(F2)	P-lines S, bldgs E. Unattended.
Crystal Falls, Iron Co.	3.0 SE	1340	1	h37		Unattended.
Crystal Falls, Phelans Resort	10 NE	1400	1	19-*L	F2	P-line SE.
Deckerville, Nauman	1.5 S; hwy E	800	2	24-L4-S1	(F2)	P-line E. Unattended.
Detroit-City(PC) *	5.5 NE	626	4	h44-BL4-S5-W	F4	W blkd. ARPT OF ENTRY. 2-way rdo rqrd. Due non-visibility twr unable to ctl tfc on first 1000' rnwy 2; rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross wt and over excp on pilot's req. Inbnd acft with appropriate multiple freq shall make initial ctc with Detroit City Apch Ctl on 120.0 mc regardless of wea; apch ctl will specify reporting pt where flt will chg to twr freq.
Detroit, Metropolitan Wayne Co. (NG) *	16.9 WSW city hall	639	4	h105-BL4, 6, 7a-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
Detroit, Willow Run (P) *	22. WSW; rlv 1.8	716	6	h75-BL3-4,5,7a-S5-X-W	F5,6	2-way rdo rqrd. Due non-visibility twr unable to ctl tfc on N portion W ramp and first 500' rnwy 9L.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MICHIGAN (Continued)						
Dowagiac, Cass Co. Memorial	1. NW; hwy S	730	4	h30-BL4-S3	F4	S, SW, W blkd. TV ant, NE, 3100' strip avbl.
East Lansing, Davis	3. N; RR NW	850	2	21-S5	F1	SSE blkd, NNW/SSE strip ruf.
Eastport, Torchport	4 S; hwy E	640	2	26	F1	E, W blkd.
East Tawas, Iosco County	1 N; lk N	597	2	26-S3	F1	S, W blkd; twr S.
Eaton Rapids, Miller	1 ENE; riv W	903	2	26	F1	P-line S.
Empire (PC)	3. 2 SE; hwy 1 N	920	2	27-S5	F2	Unattended Dec-Mar.
Escanaba Mun (PC) •	2. SSW	600	2	h45-BL4-S5	F4	
Evart Mun	1 WSW; RR S	1035	2	h24-L4-U	(F2)	Lgts on req after 2300.
Flat Rock, Nan-Bar	1ENE; RR N	596	1	26-S5	F2	P-line E, NE. Rgt tfc W, SW. Soft-wet.
Flint, Bishop(P) •	4 SSW; RR NW	761	3	h50-BL4, 6, 7a-S1-W	F4	Ctn-lgtd trees NE. NW/SE strip perm clsd.
Flushing, Dalton's	2. 2S; riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton Fld	4. 5 SW	925	2	22-(S3)	(F2)	P-line N.
Frankfort Mun	1. 9 ESE	650	2	26	F4	Trees SE. Hills NNE, ESE, SW, WNW. Unattended.
Fraser, McKinley	1. 3 NW; rd E	630	4	30-S5-U	F1	N, SW blkd;p-line SE;open to lgt acft only during spring. FEE. 90 oct avail.
Fremont(PC)	2. 6 SW; RR NW	800	3	h35-BL4-S5-U	F4	
Gaylord, Otsego County	1 SW; RR E	1335	3	h35-BL4-S5-U	F4	SE blkd. P-line NE.
Gladwin Mun (P)	1 SSE; riv W	780	2	35-BL4-S3-W	F3	
Gobles, Wesler Fld	0. 8 SSW	812	1	16-S3	F1	P-line N. Rolling.
Grand Haven Memorial Arpk(PC)	2 SSE; hwy W	604	3	h30-BL4-S5-U	F1	P-line NW. Use rnwy, strips.
Grand Ledge, Abrams	1. 5 NE; hwy W	844	2	26-S3	F3	S, W blkd. Soft when wet.
Grand Rapids, Kent County(P)	3. 5 S; RR NE	692	4	h57-BL4,6-S1-W-X	F4	700' overrun rnwy 18L. 600' addnl overrun across hwy-avail emerg on req. NW blkd. Rnwy 5-23 clsd. Lgts avail 0100-0600E circling fld or rco call.
Grayling AAF (PC)	1. 3 NW; RR W	1152	2	h50-L4	F2	Used jointly by civil/NG summers only. Ben on req.
Greenville	2. 5 S; RR 1 E	855	2	25-(S5)	(F2)	
Gregory, Richmond	1. 7 SE	920	2	22	F1	Unattended.
Gulliver	1. 4 S; lk W	626	2	34-(S3)	(F3)	P-line N. Trees W. Not maintd winters.
Hammond-Bay	2 ESE; hwy N	670	1	20		E, W blkd. Ruf. Unattended.
Harbor Springs	3. 8 E; RR SW	820	3	25-L4-S3-U	F4	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd Summer only.
Harrison	2. 3NNW; hwy E	1100	3	33	F2	E, S, W, SW blkd. Clsd Tuesdays.
Harrisville	1 NNW; RR E	675	2	15		Surnd by trees.
Hart-Shelby(PC)	4. 2SSE; hwy I. SW	702	2	h18		SE end NW/SE strip soft-wet.
Hastings Mun	3. 2 WNW; RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	2 N; hwy W	760	2	23-(S1)		Unattended.
Hillman	2. 4 NW	950	2	26		Trees both ends of strips.
Hillsdale Mun	1. 6 NW; RR E	1160	2	19-*L4	(F3)	P-line NE.
Holland, Park Township	3 WNW; bay 1 S	612	3	27-*L4-U	F3	N blkd; p-line NE, SE.
Houghton-County Mem'l (P) •	4. 6 NE; hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd;use NNE/SSW strip-emerg;no storage.
Houghton-Sands	2 ESE; RR SW	605	2	47-S3	(F3)	
Howell - City	3. 8 W	943	2	18	F1	P-line S.
Indian River Campbell Mun	0. 8 SE; RR W	602	2	21		Trees N. Use gravel strip only. Unattended.
Ionia-County	3 S; hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
Iron Mountain, Ford (PC) •	2. 5 W; dam SW	1147	2	h38-BL4-S5	F4	
Ironwood, Gogebic County(PC) •	4. 5 NNE; RR S	1246	2	h39-BL4-S5-U	F4	Unlgtd hill S.
Jackson, Reynolds Mun (P) •	2. 5 WNW; RR S	1000	4	h43-BL4-S5-W-U	F5	hawy 18-36 rstd 12, 500 lbs GW; p-line S;use rnwys
Jonesville	2. 5 WSW; lk S	1070	2	21-S1	F2	SW blkd. Trees SE
Kalamazoo Mun (PC) •	4 SSE; RR E	874	3	h38-BL2, 4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys. Rnwy 18-36 perm clsd.
Kalamazoo, Austin Lake	8. 5 SSE; lk N	860	2	27-S5-U	F1	E blkd. Use strips.
Lake City, Homes Acres	2 ESE; RR S	1290	2	26-L-S5	F1	P-line W.
Lakeview(PC)	1. 1 NNE; lk S	900	3	25-L4-S1	F1	P-lines N, NW. Ctn-oil derricks.
Lambertville, Wagon Wheel	2 mi SW	600	2	23-S5-W	F2	P-lines N, S.
Lansing, Acro Manor	0. 5 SW	858	2	27	F1	P-line NW, SW.
Lansing, Capital City (P) •	3. 8 NW; RR S	859	2	h50-BL4, 6, 7a-S5-W	F4	Rnwy 14-32 perm clsd. Acft parked W side E of apron. Due non-visibility twr unable to ctl tfc on W ramp txwy btn rnwy 8 and 9.
Lapeer, Dupont-Lapeer	2. 4 ENE; lk W	830	4	36-S5-U	F3	Use strips.
LaSalle, Price Fld	4. 3 SW Monroe	606	1	20-*L4-S1	F2	P-line S.
Lawrence, Boothby Fld	1. 0 E	695	3	21	(F2)	P-lines NE, SE, SW, W. Unattended.
Lawton, Marks Fld	1 N; RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
Litchfield, Lamm	2. 0 N	1010	1	27		
Ludington, Mason County(PC)	1. 7 ENE; hwy S	642	3	h25-L4	F4	Race Track SE; twr SW. Use strips. Lgts oper on wk-ends in summer by req. 3300' strip avbl.
Luzerne, Lost Creek Ranch	2. 8 NE; riv N	1090	3	25-S1	F1	W blkd.
Mancelona	1. 3 NNW; RR E	1130	2	30	(F2)	P-line W.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MICHIGAN (Continued)						
Manistee-Blacker	4 ENE; riv S	613	2	h36-BL4-S3-U	F1	
Manistique, Schoolcraft County	3. 3 ENE; RR S	673	2	30-(S1)	(F2)	P-line S. Unattended.
Marenisco	1. 6 E; hwy N	1637	1	20		ENE, WSW blkd. Soft-wet. Ruf. Unattended.
Marine City	5 W	616	2	21-S5	F1	SE, NW blkd. Ruf.
Marlette	1. 3 N; hwy W	825	3	26-BL4-S1	F2	Soft when wet. P-line W. Circle town for lgts.
Marquette-County (PC)	6. 0 W; hwy S	1415	2	h50-BL4-U	F4	
Marshall, Brooks Fld	1, 3 S; hwy W	950	3	26-BL2-S5	F2	W blkd. P-line SW.
Mason, Jewett	1, 3 SSE; RR W	920	2	26-(S1)-U	(F1)	P-line W.
Menominee-County(PC) •	1. 5 NW; RR E	616	3	h41-BL4-S3	F5	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
Midland, Barstow(PC)	3. 7 NW; hwy S	628	3	32-S1	F3	P-line N.
Milan	3. 8 SW; RR SE	705	2	23-S5-U	F1	P-line N. Soft when wet. Use strips.
Milo Mun	1. 6 N; hwys W	1050	2	30		N, W blkd. Unattended.
Monroe, Custer(PC)	2. 5 WNW; hwy S	614	1	h26-BL4-S5	F1	
Montague, Ottiger	3 N	700	2	30	(F2)	P-line N & SW.
Morenci - City	1 SW; hwy E	770	1	26	(F3)	P-line E. Unattended.
Mt. Clemens, Macomb	9. 0 N	625	2	26-S5	F1	
Mt. Pleasant	2. 2 NE; hwy S	755	4	h30-BL4-S3	F4	SW blkd. P-line W. 3600' strip avail.
Munising, Hanley Fld	3. 0 SE	990	2	26	F4	Clsd winter months.
Muskegon-County(P) •	3. 5 S; lk N	628	4	h50-BL2, 6-S5-W-X	F4	Use rnwys N/S rnwy clsd acft over 10,000 lbs; also clsd ngts. Due non visibility twr unable to ctl tfc 100' on apch end rnwy 14 & 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. 60' wea radar twr aprx 100' from centerline NE, SW rnwy, at NE end, at S end of trml bldg. N, S rnwy clsd, ruf avbl for use at pilot's discretion. Ctn-40' lgtd ant mast at glide slope bldg 750' NW apch end rnwy 32 and 400' SW of centerline.
Muskegon, Northside	5. 0 NE	650	3	37-(S3)	(F2)	
Napoleon, Maule Fld	0. 8 NW; bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	0. 8 SSE; hwy W	785	4	29-S5	F2	P-line S.
Newberry, Luce County	4. 1 SE; hwy S	872	2	30		P-line SW. Unattended.
Newport, Marshall	3. 2 S; lk SE	588	2	26-S1	F1	SE, SW blkd.
New Hudson	0. 5 WSW	947	2	25-S5	F2	P-line N.
Niles, Tyler Memorial(PC)	1. 5 NE; RR NW	743	2	h33-BL4-S5-U	F4	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey Meml.	3. 0 NE	639	2	31-(S3)-U	(F2)	No storage.
Owosso-City(PC)	2 E; riv S	739	3	h30-BL4-S5	F2	Use rnwy.
Pellston, Emmet County (P) •	1. 5 NNW; RR E	720	4	h54-BL2-S2-W-U	F4	First 500' E end E/W rnwy clsd; N S & E/W rnwy clsd ngts; rnwy 9-27 rstd to 14, 000 lbs GWT single wheel.
Pinconning, Sportsmen's Fld	1. 7 ESE; bay E	592	3	28		Ant NE Unattended.
Plainwell, Otsego-Plainwell	1. 5 N; riv NW	727	1	24-(S5)	(F1)	P-line E.
Plymouth, Mettetal	1. 5 SSE; RR E	700	2	h32-L4-S5	F4	[illegible] when wet. 2400' strip avbl.
Plymouth, National	3. 5 NW	675	3	22-S5	F3	Use strips; ditch S; NNW blkd; trees NE.
Pontiac, Allen's	5. 5 NNE; RR 1 W	1020	5	26-S5-U	F1	SE, SSW, SW, W, NW blkd. Rolling.
Pontiac Mun (PC)	6. 4 WNW; RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200; other hrs on req.
Port Huron, Baker's Fld	3 NNW; riv N, E.	585	2	27-S5	F1	N, SE blkd. p-line & ant, NW, hill N; Fri hunters only.
Port Huron, St. Clair County(PC)	6. 4 SW; hwy S	649	3	h39-BL4-S5-U	F3	AIRPORT OF ENTRY.
Reed City, Miller Fld	2 N; RR E	1040	2	h50-BL4-S5-U	F4	
Rogers City, Presque Isle Co.	0. 7 SSE; lk L E	656	2	26-L2-(S2)		Lgts avail all ngt May thru Oct, unattended.
Romeo	2 E; lk E	730	2	24-S5	F3	900' overrun S end N/S rnwy. p-line N, soft-wet.
Romeo, Kuntsman	4. 9 SE; dam NE	680	2	26		P-line N. Soft when wet.
Roscommon	2. 5 SE; RR NE	1100	2	42		Trees on ends rnwys. Unattended.
Saginaw	4. 5 E; RRS, N	601	3	33-B-S5	F3	E, NW blkd; p-line SE. Use strips. Ben on req.
Saginaw, Tri-City(P) •	10 NW; hwy SW	667	3	h56-BL4, 6-S5-W-U	F4	Use rnwys only.
St. Helens	0. 9 SE; RR N	1153	2	26		Unattended.
St. Ignace, Mackinac County	2 NNW; hwy E	600	2	h32-BL4-S1	F3	
St. James, Beaver Island	4. 2 SSW	665	2	35-U	F2	Unattended. Open April 1 to Dec 1.
Sault Ste. Marie Mun (P)	1 SSW; hwy SE	722	2	36-S3-W	F4	AIRPT OF ENTRY. Use strips. Winter E/W strip only. Caution-ruf.
Sebewaing(PC)	0. 7W; riv N	584	2	25-S1	F2	Use rnwys.
South Branch, Timbers Sky Camp	0. 2 NE; lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
South Haven Mun (PC)	4S; RR W	663	4	h24-B*L4-S3-U	F1	E blkd. 3400' strip avail. N blkd.
Sparta	2. 7 SE; RR W	752	3	25-S5-U	F2	P-line NW, W.
Stambaugh	0. 2 W; riv W	1622	1	20-BL3-(S1)		Twr S. Attended summer months.
Standish, Dudley Fld	2. 0 E	660	2	27	F2	P-line S. Unattended.
Sturgis, Kirsch Mun (PC)	1 NW; RR E	924	1	h32-L4-S1-U	F4	P-line NE. 100' overrun SW end. 500' overrun NE.
Tecumseh	1. 8 NNE; RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MICHIGAN (Continued)						
Thompsonville	1.0 W	795	1	25		P-line N.
Three Rivers, Haines (PC)	2.3 NE; rlv SE	830	4	h39-BL4-S5-U	F4	P-lines N, S. 3800' strip avail.
Topaz, Big Bear	2.2S	1306	2	26-S1		E, S, W blkd. Soft when wet.
Traverse City Mun(CG)	2.1 SE; RR NE	623	4	h52-BL4-S3-W	F4	
Utica, Wings	3. SW	630	4	39-S5	F3	P-line N.
Vassar, Welsh	4.3 ESE;RR 1.5 N	710	2	21-S5	F1	NE, SE, NW blkd;clsd trans acft, xcpt emerg.
Watervliet(PC)	1 NE; lk NW	655	2	18		Unattended.
Wayland Mun	1.5 N; hwy W	740	2	19-(S3)	(F2)	P-line W. Soft when wet. Unattended.
West Branch, Ogemaw	6.0 S	890	3	33	F2	
White Cloud	0.5 N; rd E	872	2	18		Twr SE; p-line SW. Unattended.
Wixon, Spencer Fld	0.8 W; RR N	940	1	30-*L4	F1	P-line N. Ben prior req.
Yale	1.5 SSE	825	2	23-(S3)	(F1)	P-lines S & W.
Ypsilanti, McEnnan	2.7 SSW; rlv 1 NE	738	4	23-L4-S5-U	F1	E blkd; p-line NE. Use strips.
MINNESOTA						
Ada	1.0 NW	915	1	25	(F2)	P-line N.
Aitkin Mun	1.7ENE; Riv W	1204	1	26	(F2)	Use strip. Unattended.
Albert Lea Mun (PC)	2.3 N; hwy E	1244	2	h38-S5	F4	NE blkd.
Alexandria Mun(P)	2 SW; lk NW	1425	4	h57-BL4-S5-W	F4	
Anoka	1.2 SE; rlv 1. SW	896	3	36-S5	F2	Ruf;use N/S strip;rgt tfc S, W, SW;p-lines N, NE.
Appleton Mun	2.0 N	1021	3	30	(F1)	S, SE, SW blkd.
Austin Mun (PC)	1.7 E	1237	1	h38-BL4-S1	F2	
Backus Mun	0.6 NE; hwy E	1335	1	26		P-lines E & S. Clsd winters. Unattended.
Barnesville Mun	In City Limits	1018	1	26		Unattended.
Baudette Mun (PC)	0.8 NW; rlv NE	1083	3	20-S5	F5	AIRPORT OF ENTRY.
Bemidji Mun (P) ●	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	Attended summers.
Bemidji-Port-O-Wilds	9.4NNE; hwy SE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
Benson Mun	2.0 NW	1038	1	26-L4	(F1)	
Big Falls Mun (PC)	2.5 NE	1232	1	26		Unattended.
Big Fork Mun	2.5 N	1346	1	25		Unattended.
Blue Earth Mun (PC)	3 S; RR E	1102	2	23-L-S5	F2	
Brainerd-Crow Wing Co. (PC)	3.8 NE; hwy S	1226	3	h41-BL4-S3	F3	N/S rnwy skis only winter months.
Brainerd, Pine Beach	9. WNW		1	26		Trees SE.
Brooten Municipal	0.5 E	1305	1	26	(F1)	
Clarissa Mun	2.0 ESE, RR S	1308	1	26		80 octane avail emerg. Unattended.
Cloquet Mun.	2.5 WSW	1278	2	h32	(F2)	Unattended.
Cook Mun.	2.0 S	1330	2	22		Unattended. SW blkd, trees.
Crookston, Kirkwood(PC)	4.8 N; hwy E	896	3	30-L1-S5	F2	NW/SE rnwy lgtd.
Deer River Mun	1. N	1313	2	20	(F2)	Trees NW, SE, SW.
Detroit Lakes Mun	1.5 W; RR N	1396	3	35-S1	F4	10' drop E end;use strips;attnd May thru Nov.
Dodge Center Mun (PC)	1.2 SE; RR N	1299	2	23-(S1)	(F2)	Unattended.
Duluth Mun (AF,NG) ●	6.5 NNW; hwy 1S	1430	3	h90-BL4, 6, 7a-S5-W	F4	ARPT OF ENTRY. Use rnwys;1000'overrun lgtd.
Duluth, Sky Harbor	5 SE; lake NE	602	1	21-S5	F3	ARPT OF ENTRY. Skis winter.
Ely	1.2 E; lk NW	1425	2	24-L2	F1	P-line SW, NW. Unattended.
Erskine Mun	2. ENE	1242	1	25	(F1)	
Fairmont Mun (PC)	2 E; hwy N	1161	2	h40-BL4-S5-U	F3	
Eveleth-Virginia Mun (PC)	3.5 SE; lk E	1385	4	h42-BL4-S5-U	F4	
Faribault Mun (PC)	3 NW; lk 1 W	1052	2	h30-BL4-S1	F4	Use rnwys only.
Fergus Falls Michelson Mun (PC)	4.3 W; rlv E	1185	3	h40-BL4-S5-U	F5	
Fertile Mun	1.0 NNW	1137	1	24	F1	
Forest Lake, Journey's End	2. N	920	2	24-S1-U	F4	P-line NW.
Fosston Mun	1.5 NW	1350	2	23-(S1)	(F1)	P-line SW.
Garrison, Miller	1.5 N	1284	1	26	(F1)	
Glenwood Mun (PC)	3.2 E	1393	2	24		Use strips.
Grand Marais-Devil Track Mun (PC)	5.5 NNW; lk S	1658	1	26-S1	F3	Attended summers.
Grand Rapids Mun (PC)	2 SSE; rlv NE	1302	3	h41-BL4-S5-U	F3	
Grand Rapids, Otis Lodge	7.5 SW; lk SW	1350	2	30-B	F3	Clsd Nov thru April.
Greenbush Mun	1.1SSW; hwy NW	1070	2	26-(S1)	(F1)	Unattended.
Hallock	2.0 N	800	1	20	F1	P-line E. Unattended.
Hector Mun (PC)	0.7 S	1082	2	25-S5	F2	Water tower N.
Hibbing, Chisholm-Hibbing (PC) ●	4.5 SE	1352	4	h40-BL4-S5-U	F3	NE/SW & E/W rnwys clsd wheels winters.
International Falls Mun (PC) ●	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT. OF ENTRY. Rnwy 4-22 day oper only.
Isabella, Duncan Airfld	3.0 E		1	25-S3	F3	
Isle Mun	1.5 N	1271	1	23	(F1)	Trees & bldgs S. Unattended.
Jackson Mun (PC)	2 N	1445	2	23-L4-S5-U	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MINNESOTA (Continued)						
Karlstad Mun.	1.0 W	1025	1	26-(S1)	(F1)	P-line S. Unattended.
Lake Bronson	0.5 NE	960	3	25	F2	P-lines S, W, NW.
Lancaster Mun.	1.0 N	916	2	26	(F1)	Unattended.
Le Sueur Mun	1.5 S	850	2	26-(S1)	(F2)	P-line NE. Unattended.
Litchfield Mun	1 N	1116	1	28-S1	(F2)	Unattended.
Little Falls Mun (PC)	1.8ESE; hwy W	1118	2	30		Closed
Littlefork Mun (PC)	1.0WNW; riv 1 E	1145	2	23		N/S strip ruf. Unattended. S blkd.
Longville Mun	0.5 NE	1335	1	25	(F2)	P-line NW.
Madison Mun	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
Mankato Memorial(PC)	1.7 SE	1005	2	h37-BL4-S5-U	F4	Use rnwys.
Marshall Mun (PC)	1.5 W; RR S, E	1179	3	h31-BL4-S5	F3	
Mazeppa, Holtorf	2.7 SE; riv N	1140	1	18	F1	Rolling on ridge. Extreme caution-woods & grass. Exper pilots only.
Mc Gregor Mun	adj NW	1227	2	23	(F1)	
Melrose-Riverside	1.2NW;rnys,rivN	1215	1	34	(F1)	Unattended.
Minneapolis, Anoka Co. (PC)	12.5NNE; hwy E	908	4	h37-BL4-S5	F4	No snow removal.
Minneapolis, Crystal(P)	9 NNW; RR W	869	4	h25-BL4-S5	F4	2700' strip avail.
Minneapolis, Flying Cloud(PC)	13.8SW; hwy S	909	3	h36-BL4-S5	F4	
Minneapolis-St. Paul Intn'l (Wold Chamberlain) (NG) ●	6.5 SSE;riv 2. S	840	3	h82-BL6, 7a-S5-W	F5,6,7	Rdo rcvr rqrd. E/W rnwy & rnwy 17-35 perm clsd. Rgt patn rnwys 4, 11R; flashing amber lgt on twr indicates rgt patn.
Montevideo Mun	2.2NNE; hwy W	1036	2	25-S2	F1	Use strips.
Moose Lake Mun (PC)	2.5 SSW; Riv W	1075	1	25		Unattended.
Mora Mun (PC)	1.2NE; lk N	1012	2	25-(S3)	(F2)	NW/SE strip ruf. P-lines SE.
Morgan, Ricke's	1.5 E	1040	1	23-S1	F2	Fence W; rd E end.
Morris Mun	3 SW	1134	4	27	F1	Unattended.
New Ulm Mun (PC)	1.8 W; hwy N	1005	2	31-BL4-S3-U	F3	Use strips.
Nisswa, Heywood Gull Lake	1.7 SSW; lk SW	1231	1	32-S3	F2	N blkd. Use strip. Clsd Oct thru April.
Northome Mun	2 NE; lk S	1427	2	20		P-line N. Unattended.
Ortonville Mun	1.0 E	1045	2	24-S1		Unattended. P-lines NW, SW, SE.
Owatonna Mun (PC)	2.9NW; hwy E	1147	2	h35-L4-S5-U	F3	Lgts dusk-2400; unsafe-acft over 12,000 lbs.
Park Rapids Mun	1.7SSW; RR E	1440	3	h28-*L-S5	F5	
Paynesville Mun	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips. Unattended.
Perham Mun	1.5 NW	1370	2	26	(F2)	P-lines E.
Pine Creek	3. NW	1071	1	22		Bldgs N.
Pine River Mun	1 WNW; RR NE	1313	2	20-(S5)	(F1)	
Pipestone Mun (PC)	1 SE; RR E, W	1736	2	h31-L4-S5-U	F3	Rnwy lgts on req after 2400.
Princeton Mun	1. W	985	1	23-L4, 5		P-line N.
Red Lake Falls	4.0 NE	1066	1	27-(S1)		
Redwood Falls(P)	1.6NE; riv1. 5NE	1022	2	22-B-S5-W	F4	
Red Wing Mun	2.5 NE; hwy N	770	1	26	F4	Unattended.
Rochester, Lobb Fld Mun (P) ●	1.7SSE; RR W	1041	3	h45-BL3, 4-S5-W-U	F4	Rnwy 17 clsd ngts;use 9-17 for taxiway only.
Roseau Mun	1.6NW; riv E	1040	3	35-(S1)	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	4.4 WSW	962	2	h33-S5	F3	P-lines N, W.
St. Cloud, Whitney Mem'l(PC)	1.5NNW; riv N	1039	3	h40-B-S5-W	F3	Ctn all ngt ldgs.
St. Paul, Holman Fld (PC)	1.5 S; riv N, E	703	3	h55-BL3-4-S5	F4	P-line NE. Clsd to all trans jet acft
St. Paul, Lake Elmo	10.2 ENE lk W	925	2	h23-*L1-S1	F2	
St. Peter	1.5 NW	916	2	21		P-line S.
Sandstone Mun	2.0 SW	1039	1	26		Unattended.
Sauk Centre Mun	2.1 SE; riv W	1253	2	28	F1	
Silver Lake	3.0 NW	1050	1	26	F1	
Sleepy Eye Mun (PC)	3.3SSE; hwy W	1004	2	26-S5	F3	P-line NE.
South St. Paul Mun (P)	1.8S; riv 1 NE	820	1	h35-BL4-S5	F4	
Springfield Mun	0.9SW; hwy N	1073	2	22-S5	F3	Rgt tfc. NE, NW blkd.
Spring Valley, Pietenpol Fld	8.8 SE	1300	3	18-(S5)	(F1)	Unattended.
Stanton, Carleton	0.7 NE; RR W	920	2	25-BL4-S3	F3	P-line NW, SE. Use strips.
Staples Mun	1.5 N	1298	3	32-S3	F2	
Starbuck Mun	0.4 S	1141	1	25		Unattended
Stephen Mun	1 NE	830	1	25		P-line S. Clsd winters.
Thief River Falls Mun (PC) ●	3.6 S; riv W	1115	2	h37-BL4-S5	F1	Lgts prior req after 2400.
Tracy Mun (PC)	1.2 NE; hwy S	1340	3	24	(F2)	Unattended.
Twin Valley	1 W	1050	2	26-S1	F2	N blkd. P-line SE. Use strips.
Tyler Mun	1.4NW; RR SW	1742	3	20	(F2)	P-line W, SW, SE.
Wadena Mun (PC)	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walker Mun	5.0 NNW	1364	1	26		Unattended.
Walnut Grove	0.5 SW	1240	1	22-BL4-S5	F3	
Warren Mun	2.8 E	880	2	26-(S1)	(F1)	P-line N, NW.
Warroad Mun (PC)	2.3 NNW	1071	2	23-(S1)	(F2)	Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
MINNESOTA (Continued)						
Waskish	1.0 S	1161	1	26	(F1)	
Wheaton Mun	3 SW; crk N	1022	2	20	(F1)	Use strips. Unattended.
White Bear Lake, Benson	2.5 N	950	1	20-*L-S5	F2	Use strips.
White Bear Lake, Northport	4 E; hwy N	1022	2	20-S5	F2	P-line N.
Willmar Mun (PC)	1.5 W; RR E	1130	3	h35-BL4-S5-U	F4	P-line S.
Winona Mun (PC) •	3.8 NW; rlv N	656	3	h40-L4-S5	F4	Code bcn.
Worthington Mun (PC)	1.6N; lk 1.5SSW	1572	4	h40-BL4-S1-U	F2	
MISSISSIPPI						
Aberdeen, Stinson Fld Mun	3 NW; hwy E	239	1	29		Soft when wet. Unattended.
Amory	0.5 W; hwy S	240	1	h16	(F2)	Caution-use rnwy only.
Anguilla, Rollang Fld	2.2 SW; hwy E	115	2	37-S5-U	F3	Bldg S. Soft-wet.
Baldwyn Fld	0.5 E; rd S	390	2	20-(S3)		Trees S. Soft-wet. Unattended.
Bay St. Louis-Hancock Co.	2.0 W	10	1	18		Trees S.
Belzoni, Halbrook Fld	0.3 W	110	1	14-S5	F1	6' ditch S end
Benoit, Speakes	2.5 S; rlv NW	135	1	43		Unattended.
Biloxi, North Biloxi	4 NNE	46	1	25	F1	Rgt tfc N. Soft-wet.
Brookhaven Mun	3 NE	486	1	30-BL1-S1	F2	Soft when wet.
Charleston, Paynes	7 SSW	158	3	22		Emerg use only. Unattended.
Clarksdale, Fletcher Fld (PC)	8. NNE; hwy E	173	1	h40-BL4-S5-U	F3	
Cleveland, Bolivar County(PC)	2 NW; hwy S	140	2	h32-BL4-S3	F3	Rnwy lgts on prior req after 2400.
Coldwater	20. S Memphis	247	3	22	(F2)	P-line E. Unattended. Minor rprs on req.
Columbia Mun	3 NNE; rd W	110	2	25	(F1)	Trees SW. Unattended.
Columbus-Lowndes Co(PC) •	3.2 SE; hwy W	186	1	h40-BL4-S3-U	F3	Max lndg wt 15,000 lbs sing. wheel acft 45,000 gross
Corinth-Alcorn County	5 WSW; hwy N	424	2	h38-BL4	(F2)	
Crosby Municipal	1.2 NNE	315	1	h31-BL4	F1	
Egypt, Ball	1.8 S; hwy E	300	1	26	(F1)	Unattended.
Flora, Memorial Circle	3.4 NE	190	1	22		Unattended.
Glen Allan, Woodside	3.4 ESE	106	1	24		
Greenville, Abide	2.0 N	118	1	23-S5	F2	Shack N. Soft when wet.
Greenville, Cypress	2.4SSW; hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
Greenville Mun (P) •	3.5SE	116	3	h40-BL4-S5-U	F4	Use rnwys. Extensive jet tfc 5 mi N.
Grenada Mun (PC)	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
Greenwood Mun(P) •	2.3 SW, RR E	120	3	h40-BL4-S1-W	F4	Use rnwys. Acft over 30,000 use 9-27 only.
Greenwood(PC)	5.5 ESE	162	4	h50-S3		
Gulfport Mun (PC) •	2.5 NE; bayou N	28	3	h80-BL4*7-S5	F4	Use rnwys. Overrun apch lgts 17-35 lgtd. Other rnwys prior req. S blkd. Trees N, S. Ant. SW.
Hattiesburg Mun (PC)	5 SSE; RR SW	151	3	h43-BL4-S5-U	F3	
Hazlehurst-Copiah County(PC)	1.8 E; hwy N	460	1	21		330' SW end strip unusable.
Hernando, Bethune	2.0 S	300	1	17-S3	F2	E & W blkd. Ditch S.
Houston Mun	1.5 SW; hwy N	342	2	31	(F1)	Soft-wet.
Indianola, Valley Flying Service	1.5 mi NW	120	1	24	F2	
Jackson, Hawkins Fld (NG) •	2.5 NW; RR 1. E	343	4	h54-BL4-6-S5-W-X	F5	Rnwys 2-20, 16L-34R clsd hvy acft; use rnwys. Kerosene avail one day advance notice.
Laurel Mun (PC) •	3 SW; hwy SE	235	3	h50-BL4-S3	F4	No ngt opern rnwy 18-36.
Leland, Hunley	3 W	118	1	17-*L1-S3-U	F1	W end soft when wet.
Lumberton, Bass Pecan Strip	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Madison, Campbell Fld	1.6SSE; hwy W	335	3	29-L4-S5	F1	Soft-wet.
McComb-Pike Co. SC, MSY-STL(P)	1.3 NW	460	2	h30-BL4-S3-W	F3	NE/SW strip unsafe when wet.
Meridian, Downer Fld	10.0 NE	480	1	h32	(F4)	Trees NE.
Meridian, Key Fld (NG) •	3 SW; RR NE	297	4	h80-BL6-S5-W	F4	Lgts on req after 2400.
Merigold	0.8 N; hwy W	142	2	25-*L1-S3	F1	Soft-wet. P-lines NW.
Natchez-Adams County(PC) •	6.0 NE	272	3	h50-BL4-S1-U	F4	
Natchez, Air Park	2.5NNE; rlv W	251	1	30-S5	F3	
Nitta Yuma, Davis	0.5 SSE; RR W	118	2	19-*L4-S3	91	W blkd.
Onward, Reality Plantation	2.0 SW	95	1	22		
Oxford Mun(PC)	7.0 S	300	2	30-S3	F1	Use ctn. SE, NW blkd. Ruf. Soft-wet.
Oxford, University-Oxford (PC)	1.5 NW Univ.	445	1	h48-BL4	(F1)	
Pascagoula, Jackson County(PC)	3.5 ENE; RR 1 N	16	3	h45-BL4-S1-U	F4	Ctn-cattle on fld.
Perthshire Fld	0.4 S; hwy W	155	2	26		P-lines SSW, SSE.
Picayune	1 SSW; RR, hwy E	75	1	h50-BL2, 4	(F2)	
Picayune Mun	SW	92	1	h40-BL4-S1	F3	
Pickens, Presley's	1 NNE; RR E	230	1	20-(S3)	(F2)	P-lines E, W. Trees N, Oil tanks SW.
Poplarville, Howard Fld	0.5 W	320	1	26		Trees N.
Quito, Kimbrough Fld	0.4 SW	128	1	23-(S3)	(F1)	Trees N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
MISSISSIPPI (Continued)						
Raymond, Williams(PC)	3. 5NNE; RR SE	244	3	h40-BL4	(F1)	
Rochdale, Watts Fld	0.5 E	145	1	23	(F1)	Soft-wet. Unattended.
Shaw, Gasparini Fld	0.7 SSW; hwy N	150	1	21		
Starkville Mun(PC)	2.5 SW; RR NW	325	2	h50-U		Caution. Use rnwys only. No public serv.
Starkville, Oktibbeha	8 ENE; hwy E	250	3	30-S3-U	F3	
Tunica	1.5 S	200	1	18-S3	F1	Bldg N. P-line S.
Tupelo Mun (PC) •	3 W; hwy S	361	2	h38-BL4-S3-U	F3	Hvy acft use paved rnwy only.
Union Mun (PC)	1.6NW; RR S	518	1	23		Soft when wet.
Vicksburg Mun (PC) •	8 SSW; RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Walls, Twinkle Town	1.8 S	210	3	43-S1-U	F4	
West Point Mun	3.0 S	203	1	30		Almd irregular.
Winterville	0.5 W; hwy W	122	1	30-S3	F1	E blkd. Soft when wet.
Yazoo City, Barrier Fld (PC)	2. N; RR E	110	1	29-BL4-S3	F3	Soft spots when wet. N/S strip clsd.
MISSOURI						
Albany-Memorial(PC)	0.8 WNW; rlv W	859	2	24		Ctn when wet. Use strips. Unattended.
Aurora, Parker Air Grove	1.0 E	1300	2	30	(F1)	N, S, E, W blkd.
Belton, Villnave	4.5 SW; RR E	1125	2	24-*L4-S5	F2	P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	1. SE; RR N	1038	1	h20-B*L4-(S3)	(F3)	Use strip. Ctn when wet.
Bolivar-Memorial(PC)	1 W; hwys N	1116	2	25-(S5)	(F2)	TV ant. NE; W blkd. Ctn-wet. Use strips.
Boonville	1. 5NNW; hwy E	590	2	22-(S1)		P-lines W, SW. Unattended.
Branson, Big Bass Resort	5 mi ESE	950	2	26	F2	Caution when wet.
Branson-Memorial(PC)	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Buffalo Mun	0.6NE; hwy W	1120	2	h22-U	F1	Use strip. 3200' strip avail. Unattended.
Butler	2 N; RR W	870	1	26-W	F3	
Cabool-Memorial(PC)	0.8NE; RR NW	1217	1	23-B	(F1)	Ctn-wet. Unattended.
Camdenton-Memorial (PC)	4. SE; hwy W	1060	2	h21-L4-S1	F1	Golf course.
Campbell Mun (PC)	3.6 E; hwy N	284	1	30		Unattended.
Cape Girardeau Mun (PC) •	5. 5SSW; hwy E	342	2	h40-BL4-S5-U-W	F4	Use rnwy.
Carthage, Myers Park(PC)	2 S; hwy E	1063	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	1. 4SW; RR N	270	2	24-*L4-S3	F2	TV aerials NE. Use strips.
Cassville	4.0 S	1465	1	21		
Cedar Creek, Bright Elbow Ranch	5 W Protem	912	1	25		
Chesterfield, Lobmaster Fld	SEE St. Louis, Mo. Lobmaster Fld.					
Chillicothe Mun	3 ESE; RR N	780	3	h25-BL2-S5	F4	4000' strip avail. 15' hill E apch.
Clinton, Sportsman Arpk	2.0 NE	800	2	37		P-lines N, S, SW. Cntr 3000' NE/SW strip lgtd.
Columbia Mun(P) •	2.4 NW; hwy S	778	2	h40-BL2-S5-W	F4	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat. on tk-off or lndg to S; other times left tfc pat. Taxi on rnwy when fld is wet.
Creve Coeur	15. WNW St. Louis	445	2	32-S5	F2	Rgt tfc SW.
Cuba, Flutterbugs Roost Arpk	2.0 SSE	1090	1	18	(F2)	Ravine N. P-line S. Unattended.
Eldon-Model Arpk	0.9 NE; RR S	910	2	22	F2	SW blkd; p-line E; rgt tfc NE/SW strip; use strips
De Soto	0.5 E	675	1	25-S1	F2	Open days only.
Dexter Mun (PC)	1.4SSE; hwy N	315	2	h45-BL4-S5-U	F4	Rft tfc to N, NE. Use rnwys. Use strips.
Excelsior Springs Mem'l. (PC)	1.6ESE; hwy N	998	1	h20-S5	F2	Use rnwy. Ctn when wet.
Farmington	1. ESE; hwy N, E	920	3	35-B*L-S5-W	F3	N, NW blkd; p-line E; rgt tfc N, E, SE; use strips. 97 oct avail.
Festus, Lucas	1.7 S; RR W	425	2	23-L4-(S3)	(F3)	Use strips. Rnwy lgts sunset to 0200.
Fredericktown Mun	2.7 N	870	1	18-L4	(F1)	
Fulton Mun	3.WSW	875	2	30-*L4-S1	F1	Use strips.
Garden City, Anderson	1.0 S	850	1	20-S3	F1	Trees & bldgs NW.
Garden City, Famuliner	2.0 WNW	898	1	23-S3	F1	
Gideon Mem'l (PC)	1.5E; rd N	268	2	h45-S5	F2	P-line N. Use rnwys.
Gorin, Wiley's Airstrip	3WNW; channel W	640	1	14-S3	80	Use strip.
Grain Valley, E. Kansas City	15.E Kansas City	850	3	26-L4-S5-U	F4	P-lines S, SW. Fence E & W.
Gravios Mills, Adkins Resort	4.0 SE	810	1	21		Attended irregularly.
Hannibal Mun	4.5 WNW	735	1	h26-BL4-S3-U	F4	Lgts on req after 2200.
Hayti,	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
Hornersville Mem'l(PC)	2.W; RR SE	248	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet. Unattended.
Houston-Memorial(PC)	0.8NNW; hwy S	1210	1	24-B		Ctn-wet. Use strip. Stay between panels.
Iberia, Eads	1.1 W	960	3	31-(S3)	(F2)	Usable width 65'. Unattended.
Independence Mem'l	4. 5ESE; lk SE	825	2	24-L4-S5	F3	NE/SW strip soft-wet. N/S strip ruf. P-line S.
Jefferson City-Memorial(PC) •	1.3NNE; rlv SW	546	3	h36-BL4-S1-U	F4	3800' strip avail.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC CHT	LONGEST RNWY FACILITIES	FUEL	REMARKS
MISSOURI (Continued)						
Joplin Mun (P) *	5.NNE; hwy S	980	3	h55-BL4, 6-S5-U-W	F4	Use rnwys.
Kansas City, State Line	11.6 S; rd E	990	3	h22-*L2, 4-S5-U	F2	NE blkd. Rolling. Slow tfc altitude 600'.
Kansas City Mun (P)	5. NNW;riv S, W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm up block on rnwy 35. Rnwy 17 clsd. Shoulders-soft. Twr structures on fld.
Kennett Memorial (PC)	1. 3ESE; hwy N	262	2	h31-BL4-S3-U	F1	SW blkd.
Kirksville Mun 12, MKC-CHI	7.SE	970	4	h38-BL3-S5-W	F2	Closed-constr.
Lebanon Mun	2. 5 SSE; hwy E	1323	1	h27-BL4	F3	Use rnwys.
Lexington Mun	3.NW; hwy NE	690	4	30-*L4-S5-U	F4	S blkd;p-line W, NW, SW;soft-wet. Unicom daylgt hrs.
Macon, Fower	0. 7 SSE; hwy W	860	1	30-*L4-S5-U	F2	Use strip.
Malden-Air Base (P)	3.0 N	295	3	h50-BL4-W		AF Prim Contract School. Inten Student trng 50 mi radius below 10,000'. Clsd to civil acft xcpt by prior approval. Clsd to mil acft from 2400Z-1300Z week days, also week ends and holidays xcpt by prior approval.
Marceline Mun (PC)	1. 3 N; hwy E	874	2	24-BL4		Use strips. Unattended.
Marshall-Mun Mem'l (P)	1. 8 S; hwy E	777	2	39-BL4-S5	F3	Use strips;soft-wet;center N/S strip ruf;N blkd.
Maryville Mun (PC)	2. 2WNW; RR N	1154	4	h30-BL4-S3-U	F3	2500' strip avail. Use rnwy, strips.
Memphis-Schenk	3. 0 WNW	710	1	21	(F2)	Unattended.
Mexico-Memorial (PC)	3. 5 ESE; RR N, S	815	2	h20-S5	F3	W blkd. 2800' strip avail.
Moberly, Bradley(PC)	3. 3 N; RR W	865	3	h37-BL4-S1	F3	P-lines NE, SE. Use rnwys.
Monett	1.NE; hwy S	1392	2	27-(S3)	(F2)	Use strips. Unattended.
Monett, Friend Arpk	5.0 W	1360	1	h24	(F3)	P-line N.
Montrose, Calhoun	W of City	810	2	32	F1	Unattended.
Mosby, Three City	0. 5 NW	800	2	24	F1	Unattended.
Neosho Mun	2. 5SW; hwy N	1215	2	26-(S1)		Surnd by p-lines. Unattended. Soft-wet.
Nevada Mun (PC)	3. 2SNE; RR N	862	3	h25-BL4-S5	F4	N, W blkd; 3550' strip avbl; E/W strip soft-wet.
Osage Beach, Linn Creek-Grand Glaize Mem'l. (PC)	2.mi N	876	1	h29-S3	F4	Cattle on fld.
Owensville, Depperman Fld	0. 7NNW; hwy5, E	960	1	27		Unattended.
Pattonsburg, Watson	1. 8 NNW	850	1	13		
Perryville-Chester-Perryville Fld	10. N; riv 3.NE	372	2	h25-S1	F1	River W end of rnwy.
Pineville, Edwards Reh	1. 0 E		1	22		Unattended.
Pierce, Palmer	2. 0 NW	800	2	21		Use rnwys.
Poplar Bluff, Fields Mem'l(PC)	4. 3 E; hwy S	330	1	h40-BL4-U	F4	
Portageville, Boon & Workman	1. 2 N; rd E	280	1	23	(F2)	No storage.
Protem, Clark Fld	3. 5 SE	800	1	33-S3		Deep ditch N. Unattended.
Rockport, Luhrs	4. 3 S; hwy W	900	1	16		P-line S, W. Ruf. Soft-wet. Use strips.
Rolla-Memorial(PC)	3. 5 NE; hwy S	1201	2	28	F1	93' radar twr(75'lgtd)lctd 1800' NNE of NW end rnwy 13-31.
Rolla-National	12. N	1148	3	h55-B*L4-W	F4	
Roscoe, Pasley	1. 0 NW	705	1	24		Unattended. P-lines N & S.
St. Charles	4. 7N;hwy 1, 9 ESE	470	3	h20-L4-S3-U	F3	N, NW, SE blkd;use strips; 3000' strip avail.
St. Joseph, Eastside	1. 5 E	1060	1	h22-S5	F2	760' twr approx 1000' E & 3000' S of S end rnwy
St. Joseph, Rosecrans Memorial (NG) *	4WNW; riv SW	822	3	h80-BL4, 6, 7b-S5-W	F4	Use rnwys. Apch lgts 1000' long. Due to non-visibility twr unable to ctl tfc in following areas: beginning 260° SE from center intsxn of diagonals on rnwy 13 for a dist of 340' and beginning 300° SW from center intsxn of diagonals on rnwy 22 for a dist of 560'.
St. Louis, Lakeside	7. NNE; lk W	420	3	32-S5-U	F3	4" bcn ngts VFR only.
St. Louis, Lambert - St. Louis Mun (NG) *	10. 6NW; hwy W	563	3	h100-BL4,6,7a-S5-W	F4	Rdo rcvr rqrd;use rnwys. Due non-visibility twr unable ctl gnd tfc on ramps & taxiways SE of new admin bldg, air freight term. bldg, TWA & Young Aviation hangars. Lcl mil jet acft use 2500' for initial portion of over-head apchs.
St. Louis, Lobmaster Fld	3. NW Chesterfield	475	1	h21-L4-S3-U	F4	P-line S. 10'levee N. 3500' strip avbl.
St. Louis, St. Charles Smartt Fld	22NNW; hwy S	438	3	h30-S5	F2	"X" on clsd rnwys where tests conducted.
St. Louis, Weiss	11.SW	442	3	h28-*L4-S5	F4	W blkd. Use rnwy - wet. Rgt tfc E, N.
Salem-Memorial	5.0 W	1210	1	27	(F3)	
Sedalia-Commercial	6. 3 NW; RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips.
Sedalia-Memorial (PC)	1. 3 E; hwy S	908	2	h30-BL4-U	F4	Use hard surface rnwy only;3600' strip avail.
Seymour, Owen Fld (PC)	3NE; OrchardSE	1600	2	23-S3	S1	SSE blkd;use strips;rolling;ruf;land at own risk.
Shelbyville, Shelby Co.	0. 5 W	900	2	22-(S1)	(F2)	P-line S. Water twr SE.
Sikeston-Memorial Mun	2 NE; RR S	315	3	44-BL4-S5-U	F4	Bcn oper sunset-2400
Slater-Memorial(PC)	0. 6WNW; hwy N	848	2	21		Use strips. P-line N. Ctn when wet.
Springfield Mun (P)	5. 5WNW; RR NE	1267	2	h56-BL4, 7a-S5-W	F4	Use paved rnwys only.
Springfield, Downtown	3.E	1374	3	h24-S5-U	F4	Hvy acft use strips only;fence W;2700' strip avbl.
Steele Mun (PC)	2. 5WNW; bayouN	258	2	h40-BL4-S5-U	F4	Use rnwys.
Sullivan-Memorial (PC)	1. 3 SW;RR NW	987	2	h21-S1	F1	Ctn-wet;ruf opposite seg circle;use strips.
Tarkio, Peterson Fld (PC)	1. 2 E; RR W	920	1	h30-L2	(F2)	P-line N. Lgts oper dusk-2400. 3950' strip avail. Use rnwy & strip. Soft-wet.
Versailles Mun	1. 7ENE; RR N	1050	3	21-S1		P-line N, NE, SE, NW.
Warrensburg, Sky Haven	3. 7WNW; hwy S	850	3	23-L4-S5-U	F2	NE blkd. P-lines S, SE, SW.
Waynesville-Memorial(PC)	0. 7E; hwy N	1083	1	25-L4-S3-U	F2	Unsafe for lwy acft wet. Use gravel strip.
West Plains Mun	1. 5 NW	992	1	32	F2	P-line SE;unattended;use temp 2000'strip only.
Willow Springs-Memorial(PC)	0. 6 E; hwy W	1252	2	25	(F4)	SSW blkd; p-line N. Use strips. Unattended.
MONTANA						
Baker Mun (PC)	1. 3 SE; lk N	2990	3	33-S3	F2	P-line S, W, NW. Dams ESE. Soft when wet.
Big Sandy	1 mi SE	2700	2	25		P-line N. Unattended.
Big Timber, 13-A, HLN-MPS	2. 5SSW; hwy N	4493	3	50-BL3-(S5)	(F2)	
Billings, Logan Fld(P) *	2. 5 NW; hwy S	3606	3	h56-BL2, 6, 7a-S5-W-X	F4	
Bozeman, Gallatin Fld (P) *	6. 5 NW; RR S	4461	4	h52-BL4-S5-W	F4	
Brady, Gollehon	17 NE	3350	3	25		P-line S. Unattended.
Brady, Woods	23. 5 E, rd S, E, W	3350	4	24-S5	F1	
Bridger Mun	0. 3 W; RR S	3720	1	24-S1	F3	P-line N. Rgt tfc S.
Broadus, Bar H J Ranch	10 SE; riv E	315	2	30		
Browning, 3 C Ranch	17 N	4500	1	46		3' fence N end.
Busby, Spear O Ranch	9. 0 SW	3800	1	24		P-line W.
Butte, Silver Bow Co (P) *	4 SSE; hwy W	5554	3	h68-BL4-S5-W-U	F4	
Carter	0. 6 WSW; hwyNW	3000	1	25		P-line WSW. Unattended.
Cascade, Barrett Fld.	4 SW; RR E	3350	1	16		Unattended.
Chester(PC)	1 W; hwy N, E	3167	1	28-BL4		
Chinook Mun	0. 6W; RR N	2410	1	25	F1	
Choteau(PC)	1. 2NNE; hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
Circle, McCone County(PC)	1. 3E; RR hwy N	2424	2	26-BL4	(F2)	
Clinton, Elliott Fld	3.0 E	3540	1	40		Trees & mtn W end.
Coalwood, Jansson Air Strip	1. 0 E	3400	1	32	(91)	Fence NW end rnwy.
Cohagen, Pinhar	15 NE	2750	3	26	(F2)	P-line E.
Columbus(PC)	1 ESE; RR N	3375	1	50-S1	90	P-line W. Rgt tfc E. Ruf.
Cut Bank (P) *	3. SW; riv 1 E	3854	2	h32-BL4-S5-W	F4	ARPT OF ENTRY. 2800' overrun rnwy 31.
Condon, USFS	1. 0 SW	3690	1	27-U		
Conner, Shook Mtn.	6. 0 SW	4325	1	45	F2	Ctn-hill SW.
Conrad(PC)	1. 2W; rds N, S	3537	2	30-BL4-S5	F2	Caution when wet.
Dagmar, Christensen Farm	5. 0 E	1975	2	20		P-line W.
Dell-Flight Strip 28, SLC-GFT	1. 3 NW; RR E	6114	1	h70-BL2		Ruf. Large cracks in rnwy. Unattended.
Denton Mun	2. 2 SSW; hwy S	3850	2	26-S3	F1	
Dillon (P)	4. 6 ENE; rd NW	5236	3	45-BL2-S5-W	F4	
Drummond	4 SW; hwy 1. 5 E	4245	1	26-BL2-W		Ruf.
Dutton, City-County	1. 1 E; hwy W	3712	1	32		S blkd.
Ekalaka	1. 0 SE	3430	1	31		
Ekalaka, Meyer	10 NW	2490	1	12	(F1)	P-line NW. Ctn-short rnwy. Unattended.
Ennis, Sportman's Fld	1 NW; hwy E, S	4985	1	36-S1	F1	Ruf.
Ethridge, Torgerson	E city	3535	1	22	(F1)	P-lines E, W. Unattended.
Eureka Mun	2. 7NW; rd N, E	2680	1	30-*L4	(F1)	
Fairfield Mun	1. 5 W	3990	3	36		Soft-wet. P-line SSW.
Forsyth	3 E; RR N	2728	3	25-BL2	(F1)	Unattended.
Fort Benton	1 NE; RR S	2686	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Frazer, Brown's Airfld	20 S	2360	2	15		
Galata, Cockrell	6. 0SS; lake S	3200	2	22	(F2)	
Gardiner	2WNW; hwy N	5300	1	36-(S1)		Hills ESE. Ruf. Soft-wet.
Geraldine	1. 0 S	3200	1	25-S1-U	F1	P-line W, Ruf. Rolling.
Geraldine, Goldhahn Ranch	3SE	3200	1	20		
Glasgow Mun (PC)	1. 8 NNE	2398	2	h31-BL4-S3-W	F3	
Glendive *	2. 5 NE; riv N	2128	3	h45-BL4-S5-U-W	F3	
Great Falls Intnl(NG) *	4. 3 WSW; riv N	3671	4	h77-BL4,6,7a-S5-W-X	F4	ARPT OF ENTRY. Jet barrier rnwy 3-21 mil use on req only. Overruns clsd-cables.
Hamilton(PC)	1. 0 E	3640	1	33-BL4-S1	F4	
MONTANA (Continued)						
Hammond, Brownfield	10 NE	3500	2	26	(F1)	Ruf. Unattended.
Hardin(PC)	2. 3 ESE; riv W	3040	2	35		
Hardin, Fairgrounds Arpk	0. 3 S; RR N	2911	2	h28-S3	F1	
Harlem	2. 0 N	2560	3	h25-S3	(F2)	4000' strip avail. Unattended. Ctn-avoid crossing NW-SE rnwy when lndg or tk-off.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY NO.	LONGEST RNWY FACILITIES	FUEL	REMARKS
MONTANA (Continued)						
Harlem, Ft. Belknap	3 SE	2370	1	26		Unattended.
Havre-City County(PC)	4 WSW; RR 1 N	2589	3	h47-BL4-S5-W-U	F3	ARPT OF ENTRY.
Haxby, Hoolie	12 S	2600	3	20		
Helena, County-City •	1.9 ENE; hwy S	3882	3	h55-BL4-S5-U-W	F4	Rgt tfc W, SW, NW. Rnwys 5-23, 7-25 rstd to 35,000 lbs GWT; rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel.
Harlowton Mun(PC)	1. 5NW; rd S, W	4214	3	29-BL2-S1-U	F2	Attended 24 hrs on req. Soft spots.
Helena, Ox Bow Ranch	23 N	3590	1	30		P-line N. Unattended.
Helmville, Wineglass	28SE; Crk 1 E	4420	1	26		Unattended.
Hot Springs(PC)	2.2 E; hwy W	2765	1	25-BL4	F1	ENE end soft when wet. Ruf. Unattended.
Jackson, Hirschy - Jackson	4.3 N; rd W	6400	1	50-U	(F1)	
Jordan(PC)	1.8 WNW; lk SW	2637	aw	36-U	(F1)	
Jordon, Matovich	50. W	2750	2	15		Unattended.
Kalispell, Flathead County(PC) •	7.4NNE; hwy E	2971	3	h47-BL6-S5-W-U	F4	Snow fence along rnwys.
Kalispell Mun	1 S; hwy E	2935	1	32-S1	F1	Rgt tfc S.
Kremlin, Sorenson	3.5 SSW	2700	2	23		Fence both ends E/W rnwy. Bldg & P-line N.
Laurel Mun	2.0 N	3500	3	28-(S1)	(F1)	P-line S.
Lewistown Mun (P) •	2.8 SW; RR NW	4197	3	h92-BL4-S5-W	F4	Rnwy 11-29 not maintained.
Libby USFS	1 NE; riv S, W	2096	1	27-L3		Unattended.
Lindsay, Sheely	11 W	2950	2	15-(S5)	(F1)	P-line N.
Livingston, Melin Rch	15 S; riv W	5010	1	26		
Livingston, Mission Fld	6 ENE, RR N	4656	3	58-BL2-(S5)	(F3)	
Lodge Grass, Pope	9.0 SE	3734	1	30	(F2)	
Lustre, Wall	6 NE	2960	2	20		P-line E, S.
Malta(PC)	0.8 SW; riv N	2280	2	30-BL4-S5	F4	Ruf.
Martinsdale, Holliday Rch	8 NW	5000	1	25-(S1)		Unattended.
Meadow Creek (USFS)	36. ENE Polson	3970	1	22		
Miles City(P) •	2.5 NW; hwy N	2628	2	h56-BL4-S5-W	F4	
Missoula, County(P) •	5.3 WNW; RR N	3203	4	h70-BL2,4-S5-W-U	F4	1300' NW end NW/SE rnwy restricted to 26,000 lbs or less.
Opheim(PC)	0.2 W; RR S	3260	3	31-BL4		
Ovando, Clearwater	6.0 NW	4500	2	31		Ruf.
Ovando, Copenhover Strip	5.0 E	4300	1	20		P-lines NE, SW. Unattended.
Peerless	0.4 NE	2835	1	16		P-line S. Unattended.
Plains(PC)	1.3 NNW; RR NE	2460	2	29-BL4	F2	Unattended.
Polebridge, Quarter Circle M.C. Ranch	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Plentywood	1.4 NE	2250	1	h32-S1-U	F2	
Polson	1.5 W, rd N	2932	1	25-BL4-S5-U	F4	
Poplar	0.6 NE; hwy S	2000	2	42-BL4-S1	F1	
Red Lodge(PC)	0.5 WNW; rd N	5600	2	37-BL2-S3	F1	P-line SW
Reserve	0.5 S	1970	3	28-(S1)	(F1)	Ditch S end.
Ringling, Higgins Bros.	0.9 ESE; hwy W	5350	2	16		NNW blkd;steep drop 200' W of WNW/ESE strip. Unattended.
Ronan(PC)	2.8 N; hwy W	3089	1	34-BL4	F2	Unattended.
Roundup(PC)	1.8 N; hwy W	3490	3	h40-BL4-S3-U	F4	
St. Ignatius	0.8 ENE; hwy W	2990	1	26-(S1)	(F1)	P-line W
Schafer		4855	1	22		
Scobey(PC)	1 NW; RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley Lake	2 NW of lake	4150	1	25		Surrounded by trees. Unattended.
Shelby(PC)	2.4 N; hwy E	3425	2	h37-BL4-S3-U	F3	3900' strip avail.
Sidney(PC) •	1.3 WSW; crk N	1977	1	h42-BL4-S1-W	F2	
Spotted Bear USFS	3 NW	3800	1	22		Rolling.
Stanford	1.0 SW	4285	2	24	(F2)	P-lines.
Stevensville	2 ENE	3620	2	36		Unattended.
Sunburst(PC)	1.0 NW; Rd SW.	3399	2	26		
Superior (PC)	1.8; RR SW	2762	1	34-L2		Code bcn;ctn-100' NE end brush, ruf;unattended.
Sweetgrass, Ross Intl	1.0 W	3200	1	30-U		
Tampico, Etchart Fld	0.5 NNW; RR SW	2100	1	29		
Terry, Patterson Fld	1.1SSE; Canal N	2260	2	26		P-lines E, SE.
Thompson Falls(PC)	3.2ESE, RR N	2460	1	24-BL2		Unattended.
Troy USFS	1.0 NW	2017	1	26		Unattended.
Turner	0.5 NNE	3040	2	28-S3	F2	
Twin Bridges(PC)	1.5 SE; RR SW	4772	3	34		
Two Dot, Moore Rch	4.5 W; RR N	4600	3	30		Use strips.
Valier(PC)	0.1 S	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY NO.	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
MONTANA (Continued)						
Westby	4.3 SSE	2100	3	26		P-line W. Cattle on fld. Unattended.
West Yellowstone(PC)	1.3 W; RR S	6654	1	60-(S1)-U	(F2)	
Whitehall, 36A, SLC-GTF	6.7 SW; RR N	4674	1	39-BL3-W		
White Sulphur Springs -White Sulphur	3. S	5060	1	50-S1		Unattended.
Winnett, Matovich	35 NE	2750	2	15		
Wisdom	1.5 S	6250	1	12	(F1)	Short Fld.
Wolf Point(PC) •	3 E; hwy N, E	1980	1	h40-BL4-S5-U-W	F3	700' gravel overrun NW.
Wolf Point, Anderson	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEBRASKA						
Ainsworth Mun(PC) •	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Alliance Mun (PC) •	4.5 SE; hwy N	3930	4	h92-BL4-S5-W	F3	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	1.3 N	2300	1	19-(S1)		Use strip.
Arthur Mun	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution. Circle town for gas. Unattended.
Atkinson, Stuart-Atkinson(PC)	5.5 NW; RR S	2130	2	32		Use strips.
Auburn Mun	2.7 E; riv SW	932	2	28-BL4-U	F4	Use strips. P-line NE.
Aurora, Elge	6.4 NW	1834	1	21-*L4-(S1)	(F2)	
Bassett Mun(PC)	1.9 WSW; hwy N	2348	2	24	F1	Use strips. Ctn-wet.
Bayard Mun(PC)	1.3 SSW; hwy E	3752	2	27		Use strips. Ctn-wet. Unattended.
Beatrice Mun(PC)	2.5 N; hwy E	1318	4	h44-BL4-S5-U	F4	E, NE blkd;use conc rnwy wint;E/W for lgt acft.
Beaver City, Hewett's	2.5 NNE	2300	aw	26		P-line W; bldgs N.
Benkelman, Jones	0.5 NW	3040	1	27-S3	(F1)	Attended Mar thru Sept.
Bingham, Spade Ranch	19 N	3860	3	28-(S1)-U	(F2)	
Blair Mun(PC)	3.0NNW; hwy W	1079	2	27-BL4		Use strips.
Bloomfield Mun(FC)	2.0 SW	1673	1	23	F1	Soft when wet. Unattended.
Broken Bow Mun	2.0 N	2530	2	27-BL4-S5	F1	Use strips.
Brule, Beal	1.0 S	3288	1	30		P-line E.
Bruning, Hawks Fld	3.8 ESE; rd N	1544	1	25-S1	F1	N blkd. Use strips. 85 oct avail.
Bruning-State(PC)	7.7 E; hwy S	1544	3	h68-B-S1		NE/SW taxiway clsd.
Central City, Silver T	4.6 NE; hwy 1 N	1668	3	20	(F2)	
Chadron Mun (P) •	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F3	Use strips. Soft-wet.
Chambers, Nachtman Bros	6.5W	2085	1	13		P-line N.
Chambers, Perkins Mem'l(PC)	0.7 ESE	2127	2	25	F1	Use strips. Unattended.
Clarkson	1.0 N	1350	1	21-*L	(F3)	
Clay Center Mun	1.8 E; hwy N	1800	1	16		Ctn-unmrkd P-line N. Lgt acft only. Soft-wet. Use strips.
Columbus Mun(PC)	1.3 NE	1439	2	h30-BL4-S1-U	F3	3200' strip available.
Cozad Mun(PC)	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips. Unattended.
Creighton Mun(PC)	1.3 ENE	1625	2	24-B	F1	Use mrkd strips only. Unattended.
Crete Mun (PC)	1.7 E	1498	2	24-(S5)	(F1)	Unattended. Ctn-wet. Use strips.
Culbertson, Hock	6.0 NE	2800	1	26		P-line N.
Curtis Mun(PC)	2.0 ENE; crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips. Unattended.
David City Mun. (PC)	1.4 S; hwy W	1614	2	23-B-S1	F1	Soft when wet.
Elgin	0.5 N; RR W	1940	1	14-S3	F1	(DANGER-SHORT FLD.)W blkd. Use strip.
Enders, Smith	4.0 N	3280	1	25-S2	F4	Unattended.
Fairbury Mun(PC)	3.0 N; RR SE	1489	3	h26-BL4-S5-U	F4	3300' strip avail. Ruf.
Fairmont-State(PC)	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.A & P minor rprs avail wk-end only
Falls City Mun	1.3 NNE	994	2	25-B*L4-S5	F4	
Fremont Mun (PC)	1.4WNW; hwy N	1203	3	h38-BL4-S5-U	F4	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, Santin	4.0 SW	1650	2	18		P-line E, S.
Gordon Mun	1.3 E; RR N	3549	4	h23-BL1-S5	F3	N blkd; p-lines S, SW & W. 3400' strip avail.
Gordon, Vinton	31. SE	3500	3	20-L4	(F2)	
Gothenburg Mun(PC)	0.7 SE; hwy S	2557	2	33-B-S1	F2	Use strips. 370' overrun SW; 150' overrun NE.
Grant Mun	1.5 N	3421	1	25		Unattended.
Grand Island Mun (P)	3.6 NE; RR 1 W	1846	3	h72-BL4,6-S5-W-U	F5	Use rnwys. NE/SW taxiway not to be used. Unicom days only.
Harrison-Skyranch(PC)	0.6 NNE; rd S	4863	2	30		S, W blkd. NW/SE rnwy ruf. Unattended.
Hartington, Becker	3.5 NW	1475	1	30-S3	F1	ESE, WNW blkd.
Hartington Mun(PC)	1.8SE; RR, hwy W	1383	2	26	(F1)	Use strips.
Hay Springs Mun(PC)	0.4 SW; RR N	3631	1	28-B*L4	(F1)	Use strips.
Harvard-State(PC)	2.7 NNE; RR S	1817	3	h77-B		
Hastings Mun(PC)	2.3 NW; RR 1 S	1944	3	h40-BL4-S5-U	F4	Use rnwy, strips. Ctn-shoulders ruf, soft-wet.
Hays Center, Beebe	16 SE	2865	2	12		SHORT FLD.
Hebron Mun(PC)	1.4 S; hwy S	1441	3	31-BL4-S1	F1	

(12 April 1960)

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEBRASKA (Continued)						
Holdrege Mun(PC)	2. 0ENE; RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
Humboldt Mun(PC)	0. 8 E; RR, rvr S	993	2	21	(F1)	P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	12. 9 N	3765	2	23-(S1)	(F1)	Use strips.
Imperial Mun(P) *	1. 0 ESE; hwy S	3276	3	h44-BL4-S3-W	F4	Use strips. Soft-wet. 4700' strip avail.
Kearney Mun(PC)	4. 7 ENE; RR S	2130	3	h72-BL4-S5	F3	Use runwys.
Kimball, Nelson	16. 5 NW	5000	2	26-(S3)	(F2)	Bldgs NW.
Kimball Mun	3. 0 S; hwy E	4300	3	29-BL4	F4	P-line N, NE. Use strips.
Lakeside, Mark Orr Ranch	24 N	3350	3	18		
Lamar, Rhodes	6. 0 N	3350	2	22		P-line E. Bldgs S.
Lexington, 27A, DEN-GRI(P)	1. 7 NW; RR S	2400	2	43-BL4	F3	Use mrkd rnwys only; soft-wet; p-line SW. Attnd Mar to Sept.
Lincoln, Arrow	4. 8 NNE; hwy E	1150	2	h33-*L4-S5-U	F4	Use strips.
Lincoln, Union Mun	4. 8 NNE; RR S	1140	4	h25-BL4-S5U-W	F4	Ditch E.
Lisco, Buske	6. 5 NNE	3970	3	24	F1	N/S strip short. Unatteaded.
Lodgepole Mun	0. 6 E; RR S	3820	1	40-B*L1-S5	F3	Church W. Use strips.
Lynch, Woolf	2. 3 ESE	1395	3	28-(S3)	(F1)	P-line N.
Marquette-Carlson	1. 0 SE	1815	4	22	F1	P-line N.
McCook, Home	11 SW	3000	1	40-(S3)	(F2)	P-line S. Minor eng repairs only. No storage.
McCook Municipal	2. 0 E; hwy S	2586	3	h40-BL4-S5	F4	Use strips. 4400' strip available.
McCook-State(PC)	8. 5 NNW	2784	3	h75-B		
Merriman, Cole Maml.	2. 0 N	3255	2	24-(S1)	(F1)	Twr E.
Minden, Cavanaugh	4. 2 WNW	2130	1	26		P-line S.
Minden Mun(PC)	1. 2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
Mitchell Mun(PC)	1. 6 S; RR S	3065	2	29-*L1-S1	F3	Use strips.
Nebraska City, Grundman	1. 1 SSW; hwys E	1060	1	30	F1	
Neligh Mun(PC)	1. 5 SSW; hwy E	1745	2	31-B-S1	F1	Ctn-ruf gopher holes. P-line SE.
Norfolk, Stefan Fld(PC) *	3. 0 SSW; RR W	1571	2	h58-BL4-S1-W	F1	Use runwys.
N. Platte, Lee Bird Mun (P) *	3. 2 ESE; rlv SW	2779	3	h68-BL4-S5-W	F4	Dike S & W.
Ogallala, Lake McConaughy State	10. 5 NW; lk S	3276	1	26	F1	Use strip.
Ogallala Mun	2. 0 W; hwy S	3250	mw	25-B-S5-U	F3	P-lines S, SE, SW.
Ogallala, Shelburne	6. 8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Chiows, Stober's	2. 0 SW; rd N	1572	3	24-S3	F2	Soft when wet.
Omaha Mun (P)	3. 5 NE; rlv E	982	5	h70-BL3-6, 7a-S5-W-X	F5	Rnwy 14R-32L rstd to acft under 10,000 lbs: Use rnwys. Due non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip & S of United Airlines hangar. Rnwy 17R-35L clsd.
Omaha, N. Omaha(PC)	8. 0NNW; hwy S	1322	3	26-*L4-S3-W	F3	S, W, NW blkd. Use strips. Rgt tfc N, W.
Omaha, S. Omaha	6. 5SSW; RR S	1064	2	27-L4-S5-U	F5	P-line N, NW. Use strips. Tfc pat. alt 800'.
O'Neill Mun	2. 0 NW; hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
Ord Mun(PC)	1. 5 NW; RR E	2060	2	31-B*L4-(S1)	F1	Use strips.
Oshkosh Mun		3382	1	27	F2	
Papillion, S. Omaha	SEE: Omaha, South Omaha Arpt.					
Pender, Lampe	0. 7 NW; RR SW	1323	1	18-(S1)		P-line NW, SE.
Plattsmouth, Wagner	7. 5 W	1200	1	20		P-line N.
Potter	5. 0 NW	4387	2	22		Use strips.
Potter, Bar J Lazy V	5. 8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Use strip.
Red Cloud Mun	2. 5 ENE	1770	1	26		Fence adj S. Use strip.
Republican City Mun	1. 0 SE	1930	1	30		Unattended.
Rushville, Modisett(PC)	2. 4 NE; RR S	3750	4	30	(F1)	Use strips. Unattended.
St. Paul, Loup Forks	1. 5 N	1790	1	40-(S3)	(F1)	P-line W.
Sargent Mun(PC)	1. 5 E; RR SW	2318	2	24-BL4	(F1)	Use strips. Unattended.
Scottsbluff Mun (P) *	3. 5 E; hwy S	3968	3	h33-BL4-S5-W	F4	Use runwys.
Scribner-State(PC)	3. 7 SSE; RR 1NE	1315	3	h59-BL4	F2	
Sidney, 50D, SLC-OMA(P)	3. 0 S; hwy N	4300	3	h45-BL4-S5-W	F4	Soft-wet. 5050' strip avail. E/W strip ruf.
Springview Mun	NE	2550	1	22		
Springview, Weston	12 NW	2520	3	15		
Stromsburg	1. 0 S; hwy W	1668	1	26		P-line N, W.
Superior Mun(PC)	2. 0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh, Crilch	4. 9 N	1220	1	25	(F1)	
Tilden	3. 0 NW	1684	1	21-L4-S3	F2	P-line S. Attended daigt hrs.
Valentine Mun(PC) *	1. 3 S; RR E	2586	3	h50-BL4-S1-U-W	F4	Unmrkd 80' twr in bldg area. Use rnwys.
Trenton Mun(PC)	1. 2 NW; RR 1 S	2840	2	26-BL4	(F2)	P-line SE. Use strips.
Venango, Dudden	0. 1 NW	3560	2	43-(S1)		Grain elevator S. Soft when wet.
Wahoo Mun(PC)	2. 5 NE	1223	2	25-(S1)	(F1)	P-line SW; use strips only; fuel avail prior req. Unattended.
Wallace Mun	Adj S	3100	1	26		80 oct fuel avail. Unattended.
Wayne Mun	1. 8 E; RR NW	1435	2	30-BL4-S5-U	F3	Use strips. Soft-wet.
Weeping Water, Brown's	1. 5 E; RR, crk S	1183	2	21-S5	F1	Use strips.
Wilber Mun(PC)	1. 3WSW; hwy N	1400	2	23		P-line N.
York Mun(PC)	1. 8 N; hwy W	1662	3	h26-BL4-S1	F1	P-line SW, W. Use strips. 3000' strip avail.
NEVADA						
Battle Mountain, 35, SFO-SLC(P) *	4 SE; hwy N	4533	2	h72-BL4-W	F2	Fuel self-service basis.
Beatty, 20, RIV-TDL	3. 5 SW; hwy E	3170	1	35-BL2		Unattended.
Boulder City (PC)	0. 6 S; hwy NW	2488	3	24		P-lines N, NE, NW. Rgt tfc N, NE, NW. Only NE/SW strip maintd.
Caliente Figt Strip (PC)	10. 5 W; hwy N	4864	1	h24		Not maintained.
Carlin	1. 8 NE; hwy S	4950	2	19		P-line SE.
Carson City, Carson	3. NE	4751	3	h43-S1	F2	Mtns NNE. Use strips. Cattle on fld.
Dyer, Circle L Ranch	1. 0 NE	4840	1	h41		
Elko Mun (P) *	1. 5 W; RR S	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
Ely(PC) *	3. 5 NNE; hwy E	6256	3	h50-BL4-S5-U-W	F4	
Eureka(PC)	6. 7 NNW; hwy W	5940	1	46		Unattended.
Fallon Mun (P)	2. 5 NE	3962	2	h50-BL4-S1	F2	
Gabbs	4 NW; hwy NE	4696	2	60-BL2-S1		Ctn-wet.
Gerlach	0. 3 N; hwy W	3950	1	27		WSW blkd. Ctn when wet.
Hawthorne Mun (N) *	1. 7 NNW; hwySW	4255	3	67-L4-S1-W	F2	
Jean(PC)	1. 0SW; RR SE	2833	1	45		Unattended. Caution-wet.
Las Vegas, McCarran Fld (P) *	6. 3 SSW; RR S	2171	3	h100-BL4, 6-S5-W-X	F5,6	Rgt tfc rnwy 7. Due non-visibility twr unable to ctl tfc on ramp area N of Bonanga Airlines hangar. Inbnd VFR figts in rdo equipped acft are req to ctc LAS apch ctl on 121.1 or 284.6 mc approx 30 mi out. Apch ctl will provide wind info, rnwy in use, tfc advisories and specify point where figt will chg to twr freq.
Las Vegas, Thunderbird	4. 4 NW; hwy W	2200	4	h40-S5	F3	
Lovelock	1. 0 NE	3966	3	43	(F1)	
Lovelock, Derby 26A, SLC-SFO(P)	9SSW; RR hwy W	3908	2	h55-BL4-W		
Mindan, Douglas-Tahoe(PC)	2. 8 NNE; hwy W	4718	3	h74-BL4-S5-U	F4	P-line NW, SW.
Overton Mun(PC)	2 N; rlv SW	1381	2	h49-BL2, 4		
Owyhee Figt Strip (PC)	4. 8 W	5376	1	h67		
Pahrump Valley, Hidden Hills	16 SE	2800	3	42		Unattended.
Panaca	1. 6 W	4800	1	62	F2	Ctn when wet. P-line N.
Pioche(PC)	5. 8 NW; hwy SW	5340	1	48		Unattended.
Reno Mun (NG)	4.SE; hwy W	4411	3	h76-BL2, 6-S5-W	F5	No ngt opern rnwy 3-21. Jet arresting barrier in overrun area of rnwys 16 & 34.
Searchlight(PC)	2.SSE; hwy W	3405	1	37		Ruf. Unattended. Ctn when wet.
Smith, Smith Valley	1.ESE; hwy N	4850	2	26	F2	
Tonopah (P) *	5. E	5426	2	h89-BL4-S1-W	F2	
Wells, 46, SFO-SLC	2 E; hwy W	5763	2	h55-BL4	F3	Use runway. Unattended.
Winnemucca, 32A, SFO-SLC(P)	6 SW; RR N	4302	2	h50-BL4-W	F3	
Yerington Mun(PC)	1. N	4378	1	h39-L4-S1	F2	
NEW HAMPSHIRE						
Berlin Mun (PC) *	7. 5N; rlv W	1158	1	h50-BL4-S3-U	F3	
Claremont Mun (PC)	1. 3 W; rlv NE	543	2	h27-BL4-S5-U	F2	Ridge W edge NNE apch.
Concord Mun (P) *	2 E; rlv 1 W	345	3	h50-BL4, 6-S5-U-W	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	1 SE; lk 1 S	1020	1	17-S3	F2	
Errol	1. 2WNW; pondNE	1245	1	18-U	(F3)	
Franconia-McKenzie's Fld	2 S; hwy W	970	1	30		
Hampton	1. 6 N; RR W	80	1	21-S5-U	F2	Rolling.
Haverhill, Dean Memorial	4. 1 NE; RR W	585	2	20-(S3)	(F2)	
Hinsdale-Brattleboro	2. 7 NW; rlv SW	390	1	18		Unattended.
Hooksett-Manchester	2. S	187	1	24-S3-U	F1	
Keene, Dillant-Hopkins(PC) *	2. S; RR W	482	2	h45-BL4-S5-U-W	F3	
Lebanon-Regional (P) *	3 WSW	580	2	h40-BL4-S5-U-W	F4	N, WSW blkd. Ditches, gulleys ends strips.
Laconia Mun (PC) *	3. S NNE; lk NNE	552	2	h35-BL4-S5-U	F4	Ctn-taxiing near gas pump island. N, S blkd.
Manchester, Grenier Fld(AF, NG) *	4 S	233	3	h70-BL4-S5-X-W	F4	2-way rdo rqrd. Ctn-severe downdrafts apch end rnwy 35 when crosswinds exist. Barrier both ends 17-35, obstn lgtd & ctld from twr.
Nashua, Boire(PC)	2. 8 WNW; RRNE	193	1	h35-BL2, 4-S5-U	F3	300' unpaved overrun area SE end.
Newport, Parlin(PC)	2 NNW; rlv SW	766	2	h26-U	F2	Trees NW.
N. Conway, White Mountain	1. 9 SSE; bet RR's	495	1	36-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Plymouth Mun	3. 5WNW; rlv S	508	1	18		Unattended.
Rochester, Skyhaven	2. 8 ESE; RR E	320	1	25-S1-U	F1	Rgt tfc N.
Warren, Morse	1. NW; rd adjNW	797	1	29		SE, NW blkd. Unattended. Clsd winters.
Whitefield Mun(PC)	3 ESE; RR SW	1048	1	h24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	2.7 N	580	1	18-S5-U	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW JERSEY						
Albion Airstrip	2.0 NE	150	1	24-S5-U	F3	P-lines SW.
Andover, Aeroflex-Andover	1.5 N	883	1	h20-L4-S5-U	F4	P-line N.
Andover, Trinca	2.5 WSW; RR E	800	1	24-S1-U	F1	SW end of strip ruf.
Ashland, Echelon Airfld	0.6SE; RR, hwyW	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
Atlantic City Mun (Bader Fld)(PC)	1.3 WSW; hwy W	11	3	h39-BL4-S3-U	F3	Tower N.
Atlantic City(Pomona) MAFEC(NG)	10. NW; Rd W	68	3	h100-BL4,5,7a-S3-W	F5	2-way rdo rqrd. Ctn-hvy jet operns wk-ends & holidays during VFR.
Bargaintown, Pleasantville-Somers Point	1.5 NW; RR N	42	2	25-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	1.6 SE; RR S, W	280	3	24-*L4-S5-U	F3	E, W blkd; p-line NW.
Belmar, Monmouth Co. (A)	5.5 W; hwy E	185	3	h40-*L4-S5	F5	Bcn prior req. Shoulders soft-wet.
Blairstown, Lake Susquehanna	2.3 WSW; RR S	380	1	20-*L1-S5-U	F1	Attended wk-ends only.
Bridgeport	0.8SE; hwyN, W	23	2	21-S1-U	F2	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	2.7 NNE; RR W	100	3	20	F1	Soft-wet. P-lines S, WSW.
Caldwell-Wright(PC)	2.4 N; riv NE	178	3	h47-B-S5	F5	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on take-off on rnwy 32. Clsd Sundays, holidays. Use rnwys.
Clementon	1.NE; RR N, S	100	2	26-*L4-S3	F2	NW, SE, SW blkd. Ruf.
Colts Neck	.6 SSW	100	1	24-S5	F2	Soft spots when wet.
Cross Keys	1.0 S	160	1	23	F1	Wires E end, woods W end.
Flemington, Adams Arpk	6.0 SE	238	1	20-S3	F1	
Hackettstown	2 SSW; riv E	690	3	30-S3	F2	
Hanover	2.8 NNE; riv E	170	1	25-S3-U	F3	
Lincoln Park	1.8 NNW	180	2	28-S5-U	F4	SSE blkd. Rgt tfc N, NE, NW.
Linden	1.2 SSE; hwy W	22	3	h41-*L-S5-U	F4	NW blkd; p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	1.5 ENEMarlton	80	2	23-(S1)		Attended wk-ends.
Mehawan, Preston	2.8	140	2	24-(S5)-U	(F2)	RR line E. Atnd afternoons & wk-ends.
Millville Mun (P)	3.3 SW; rd NW	87	4	h50-BL4,6-S3-W	F4	Peripheral taxiways perm clsd; Glider operns wk-ends & holidays. Refueling 0800-2100 or sunset which ever is earlier.
Montague, Airplane Island	6.0 SW	430	1	24-(S3)		Ctn-cable across riv.
Moorestown	1 NNE; rd N, W	70	3	20-*L1-S5-U	F1	P-line NNW. Rgt tfc S, SW & W rnwys.
Morristown Mun (PC)	3 E; rd S	167	2	h40-BL2-S5-U	F4,6	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Holly, Cameron Fld	4. SW	45	1	24-S1	F2	Drainage ditches along rnwys. Use rnwys.
Neptune, Asbury Park Air Trml	4.5 W; hwy N	100	3	36-L4-S3	F1	
Newark (NG)	2.5 SSE;RR W, E	18	2	h70-BL4, 6, 7a-S3-W-U	F5,6	Limited use;rnwy 6-24 clsd;FEE;2 way rdo rqrd.
New Brunswick, Hadley(PC)	4 N; rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.
New Brunswick, North Brunswick	2 SW; RR E	125	3	33-*L4-S5-U	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off. Maintain 300' alt over hi-way lndg on rnwy 14-32.
Ocean City Municipal(PC)	1.7 WSW; bay W	8	1	30-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended Sept-May.
Patterson, Totowa-Wayne	4.6 W; RR W	185	1	h28-L1-S5-U	F1	
Pennington, Twin Pine	2 ESE; hwy S, E	230	1	24-(S5)		P-line SE. Unattended.
Pitman	1 NW	100	1	24-S3	F2	
Pittstown, Sky Manor	1.5 SW; rd S	540	3	34-*L4-S3-U	F2	N blkd.
Princeton	2 WNW	480	2	19-S3	F2	NE blkd; brush SE. Rolling.
Readington, Solberg-Hunterdon	1.NNW; rd E, W	180	3	h19-*L4-S5-U	F3	Use rnwy-wet. 3750' strip avail.
Red Bank	1.0 S	80	2	26-*L4-S5-U	F4	N, S, W blkd. Clsd to acft over 10,000 lbs excpt prior req.
Robbinsville, Trenton-Robbinsville	1.ESE; RR WNW	118	1	31-*L4-S5-U	F4	Use strip. Ruf.
Salem Airfld	1.SE; hwy S	15	1	21-*L4-S3	F2	
Sewell, Pitman	1.5 NNW Pitman	100	1	24-S2	F2	
Somerville, Somerset	4.0 NW; riv W	103	3	30-*L4-S5-U	F3	W tk-off start left turn soon as possible;NW tk-off make gentle rgt turn soon as possible, followed by wide left hand pat.
Sussex	1.0 SW	430	2	25-S5	F2	Unattended. Caution-poor condition.
Teterboro	0.5 SW; rd NW	7	3	h50-BL4-7a-S5-W-X	F5	2-Way rdo rqrd; acft over 80,000 lbs obtain permission prior to tk-offs or lndgs;no motorless acft or uncontrolled aerial equip. activity excpt by special permission. FEE -acft over 2500 lbs. Open ditches parallel to rnwy 14-32 N side btwn rnwys 1 & 6.
Towaco	1.0 NE	200	1	21-S3	F2	P-line W.
Trenton, Mercer County(PC)	5.NW; RR SE	211	3	h52-BL4-S5-W	F4	PC for Navy only. FEE.
Vineland	4.3 SSW; lk SW	65	2	23-S5	F2	P-line E.
Vineland, Downstown	4.3 NE; hwy N	120	2	25-*L4-S5	F3	ESE, SSW blkd; p-line NNE.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
NEW JERSEY (Continued)						
Vineland, Kroelinger	2.5 NNW; hwy E	100	4	24-*L4-S5-U	F2	NNE, S, W blkd; p-lines E, SE. Use strips.
Vineland, Rudy's	5.NW	80	1	24-S5-U	F2	E blkd.
Wildwood, Cape May Co(PC)	6.WNW; RR, hwyE	22	4	h50-BL4-S5-U	F4	
Williamstown, Webb Fld	2.0 SW	141	1	25-S5-U	F2	E, W blkd.
Woodbine Mun (PC)	2. SE; RR NE, W	39	2	h33		Twin-eng acft use conc;asphalt ext soft-broken.
Woodstown	3 NW; hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW MEXICO						
Alamogordo, Alamo-Midway	3.SW; hwy S	4230	1	49-L4-S5	F4	
Albuquerque, Alameda	8.5 NNW; riv E	5069	2	38-S5-U	F3	P-line S.
Albuquerque, Kirtland AFB (AF)	3.8 SSE	5352	4	h128-BL4,6,7a-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Open to civilians. Jet barrier rnwys 26, 21, 35. Do not land in overrun areas and hold taxiing across jet barriers to a min. First 2500' rnwy 17 and first 2500' taxiway T-1 not visible from ctl twr. Rnwy 8-26 designated preferential rnwy. Acft will be directed to this rnwy xcpt for inst apchs or wea conditions. Acft of 33,000 lbs or less exempt from this requirement. All itinerant acft arriving this fld are encouraged to make initial ctc with ABQ apch ctl regardless of wea approx 25 mi out. Apch ctl will provide wind info rnwy in use, tfc advisories, and will specify the reporting point where flgt will chg to twr freq. Conventional type acft UHF equipped use 270.6 mc, jet type acft UHF equipped use 275.8 mc. VHF equipped acft use 123.9 mc or 124.3 mc. Acft not equipped with recommended freq are advised to use other avail. freq and ctc Kirtland twr.
Albuquerque, West Mesa	3.8W; hwy S	5129	4	63-L4-S5-U	F4	Lgts on req 2 hrs after dark.
Animas	0.5 W	4400	2	36-(S3)	(F1)	P-lines N & S.
Antelop Wells	5 SSW; rd E	4900	2	35		Unattended.
Anton Chico, 79A, LAX-AMA	4 SSE; riv 2SE	5261	2	43-BL2		Ruf. Unattended.
Artesia Mun (PC)	4.2 W; hwy S	3532	3	h68-BL4-S5-U	F4	P-line E.
Aztec Mun	2.2 NW	5905	2	h30	F3	
Belen, Art Goebel	3. W	5300	3	39		P-line E.
Carlsbad Mun (P)	6.1SSW; hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	0.6 N; hwy S, E	5420	3	35	(F1)	P-line W. Cattle on fld.
Chaperito, Park Spring	8.5SSE; rivN, E	5100	3	38		Mtn NE. Cattle on fld.
Clayton Mun Arpk (PC)	1.5E; hwy N	4970	2	h48-S3	F1	Clsd ends of rnwy soft. 5450' strip avail.
Clovis Mun	7.0 E	4214	2	h62-S3	F4	Attended 0530-2000.
Columbus, 34, PHX-ELP	0.6 ESE; RR N	4024	2	43-BL2-W		Soft-wet. P-lines N.
Conchas City, Conchas Dam	0.7 WSW	4240	2	16		Holes in strips.
Corona, 7, ABQ-BGS	9.4 NNW; hwySW	6429	3	52-BL2		Ruf for lgt acft.
Corona, Hiner Rch.	16. E	6000	2	43-U	(F4)	P-lines W & S. Unattended.
Crowupoint, B.L.A. Crownpoint	.3 N	6960	1	53		Unattended.
Cubero	2.4 W; hwy S	6192	2	40		Mtn N; p-line S. Ruf. Stock on fld 30 oct emerg.
Cuervo, Holbrook's Fld	0.8 NE; RR S	4810	2	23		Mtn SSE; hill S. Use strips. Unattended.
Deming Mun (P)	2.5 ESE; hwy N	4314	5	h81-BL4-S5	F5,7	TV ant. W & SW.
Des Moines, Smith	15.5 E	5804	1	40		
Encine, Clines Corners	Adj S.	7000	1	37-U		Unattended.
Espanola-Valley	3. NE	5800	2	50-(S1)	(F1)	Fence W. Hills E.
Farley, McDade Rch	2. E	6085	2	30		Fence N & W. Cattle on fld. Unattended.
Farmington Mun (P)	1.5 NW; riv 1.3S	5503	3	h57-BL4-S5-W	F4	7628 strip avail.
Fort Sumner Mun (PC)	1.5 NE; RR, hwyS	4196	3	h60		1000' N end N/S rnwy clsd. ruf. Unattended.
Gallup, McKinley Co. (PC)	2.6 WSW; RR N	6467	1	h50-BL4-S5-W-U	F4	
Grants Mun	2.9NW; RR, hwy NE	6520	1	h53-BL4-S3-W	F4	Erosion & loose sand near rnwys.
Grants, Greater Grants	5.0 N	6550	2	53-S3-U	F4	
Hatch Municipal	3 WSW; rd SE	4120	2	h30	(F1)	Unattended.
Hobbs Mun (PC)	6.7 NNW; RR NE	3707	4	h86		
Hobbs Mun Aux. #4	23 WNW	3777	2	h70		Unattended.
Hobbs, Lea County(P)	5 W; hwy N	3659	4	h63-BL4,6,-S5-W-U	F4	
Hope, Flying H Ranch	27.6 WNW	5140	2	28-S1		Ruf.
Jal-Lea County(PC)	3.0 NE; Rd S	3115	2	h36-L4		Unattended.
Las Cruces - East	1 NE	3900	3	h36-S3-U	F3	
Las Cruces Mun. (PC)	8.5 W; hwy S	4454	3	h75-BL4-S5	F4	Use rnwys.
Las Cruces, University (PC)	3 SE	3900	1	h40		P-line SW.
Las Vegas Mun (P)	6 NE; RR hwy W	6866	2	h64-BL4-S5-W	F4	Use rnwys. Ctn-soft spots & holes in rnwys.
Lordsburg(PC)	1 SE; RR, hwy N	4286	2	32-S1	91	P-line WNW. Use strips.
Lovington, Lea County	3 W; hwy S	3974	1	h40		Unattended.
Magdalena	0.8 N; RR S	6572	2	37	(F1)	P-line SW.
Mosquero, Waggoner Ranch	9 SW	4800	2	34	(F4)	Slippery when wet.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW MEXICO (Continued)						
Otto, 74, LAX-AMA •	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft. Ruf.
Picacho, Fuller Ranch	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
Portales Mun (PC)	2.0 W	4016	3	h35-S1	F4	Unpaved strip for lgt acft only. Soft. Ruf.
Raton, Crews Fld. (Mun)(PC)	11. 5SSW; hwyNW	6352	2	h55-BL4-S1-W-U	F4	
Roswell Mun (P) •	1.6 WNW	3623	4	h56-BL4-S5-W	F4	Use rnwys. Inbnd VFR acft req to make initial call to Walker Apch Ctl, using trans freq 122.5 mc and rcvg freq 120.2 mc, or trans and rcvg freq 123.8 mc. Call should be made approx 30 mi from arpt. Apch Ctl will give tfc advisory info and advise pilot where to ctc Roswell Rdo for arpt lndg info. Outbnd VFR acft req to ctc Walker Apch Ctl when airborne. Hvy jet tfc below 7000' MSL in corridor bnd by limits of Arwy Red 71 from 15 mi NE of Walker AFB to 15 mi SW.
Ruidoso, Cree Meadows(PC)	2.2 NNE; rd W	6905	1	h47-S5-U	F4	Mtns sur fld. 700' mtn 200' N of rnwy. Ctn-N end of rnwy 62' higher than S end
Santa Rosa	5.4 NW; hwy 18	5040	3	30		
Sante Fe-County Mun. (P)	9.8WSW; hwy2 E	6344	3	h83-BL4-S5-W-X	F4	Lgtg rnwy 10-28 perm discontd.
Silver City-Grant Co(PC) •	11.5 SE; RR 1 E	5443	2	h55-B*L4-S1	F3	5667' strip avail. Use paved rnwy & taxiway.
Socorro Mun	2.5 S; hwy E	4796	1	h60-BL4	F1	Unlgtd knoll S.
Springer	0.7 NE	5990	1	33		Unattended.
Taiban, Ft. Sumner Mun Aux. #5A	9.8 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia Fld	4.5WSW; hwy E	6870	3	47	F1	
Tatum, Lea County	2.5 E	4229	1	h36		Unattended.
Truth or Consequences Mun (P) •	7.5 N; hwy E	4849	5	h56-BL4-S3-W	F4	Gulley W. 7000' strip avail. Use rnwys.
Tucumcari Mun (P) •	7 E; hwy 8	4064	2	h51-BL4-S1-W	F4	Use rnwys. 605' overrun N end rnwy 21. 525' overrun S end rnwy 8. Rnwys 17-35, 13-31 perm clsd.
NEW YORK						
Albany Mun (P) •	6.9 NNW; RR NE	288	3	h50-BL3,4,6,7a-S5-W	F5	ARPT OF ENTRY. Use rnwys. To expedite handling all lndg acft, equipped with proper freq, ctc Albany Apch Ctl freq 123.8mc regardless of wea.
Amityville, Zahns Arpt, Inc.	2 NNE; RR NE	54	2	h42-BL4-S5-U-W	F4	E, W blkd. Rgt tfc S, E.
Armonk, Westchester	0.5 SSE; hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
Ballston Spa Mun (PC)	3 N; crk 1 SW	433	2	h40-S5	F4	
Barker-Trade School	0.6 NW; RR S	340	1	32-S5	F1	No storage.
Batavia(PC)	2.4 NNE; rd W	910	1	30-B*L-S3-W-U	F3	Use at own risk during inclement wea.
Bayport, Davis-Edwards	1.3NNW; RR SE	41	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
Bethpage, Grumman-Bethpage	0.5 W; RR NE	119	2	h56-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0800-1830 E. Mon-Fri.
Binghamton	7.2 NNE; riv E	940	2	21-S3	F1	
Binghamton, Broome County(P) •	8 N; riv S	1629	2	h56-BL4,6,7a-S5-W	F4	Use rnwys. Hi int apch cmsnd 1500' rnwy 34.
Buffalo - Airpark	7.9 ESE; hwy S	660	2	h30-*L4-S5-U	F3	Use rnwys.
Buffalo, Greater Buffalo Intnl (P) •	6.1 ENE; RR NE	711	2	h56-BL4,6,7a-S5-W-X	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N, SW. Use rnwys. N/S rnwy clsd; FEE.
Burt, Lakeview	2.2 W; RR S	300	1	13	F1	
Cairo, Sport Haven Arpk	1.0 N	240	1	20	F2	Trees NW, SE.
Calverton-Peconic River	2.0 W	75	2	h100-BL6	F4,6,7	Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only. Fuel avail to public emerg only.
Canandaigua - Flying Service	2.8 NW	800	1	17		Windmill SE. P-lines NW.
Canandaigua, Farmers Grove	3.0 NE	500	1	15		Unattended.
Canastota(PC)	1.3 WSW; hwy S	535	3	32-S5	F4	N/S strip short.
Central Square-Flyers	2.0 SSW	400	1	25-(S1)	(F2)	P-line SSE.
Cicero Arpk	0.5 NW; hwy E, S	416	aw	17-S3	F1	
Clay, Airlane Enterprises	1. N	415	2	22		Ski opern winters. Unattended.
Cohoes, Loudon	1.NW	280	2	22-S5	S0	P-lines S, W. Dftch N.
Cooperstown	1.4 NNW; hwy S	1660	3	24-L4-S3-U	F2	
Cooperstown-Westville	1.0 W	1230	1	21-S5-U	F2	200' overrun S end. Rgt tfc N.
Corinth	1.5W; crk NW	642	1	24-(S3)		Unattended.
Cortland Mun	1.8 WSW; hwy N	1180	2	28-S5-U	F1	Skiis winters. Hill N.
Dansville Mun (P)	1 NW; hwy SW	662	2	h40-BL2-S5-U	F3	P-line N.
Deer Park	0.8 E; rd W	78	2	h21-S5-U	F1	NW blkd; p-lines NE, SW.
Dolgeville	1.NE; hwy SW	930	1	18		
Downsville	2.0 SW	1092	1	27-(S3)		Trees-Mtns surnd fld.
Duanesburg	0.1 S; hwy N	710	1	20-S5-U	F3	
Dundee Airfld	1 NE; RR W	1020	2	23-(S3)	(F1)	P-line W. No storage.
Dunkirk Mun (PC)	3 E; RR S	692	2	h40-BL4		Unattended.
Dunkirk, Werle	1.8 ENE; crk E	640	3	29-S5	F1	P-line SW; E blkd.
East Jewett, Hide-a-way		2100	1	26		P-line S. Atnd June thru Oct.
East Hampton(PC)	2.5 W; RR S	55	3	h42-BL4-S5-U	F4	P-line NNE. Ruf.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW YORK (Continued)						
E. Williamson, Williamson-Sodus	1.0 E	420	1	26	(F1)	
Elmira, Chemung Co. (P) •	6.5 NW; RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
Endicott, Tri-Cities	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic Aviation	1.3 ENE; RR N, S	82	2	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc lndg rnwy 32. Operg hrs 1200-2130Z.
Florida, Coleman's	1.2 NE; hwy SE	480	1	19	(F1)	P-line ENE.
Fort Johnson, Johnson Airfield	3 W Amsterdam	340	1	19	(F1)	
Ft. Plain, Nellis Fld	3.5 NW; hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's Skyport	0.3 NE; RR SE	580	1	19-L2-S1	F1	
Fredonia	3.5 W; RR SE	620	2	27-S3-U	F1	P-lines N, E.
Fulton, Granby	3 WNW; hwy S	450	2	22-S5	F1	West blkd.
Fulton Mun (PC)	2.6 NNE; rd W	469	2	h40-*L4-S3-U	F3	Ben prior req.
Ghent, Kline Kill	2 NNW; hwys E, S	380	1	25-(S5)		Rolling. Unattended.
Glens Falls, Warren Co. (P) •	2.8 NNE	328	2	h50-BL4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Granville	1.5 N; RR W	420	1	h20-*L4-S5-U	F3	
Hamilton	2.0 N	1200	1	23		Bldgs N.
Honeoye Falls	Adjt W	660	1	20-S3	F1	Bldgs N.
Hornell Mun	3.5 NNW; pond S	1170	3	24-(S1)	(F1)	Unattended.
Islip, Mac Arthur Fld (PC) •	8.0 NE; RR N	98	3	h50-BL4, 5, 6-S5	F4,7	Rdo rcvr rqrd. Use rnwys.
Ithaca Mun	1.3 NW; RR W	386	1	h27-S5	F2	Rgt tfc. Use rnwys.
Ithaca, Tompkins Co. •	4. NNE; RR 3 SE	1098	2	h42-BL4-S5-W	F5	No storage; N/S strip ruf. Ctc MOH on 129.7, 130.0; ELM twr; or ELM rdo for lndg info.
Jamestown Mun (PC) •	4.1 N; hwy E	1725	3	h53-BL4-S5	F3	
Johnstown, Fulco	2 ESE; hwy S	860	1	23-S3		Unattended.
Keene, Marcy	2.0 N	987	1	26		
Keesville	1.4 S; hwy W	513	1	33		S blkd.
Kirkville-Arpk	Adjt	434	3	24-S5	F2	Trees, houses E; p-line NE.
Lake Placid	2.0 SE	1744	2	35-U	F3	Skiis only-winters. Unsafe wheel acft 'til approx May 1.
Lakeport, Oneida Lake Arpk	0.4 WNW; lk N	390	2	17	(F1)	P-line SE, SW. Soft-wet.
Lawyersville, Sunny Knolls Fld	0.5 N	1380	1	18	(F1)	Seasonal opern.
Linlithgo, Webber's	0.8 SE	172	2	16-S5-U	F1	
Livingston Manor	0.8 SE; hwy NE	1440	1	26-S3	F2	Fld surd by wood ridges.
Mahopac	2 WNW; hwy S	685	1	20-(S3)	(F2)	Soft when wet.
Malone-Dufort(PC) •	2 W; hwy S	791	2	h40-B*L4-W	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Piety Ridge	2.9 NNE	1580	1	17		Unattended.
Massena, Richards Fld (P) •	2.2 E; riv SE	215	2	h50-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod area clsd; use rnwys.
Mastic-Flight Strip(PC)	1.4 mi NW	70	1	h60-S3-U	F1	
Mattituck-Airbase	0.8 ESE; bay S	30	1	22-S5-U	F3	
Middlesex-Valley	0.5 N; RR SE	735	1	22	(F1)	
Middletown, Randall	1.8 ESE; RR NW	520	3	30-*L1-S5-U	F4	Rnwy lgts avail on 3 hr prior notice; 90 oct avail.
Montauk, Sky Portel	3. NE	11	2	35-S1-U	F4	P-line SW. Hill SE, NE. FEE and attended May 15-Oct 15.
Montgomery	1 SW; RR E	360	2	22-(S1)	(F2)	Atnd wk-ends only. TV ant NNE.
Monticello, Sullivan Co.	1.4 S; RR E	1500	1	38-S1		SE blkd. Unattended.
Nedrow-Arpk	6.0 S	520	1	21-S3-U	F1	N blkd.
New Baltimore, Farley's Arpk	1.8 S; riv E	10	1	20-(S5)	(F1)	Ctn-lgt sand-acft. Unattended.
New City, Christie	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New York, Flushing	2.0 NW	4	2	h32-L4-S5	F3	Rgt tfc N, NE; lgts avail. sunset-2230; SW blkd. FEE. Left turn after lndg rnwy 18, 36, 4.
New York-International (Idlewild) (P) •	12.7 SE Empire State Bldg.	12	5	h112-BL4,6,7a-S5-W	F4,7	FEE. All inbnd acft advised to make initial ctc with Idlewild Apch Ctl 119.7 mc regardless of wea. No lndgs & tk-offs unless acft equipped with functioning 2-way rdo capable of direct 2-way commun with ctl twr; clsd fighter type, motorless, jet propelled, turbo prop acft; clsd to all mil acft xcpt on offl bus. or flag rank or higher. NATCC preferential rnwy sys in effect. Air term. hi-way crosses Taxiway I btwn A & U; mrkd by RR gates both sides of Taxiway L. Vehicle serv rd active inboard & parallel to Taxiway L. Rd crosses all taxiways to passenger ramp areas. Unstable shoulders-use paved areas only. New taxiways mrkd by delineators and/or taxiway lgts irregularly spaced. Acft run-up area on Taxiway X, S of rnwy 13L-31R. Taxiway K clsd btwn Taxiway I & West Departure Bldg. 8' hi blast fences adj to Gates 1, 1A, 1B, 1C, 1D, 8A, 8 & 9, on temp term. ramp-lgtd. Threshold rnwy 31R shortened 530'. Lndg length rnwy 31R 7470', tk-off 8000'. No 80 oct avail. Rnwy 1R-19L perm clsd. Rnwy 25L 10,000' for tk-off. Lndg threshold displaced 1800' from beginning of pavement; rnwy 25L 8200' for lndg. Lgtd blast fence 10 1/2' hi 75' NE from beginning of pavement. Rnwy 7R 8200'. Taxiway E from rnwy 13L-31R to rnwy 25 unlgtd. Rnwy 4R-22L VFR only. 10' mrkd blast fence 1865' NE of threshold mrkrs rnwy 25L.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR	LONGEST RNWY FACILITIES	FUEL	REMARKS

NEW YORK (Continued)

New York, La Guardia (P) •	6.E Empire St. Bldg	20	2	h69-BL4,6,7a-S5-W-X	F5,6	FEE. Clsd to jet propelled acft, motorless, fighter types & acft over 105,000 lbs, unless prior permission of arpt mgr, also mil acft xcpt those carrying high govt officials. Lndgs & take-offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd 121.7 mc or appropriate UHF freq. (See Special Notice under New York City.) Pilots adhere strictly to FAA approved tfc pat. NATCC preferential system in effect. Trans helicopters lnd N of bullseye at Marine Air Term. Inbnd acft make initial clc with LGA apch ctl on 118.9mc. Dikes N & E; use paved areas. Reference lgts rnwys 13, 22 & 31 in use when visibility is 3 mi or less day or ngt-turned off at pilots req. Ctn-acft parking N side of taxiway 9-27, W of rnwy 4-22. Adhere to taxiway centerline; centerlines designed for max wing span of 125'-tolerance for greater wing span unavail. Rnwy 13-31 useable length 4900', width 150'.
New York, Staten Island	15.5 SW Empire State Bldg.	45	1	h25-S3	F2	Ruf. No ngt flying permitted. Stay clear of marked-off area in vicinity of windsock. Use grass for taxiing.
Niagara Falls, Colonial Village	5 NE; RR S	625	2	20-(S5)	(F2)	
Niagara Falls Mun (AF, NG)	5 E; RR 1.4 N	590	4	h91 .4, 6, 7a-S3	F5	2-way rdo rqrd. Overrun lgts. Due non-visibility twr unable to observe NE portion of perimeter txwys, E-W txwy on N side of arpt, NG, AF & AF Reserve ramps. Caution, hvy jet tfc practice flameouts from 10,500'. No signals SS-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'. Jet arresting barrier rnwy 23R for mil use only. Rnwy 18-36 perm clsd.
North Bay	0.5 NE	500	2	23		P-line S. Skis winters.
North Tonawanda, County Line	3.4E; canal N	577	2	20-S3	F1	
North Tonawanda, Shawnee	4.5 NNE	580	2	33-S5-U	F1	E & W blkd.
Norwich, Eaton(PC)	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Ogdensburg Mun. (PC) •	1.5 SE; riv W	293	3	h38-BL4-S3-U	F4	ARPT OF ENTRY.
Olean, Midway	2.7 WNW; RR S	1510	3	18-S3-U	F1	
Olean Mun (PC)	11.0 N	2119	2	h47-BL4-S5-U	F4	NW/SE rnwy clsd.
Olcott, Palmer	1.2 SSW; RR S	315	1	19-S3	F1	CLSD WINTERS, Rough.
Oneonta, F & E Arpk	2.0 E	1110	1	30-S3	F1	P-line WNW.
Orient, Rose	1.5 NE	20	1	12-*L2	F1	P-line S.
Palmyra Arpk	1 N; canal S	460	1	23-S5	F3	
Penn Yan(PC)	1.1 S; lk W	850	2	23-S5	F1	N blkd.
Perry-Warsaw(PC)	3.0 WNW; hwy N	1555	2	21-B-S3-U	F3	
Pittsford, Brizee-Harmon	2 E; RR N	422	2	25-(S3)	(F1)	P-lines SSW. Trees NW, SE
Plattsburgh Mun (PC) •	3.4 WSW; hwy N	371	3	h50-BL4-S1-U	F4	VFR tfc pat. for all civil acft in vcnty of arpt is 871' MSL to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft let down to pat. alt.
Potsdam, Damon Fld	1.5 E; hwy S	460	1	25	(F1)	P-line W. Clsd Spring Seasons; use rnwys.
Poughkeepsie, Dutchess Co. (P) •	5.5 S; crk NW	165	2	h40-BL2, 4-S5-U-W	F4	Arwy bcn 0.5 mi NE.
Poughkeepsie, LaGrange Arpk	4. E	300	1	30-(S5)	(F2)	
Richland	0.5 E	560	1	25		P-line S. Unattended.
Ripley	1.4 WNW; lk NW	650	1	22-S1	F1	N blkd.
Rochester, Hylan Fld	2. NNW	525	2	26-S5-U	F3	P-line NW.
Rochester-Monroe Co. (P) •	3.7 SW; riv SE	560	4	h50-BL4, 6, -S5-W-X	F4	ARPT OF ENTRY. 2-way rdo rqrd. Twr unable to observe tfc in area S side of fld at E end of hangar line, and vcnty of T type hangars; due to distance twr unable to adequately observe N ramp. Caution, parked and moving acft this area. Uncontrolled vehicles operg N and S ramp areas. No signal SS-SR to indicate gnd visibility of less than 3 mi, and/or ceiling less than 1000'.
Rome, Beck's Grove	7. NW	450	2	h34-S5-U	F1	
Round Lake	1.5 ESE; lk NW	175	1	18-S5		
Salamanca	Adj W	1370	1	15-(S1)	(F2)	P-line S.
Saranac Lake(PC) •	5.3 NW; RR NW	1654	3	h50-BL4-S1-U	F4	
Schenectady-County(NG) •	3.0 N; RR SE	378	3	h70-BL4, 6-S3	F5	Ctn-use paved surface only. Rdo rcvr rqrd day; 2-way rdo after sunset.
Schuylerville, Garnsey's Land & Seaplane Base	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.
Seneca Falls-Machine Company	2.2 SSE; rd W	490	2	28-*L4-(S3)-U		Prior permission rqrd. P-line S. Bcn prior req.
Sidney Mun	1.0WSW; RR S, SE	1012	2	31-*L4-S1-U	F2	Mtns S; hill SW.
Skaneateles, Skan-Air-Park	2.E; hwy NE	995	1	20-S3	F1	
Slingerlands, Tri-Village	1.4 NNW; crk N	215	1	17-S5	F1	
Spring Valley, County Arpk	1.0 E; RR S	420	2	23-*L4-S5-U	F3	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Staatsburg, Air Haven		900	1	18		Trees N. Use ctn.
Star Lake	0.7 S; lk NW	1490	2	15		80 oct avail. on req. Unattended.
Stormville	1.ENE; hwy N	350	2	28-S5	F1	

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)

NEW YORK (Continued)

Syracuse, Hancock (NG)	5.NNE; rd N	421	3	h80-BL4,5,6,7a-S5-W	F4	2-way rdo rqrd. Caution-exten jet acft activity. Jet acft normally apch fld from N, cross Brewton, 9 mi N at 3500' MSL, descend to enter normal left rectangular pat. at 2000' MSL W end of fld for rnwy 28 & enter normal left rectangular pat. for rnwy 10 at 2000' MSL 2 mi NE of fld. Caution-portion of rnwys 14-32 & 6-24 not visible from ctl twr-obstd by trees along S side of rnwys. No signal-sunset to sunrise to indicate gnd visibility less than 3 mi and/or ceiling less than 1000'.
Ticonderoga Mun	2.7 NNE; rd E	236	2	32		Ruf. Mtn W to NW.
Troy Mun	2 SSE; hwy W	333	3	29-S5	F4	Brush ENE.
Tupper Lake, O. W. D.	1.NNE; RR NW	1560	1	26	(F1)	Ctn-chimney W.
Utica Mun	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
Utica, Oneida County(PC) •	6WNW; RR NE, NW	742	2	h50-BL4, 6-7a-S1	F3	
Utica, Smithport	3.6 SSE; hwy S	1150	1	26		
Walden, Newburg-Walden	2.2 SSW; riv W	404	2	30-*L2-S3-U	F3	WNW blkd. FEE. No services Mondays.
Wallington, Sodus-Wallington	0.2 NNW	405	1	18		P-line S. Unattended.
Warwick	4.5 NE; RR NW	540	2	24-S5	F1	
Waterloo, Paine's	2.0 WNW	490	1	16-S1	F1	
Waterloo, Povero	3.0 S	460	1	28		P-line E; minor acft rprs avbl.
Watertown Mun (P)	5.9 WNW; hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner Mun	1.W; Riv E, NE	1506	2	23-S3	F3	Skis winter.
Westerlo	1.5 NE	1400	1	22	F4	Unattended.
Westport	2.S; hwy E	277	2	18-(S1)		Unattended.
White plains, Westchester Co(NG) •	4. NE	441	3	h65-BL4-7a-S5-W-X	F4,8	2-way rdo rqrd. F7 fuel avail thru National Guard for mil use. Apch lgtg 2660' rnwy 16. only.
Williamsville, Sheridan	2.5 NE; hwy SE	640	3	24-S3	F1	Ruf. Rgt turns S,SW lndg.tkof. Attended wk-end
Wurtsboro-Mamakating	2.NE; RR SE	560	4	42-S5-U	F4	N, NW blkd; mtns E, S, SE.

NORTH CAROLINA

Aberdeen	1.2W; pond NE	415	2	24	(F1)	E, SE, W blkd; p-line NW. Rolling. Unattended.
Ahoskie, Jernigan	1.S	125	1	21-S1	F1	Attnd Jun-Oct. N, S blkd. Ruf.
Albemarle	1.5ESE; RR SW	565	1	37-*L1-S3-U	F3	Rgt tfc NE.
Alliance, Earle's	1.mi N	15	1	20		
Andrews, Murphy Arpk	2.2 W; hwy W	1696	1	47-S1-U	F2	Rgt tfc NE.
Asheboro, Hinshaw	2.0 N RR adj	700	1	18	F1	Trees SW
Asheville-Airpark	3.0 NW	2250	1	18-S5	(F1)	Four 200' twrs 1500' W & 2500' NE; bldg 50' NW
Asheville-Hendersonville(P) •	11.5SSE; RR WNW	2103	3	h41-B L4-S3-W	F4	Rgt tfc S, SW.
Asheville, Owen Fld	2.3 SSW; riv SE	1979	1	28-S3	(F3)	Rgt tfc E. E, W blkd. Ctn-hi-grass
Beaufort-Morehead City(PC) •	1.N; riv N, W	13	3	h42	F3	
Bryson City Mun	0.5 SW	1970	1	22		Ctn-E apch & tk-offs; down drafts during hi wind
Burlington, Fairchild Fld	1.5; hwy N, E	640	1	h35-S3	F1	P-line SW.
Burlington Mun (PC)	4. SW	638	3	h37-*L4-S5-U	F3	S blkd. N/S strip soft-wet.
Candor, Reynolds Flying Service	1.1E; hwy N	710	1	25-(S3)	(F2)	
Chapel Hill, Williams(PC)	1.3NNW; lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	6.4 N	800	2	34-S5-U	F3	P-line SSE.
Charlotte, Carpenter	10.SW	650	3	h34-S3-U	F3	P-line E. 4700' strip avail.
Charlotte, Douglas Mun (NG) •	5.5W; hwy N	748	3	h75-BL4, 6, 7a-S5-W	F4,6	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 50,000 lbs GWT. All acft operg in and out of fld required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior aprvl of twr or arpt mgrs office. Use taxiways btwn term. ramp and rnwy 18-36, other areas hazardous. When visibility is less than 1.5 mi rnwy 5-visibility will be given pilots intending to land straight in.
China Grove	2.0 E	750	1	21-S1		
Clinton	2.N; hwy E	160	1	24-S5-U	F1	P-lines N, S.
Concord, Spencer	3.0 SW; hwy S	725	1	12		Ctn-short rnwy; P-line SW. Unattended.
Draper, Tri-City	1.2 W	560	1	26		Unattended. 80 oct summers only.
Durham, Wilkins	8.0 NE	310	2	32-S5	F1	P-line WNW.
Elizabeth City Mun	4 SW	15	3	28-S5	F3	Ctn-vehicular tfc across S end N/S rnwy. Ruf.
Elizabethtown, Fisher Fld	2 SE; hwy N	120	2	34		Unattended.
Elkin	3.0 SW	1200	2	24-(S1)	(F2)	
Engelhard	SE	1.0	1	20		Ctn-short rnwy. Unattended.
Erwin	1.SW; riv W	195	1	30	F1	Rough
Fayetteville, Grannis Fld (PC) •	4S; riv 2 E	188	3	h50-BL4-S5	F4	
Forest City	3.0 NW	990	1	16		Unattended.
Franklin	1.SE	1996	1	27-*L4	F1	Caution-night landings. Levee S.
Gastonia Mun	4.5 SSE; hwy SW	800	2	h30-L4-S5-U	F3	P-line SE.
Gibsonville, McLean Bros.	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH CAROLINA (Continued)						
Goldsboro Mun	5.0 W	134	1	25-*L4-S1	F2	Caution, erosion NE end after rain.
Greensboro, Air Harbor, Inc.	7.N; lk S	822	1	26-S5	F1	Ditch E.
Greensboro-High Point (A) *	8. WNW; hwy SW	923	2	h55-BL4,6,7a-S5-W-X	F4	
Greenville, Pitt-Greenville (PC)	1.8 NNW; riv W	25	3	h50-L4-S1-U	F3	Rgt tfc rnwys 19, 25, 32.
Hendersonville - Meyer	1.5 ESE; crk NE	2084	1	30-S5-U	F2	SE blkd.
Hertford, Woodville	1.mi W; hwy S	15	1	18	(F1)	P-line S.
Hickory Mun (P)	2.2W; riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Darr Fld	3.0 S; RR S	870	1	18-S3-U	F3	P-line W.
High Point, Midway	4.0 SW	892	1	26-S3-U	F2	Strip 6' below hwy N end, trees NNE, SSW.
Huntersville, Cross	1.S; RR W	755	1	9	(F3)	(HAZARDOUS-DANGER SHORT FLD.)
Jacksonville	3.7 NE; RR SE	51	1	h14-L2-S5	F3	2600 foot strip available.
Jultan, Kecks	2.0 NE	750	1	17		P-line NE. Unattended.
Kinston, Jackson Fld	3.7 SW; crk W	40	1	25		Rough - caution.
Kinston, Stallings Fld (PC)	4.2 NNW	93	3	h50-B*L4	F4	
Lenoir, Lower Creek	3.0 E	1150	1	24-(S3)	(F2)	Danger-use ctn. 65' p-line 390'E end of strip.
Lillington	1.NNE; hwy W	210	1	17		NW blkd.
Louisburg, Franklin Fld	2.WSW; RR S	290	2	21-S3-U	F1	S blkd; bldgs W. N/S strip short. Ruf.
Lumberton Mun (P)	3.WSW; hwy NNW	126	3	h50-BL4-S5-U	F4	
Manteo (PC)	1.3 NW; sound E	12	3	h39-L4-S5-U	F3	NW SE ruf.
Marion Fld	2.3N; riv N	1211	1	36-(S1)	(F1)	
Maxton, Laurinburg-Maxton	4.0 N; RR S	210	3	h65		Use rnwy only.
Mayodan, Mayo	0.8 W; hwy SW	900	2	25	F2	Golf driving range WSW. E blkd.
Monroe, Nicholson Fld	1.0 S	630	2	20-*L1		
Monroe, Shute Mun	2 NNW; hwy SW	680	3	28-S5	F1	P-lines S, SE, W.
Mooresville, Miller's	4.0 E	875	1	18-(S1)	(F2)	P-line N.
Mt. Airy	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt. Holly-Flying Service	2.8NW; RR E	850	1	20-(S1)	(F2)	Attended wk-ends.
New Bern, Simmons-Nott (P) *	2.5SSE; riv N	18	2	h48-BL4-S5-W-U	F4	
North Wilkesboro	1.3WSW; riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	1.8 SW; hwy E	475	1	18	(80)	Rolling. Unattended.
Raleigh-Durham (P)	10.5 NW; hwy NE	435	3	h55-BL4,6,7a-S5-W-X	F4,6	Use rnwy and taxi strips only. Due to non-visibility twr unable to ctl tfc on taxiway btwn rnwys 5 & 32. No signal btwn sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or ceiling of less than 1000'. Inbnd VFR flgts, rdo equipd acft ctc Raleigh-Durham Apch Ctl on 125.3 mc approx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flgt will chg to twr freq. 2-way rdo rqrd.
Raleigh Mun *	3.3 SSW	364	3	h28-U	F4	P-lines SE, W. Caution-loose gravel rnwys.
Ramseur, Allen's	3.0 SE	486	1	40-L4	(80)	P-line S.
Reidsville Mun	3.0 SE	822	3	25-(S5)	F1	P-line SE.
Reidsville, Warf	3.8SW; hwy W	820	1	26-*L4-S1	F1	SSE blkd; p-line NNW. Rolling.
Rich Square	SW	78	1	29		P-line NW. Unattended.
Roanoke Rapids, Halifax Co. (PC)	3.SW; hwy N	250	3	32-S1-U	F3	
Rockingham-Hamlet (PC)	3.5 S; RR E	358	2	45-L4-S1-U	F2	2500'NW/SE rnwy lgtd. P-line NE.
Rocky Mount Mun (P)	2.3N; RR E	97	2	h40-BL4-S5-W	F4	
Salisbury, Rowan County	3. SW; RR E	764	2	h42-BL4-S5-U	F4	Use paved areas only.
Selma, Myrtle	0.5 E; RR W	150	1	25		NE, SW blkd. NE rnwy ext soft after rain.
Shelby Mun	4.0 SW	847	1	h43-BL4-S5-U	F3	
Siler City, Gilmore #2	4.1 SE; crk S	550	1	22		P-line S. Cattle on fld.
Southern Pines, * Pinehurst-Southern Pines (PC)	4.5N; hwy W	465	2	45-BL4-S1-U	F4	FEE for multi-eng acft less than min of servcing.
Spindale, Rutherford	1.5SSE; hwy N	1012	1	19	(F1)	Unattended.
Statesville Mun (PC)	3.6WSW; RR ESE	991	2	h37-BL4-S5-U	F4	
Thomasville, Hiatt	4.0 W	855	1	21-(S3)	(F1)	Attended wk-ends. Trees S.
Wadesboro, Anson Co.	3.7 NNE	220	2	19		Soft when wet. Unattended.
Wallace, Pen Lin	1.SW	57	1	35-*L4	F2	
Washington Mun (PC)	1.8 N; RR SW	36	3	h50-L4-S5-U	F4	Rgt tfc pat. NE, ESE, SSE.
Whiteville, Sledge		60	1	20		Unattended.
Wilmington, New Hanover Co. (P) *	2.8 NNE; crk S	31	3	h80-BL4,6,7a-S5-W	F4	Use rnwys. Helicopters lndg & take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 & 23 & section W of hangar on taxi strip from term. ramp to rnwy 9. Acft above 30' high prohibited on taxi strip from term. ramp to rnwy 9.
Wilson Mun (PC)	4.2NW; hwy E	161	3	h45-L4-S5-U	F3	
Winston-Salem, Smith Reynolds (P)	2.8NNE; hwy W	969	3	h66-BL4,6-S5-W-X	F4	Due non-visibility twr unable ctl tfc on hangar ramp and NE taxiway. No ngt lndgs and tk-offs rnwy 9-27.
Yanceyville, Caswell	3.2W; hwy E	640	1	21-B*L	F1	Unattended. 5' fence erected diagonally across E corner NE end of NE/SW rnwy. Fence aprx 90' long extends S from mid-point 75' inside E corner to a point 50' from E corner.
Zebulon	3.5 NW; hwy E	324	1	21-S1	F1	Ruf. Rolling.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH DAKOTA						
Alexander, Gajewski Fld	4 mi NNW	2100	1	25		P-line N.
Arthur, Turner Fld	3.0 E	980	1	22		
Ashley Mun	1 SE	2030	2	40-BL2		Ben operg SS-2400.
Barlow, Borth	7.mi E	1530	2	13	F3	
Beach Mun	8.0 NNW	2814	2	30	(F1)	P-lines SE, NE.
Belfield, Swenson	15. S	2900	3	20		Unattended.
Beulah	2.3 WSW	1800	3	23-(S1)	(F2)	
Bismarck Mun (P) *	2.5SSE; RR ENE	1653	4	h52-BL4,6,7a-S5-W	F4	N/S rnwy clsd ngt operns.
Bottineau	1.0 E	1670	2	26	(F1)	Caution-soft when wet.
Bowman	1.5 W	3000	5	40-S5	F3	P-line N.
Bowman, Miller	1.2 SE	3000	4	32-S1	F2	
Braddock, Rambough Fld	0.7 mi NE	1950	3	19		
Brantford, Linderman	0.5 E; RR S	1510	2	26	(F2)	N, S blkd.
Buffalo Grieve Airport	6 mi NE	1200	1	26	(F1)	
Buffalo Springs, Fisher Fld	3.0 NE	3050	3	20	F2	Flares in emerg. Bldg W.
Buford, Stiehl	6.0 NNW	2200	2	17		Fuel emgcy only; fences N & NW.
Cando (PC)	1.5 WSW; hwy N	1482	3	27-*L1	(80)	N, E, NW, SE blkd. Use strips. Unattended.
Carrington, Matheny Fld (PC)	1.3 W; RR N	1610	2	29-S5	F2	Ruf. Holes. NE, SE blkd.
Carson, Broadhead	4.0 S	2300	3	22		
Cavalier Mun (PC)	0.7SSW; hwy E	889	2	21		P-line SE. Unattended.
Charlson, Olson	2.6 mi SW	2000	1	22-(S1)	(F2)	
Columbus (PC)	0.7 SW	1930	3	26-B	(F1)	E blkd.
Cooperstown	1.SSE; RR W	1428	3	26-*L4-S5	F2	Ben prior req. W blkd.
Crosby Mun (PC)	0.5 N	1962	4	34-B	(F2)	P-line SE.
Crosby, Troy	5.mi SW	1980	1	14-(S1)	(F1)	
Crystal, Redmann	4.mi NE	880	1	21	(F1)	
Devils Lake (PC)	2.5 W	1450	3	h43-BL4	F2	P-line SW.
Dickinson Mun (P) *	5.8 S	2589	2	h54-BL4-S5-U-W	F3	Ditch W.
Drake (PC)	0.6 NNW	1674	1	26		Unattended.
Dunn Center, Thompson Fld	1. SE	2100	3	28	(F2)	P-line SE.
Dunseith	1.5 S	1688	1	17		
Elgin Mun	E of City	2343	1	21		
Ellendale	1.NNE; hwy W	1450	3	26		P-line SW.
Enderlin, Lindemann	1.mi ESE	1110	1	21	F1	
Enderlin, Sky Haven Rch	1.NW; hwy N	1133	2	24-S1	(F1)	
Fargo, Hector Fld (NG) *	2.9 NNW	900	3	h71-BL4,6,7b-S5-W-X	F4	1000' overrun each end 17-35; apch lgts 1500' long.
Flora, Gilbertson Fld	1.7 SE	1550	1	24-S1	F1	P-line N.
Garrison, Fischer	7.mi WNW	1920	2	26	(F2)	P-line N.
Glen Ullin	1.5 WSW	2084	3	27-B*L2		E, NE blkd; trees SE. Unattended.
Golva, 43, HLN-MPS	1.5 E	2751	2	34-BL2		Unattended.
Grafton, DeSautel	5.0 NW	835	1	20	(F1)	
Grafton Mun (PC)	1.9ESE; RR W	820	2	25-S5	F3	
Grand Forks Intr'l (P) *	2.6WNW; RR S	836	3	h49-BL2, 4-S5-W-U	F4	ARPT OF ENTRY.
Gwinner, Melroe	S	1300	2	25	(F1)	P-line N.
Hankinson	1.0 NNE	1065	2	26	(F1)	Ruf. P-lines S, SE. Unattended.
Harvey Mun	1.6 N	1603	4	26	F1	P-lines W, SW, NW. Use strips.
Hatton, Gensrich	7.0 NE	1000	1	26-(S2)		No storage.
Hatton, Peterson	3.0 SW	1050	1	26	(F1)	P-line N.
Hazelton, Appert	1.0 E	1880	1	21	(F1)	Bldgs, p-line W. Unattended.
Hazen Mun	2.0 E	1900	2	30		P-line N.
Hebron	1.9 ENE	2180	2	21-S5	S0	P-line NW.
Hensel	1.5 W; RR E	940	1	15	(F1)	
Hettinger	1.2 NW; RR S	2675	3	35-*L4-S5	F2	Hill S; ruf; use strips; ctn-apch from N, NE, NW.
Jamestown (P) *	1.9 NE	1498	4	h57-BL2, 6-S5-W	F4	
Keene, Keogh	4.0 S	2450	2	18	(F1)	Unattended.
Keene, Nelson	6.0 NE	2450	1	14		P-line N.
Kindred, Hamry	0.4 E	940	1	18	F2	P-lines N, S.
Lakota Mun	0.5 SE	1515	2	25		
Langdon Mun	1.W	1606	2	22-L4	F2	P-line NW. Hangar E.
Lansford (PC)	0.3 SW; RR NNE	1611	1	19		Unattended.
Larimore, Sky Club	0.8 NW	1140	1	28	(F2)	P-line N.
Leeds (PC)	0.5 SE	1508	1	21	F1	Unattended.
Linton Mun (PC)	3.4 S; hwy E	1770	2	26-L4		Rolling-soft.
Lisbon	2.2 W; riv NE	1230	3	20	(F2)	P-line SE.
Lynchburg, Dittmer	3.5 N	940	1	20	(F1)	P-lines S & E.
Makoti-Airfld	S	2095	1	26		P-line NW.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH DAKOTA (Continued)						
Mandan(PC)	4.8; hwy W	1948	3	26		Rolling. Unattended.
Maxhass, Broum	7.0 SE	1550	2	22	(F2)	P-line SE.
Mayville Mun (PC)	1.4 S	975	3	25-(S1)	(F1)	
McVille Mun	1.0 NW	1480	1	35	(F1)	P-line SE. Unattended.
Medora, Annear	25 N	2255	2	13-S3		Bluff NE, SE.
Medora, Buddy Rch	1.0 NE	2600	1	24	(F1)	Caution-ruf. Unattended.
Michigan, Wright	0.8 NW; RR S	1520	4	20		P-line N, NW.
Milnor Mun	0.8 E	1100	1	26		
Minot, Flying S Ranch	5.5 WSW	1840	2	40	(F2)	
Minot-Intnl(P) •	1.6 NNE	1723	3	h58-BL4, 6, S5-W-U	F4	ARPT OF ENTRY.
Mooreton, Bagg	1.5 SE	975	2	26		
Mott, Wyman Fld	1.0 S	2495	3	26-(S3)	(F1)	P-lines W, NW. Unattended.
Neche, Bonalme Fld	4.2SE; RR SW	800	1	22-S1	F1	
Newburg, Johnson	5.0 NE	1400	1	15		
New Rockford, TomlinsonFld (PC)	1.3N; RR W	1533	3	37-B*L4-S5	F1	N blkd. P-lines NE, SE, W.
New Town	Adj S	1920	1	26-(S1)	(F2)	P-line W. Rolling W end.
Noonan	0.5 SE	1980	3	20	F3	NE, W, NW blkd. Caution-weeds. Use strips.
Norma, Brekhus Fld	7.0 NE	1850	1	18	(F2)	P-line W.
Northwood, Offerdahl	6.0 E	1080	1	26	(F1)	P-line N.
Northwood, Vince Fld	1 SW; hwy N	1120	1	19-S5	F1	
Oakes	0.8W; RR S, E	1310	1	20	(F1)	
Oakes, Palensky	6.7 SSE	1245	1	20		
Oberon	2.5 NW	1400	1	28-S1		P-lines E.
Park River, Skjervens	1.0 W	1020	2	26-S1	F2	Winter mos circle town for svc.
Parshall, Hankins Fld (PC)	1.2 SSW; hwy E	2032	3	21-B*L4		Use strips. Unattended.
Pembina Mun (PC)	1.8; RR W	792	2	30-B*L2-S1	F2	N blkd. P-line E. Ruf. AIRPORT OF ENTRY.
Plaza, Pete's Port	0.5 W	2100	3	20	(F1)	P-line W.
Portal	Adj W	1970	3	27		P-lines E, SE.
Powers Lake, Anderson Sky Rch	0.3 W	2000	2	25-S3-U		P-line SE.
Ray	0.7NNE; lk E	2160	2	21	(F1)	
Reeder Mun	S	2840	1	21		
Reeder, Hammer Bar Ranch	5.0 SSW	2660	1	22	(F2)	P-lines W.
Robinson, Ward Whitman	3.0 SE	1850	2	20		
Rolla(PC)	1.5N; RR SW	1818	2	26-B*L4-S1	F2	S end N/S rnwy ruf. Caution.
Rugby Mun (PC)	1.9NW; RR SW	1547	3	27-BL4-S5	F2	
Russell, Aerial Spray Serv.	3.5 E	1450	1	31	(F2)	P-lines E, S.
Ryder	0.5NNE; hwy S	2109	2	20	(F1)	
Saries, Olson	3.3SSW	1700	1	22		
Sherwood Mun	1.5 N	1650	4	24-(S1)	(F3)	Unattended. P-line E, SE.
Sherwood, Nelson	6.5 E	1600	2	17	(F1)	
Sheyenne, Cudworth	9.0 SE	1550	2	26		
Stanley(PC)	1 SE	2220	1	21-B		Unattended.
Taylor, Brand	3.8 SW	2450	1	18	(F2)	P-line E.
Tioga, Sagaser	10.0 N Temple	2290	2	24	(F2)	P-line N.
Towner Mun	1 NE; RR S	1482	nav	26-(S3)	(F3)	P-line NW.
Underwood, Clark	4.5 S Rivdale	1680	2	22	(F1)	
Underwood, Snyder	0.6 E	2020	1	18		Twr E. Unattended.
Valley City(PC)	1.5 NW; RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
Velva, Doyle	2.3 SE	1855	1	26-(S3)		
Wabek, Diffley	8.6 S	2100	2	9	(F1)	Lgt acft only. Unattended.
Wahpeton Mun (PC)	1.8; RR W	966	2	27-BL4-S5	F2	P-line NE. No storage. Lgts dusk to 2300.
Walhalla Mun (PC)	1.NE; hwy W	952	3	26-*L4-(S1)	(F2)	P-line NW.
Walhalla, Holmes	7.0 NE	900	1	23	(F2)	P-line N.
Warwick, Torrison	8.0 SSW	1536	1	20	(F2)	
Washburn, 4, BIS-MOT	5.1 N	1906	2	40-BL2-S5	F1	
Watford City	1.2 ENE	2051	3	20-L4	(F1)	
Westhope	0.5 W; riv E	1494	2	32	F2	Use strips. Ruf. P-line NW.
Wildrose	0.3 S	2220	1	26		P-line WNW.
Williston, Chandler	3.W; RR SE	1910	1	27-S5		P-line N, S.
Williston, Sloulin Fld (PC) •	2.3 NNW	1942	2	h40-BL4-S5-U	F4	5300' strip avail. Rgt tfc S, SE, E, NE.
Williston, Wright Fld	2.8 N	1910	4	25-S5-U	F2	Use strips. SW blkd.
Wimbledon	0.6 SW	1470	1	26	(F1)	P-line N.
Wishek Mun (PC)	1.2 SE; lk SW	2035	2	34	(F1)	W blkd; p-line NW. Unattended.
Wyndmere, Homestead	6.5 N	1100	2	16		

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
OHIO						
Aberdeen, Tyler	1.2 NW	500	1	22-S1	F2	
Ada	1.5 NNW; hwy E	945	1	19-S3	F2	P-line E. Soft-wet. Use strip.
Akron-Canton(NG) •	11 SSE; RR E	1228	3	h56-BL4,6,7a-S5-W	F5	Use rnwys.
Akron Mun (PC)	3.4 SE; RR W	1059	4	h54-BL4-S5	F4	ARPT OF ENTRY. Hill SE. Use 18-36 at own risk. Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
Alliance	1.0 ESE	1077	1	23	F2	P-line S
Alliance, Barber	3.7 N; rsvr W	1062	2	26-S5	F2	N, S, W blkd.
Alliance, Miller	5.5 NNE; RR SE	1070	3	h23-*L4-S3-U	F3	P-lines E, SW. Rolling. Ben prior req.
Alvada, McKee	5. NW Carey	775	1	30-(S1)		P-lines N.
Andover, Willow Rch	3.9 NNE	1040	1	27		P-line E.
Ashland	1.8 N	1079	2	h28-S1	F2	WSW blkd.
Athens, Ohio University(PC)	1.5 E; riv S	636	1	h32-L4-S3-U	F4	W blkd. 1000' overrun. Caution, student flying in tfc patn.
Avon	3.5 ESE; rd NE	700	2	24	(F1)	
Bainbridge, Schmidt Airstrip	1.5 E	665	1	30-(S3)-U	(F2)	No storage. Unattended.
Barnesville - Bradfield	1.3 NW; rd E	1300	1	30-*L2, 4-S5	F1	
Beach City, Ames	1.E; RR W	1000	1	18	F2	
Bellefontains, Tanger(PC)	0.6 W; RR S	1190	1	h22-*L4-S3-U	F3	
Berlin Center, Circle C Sky Rch.	2.5 NW	1000	1	20-S5	F2	P-lines NE, SW
Beverly, Lakeside Motel	1.5 E	710	1	30		Hills N & W.
Birmingham, Ortner	2.5 SSW; riv W	830	2	h38-*L4-S5-U	F2	P-line E. Use rnwys only.
Bluffton-Flying Service	1.3 ESE; hwy N, E.	845	4	27-*L4-S1-U	F3	
Bowling Green, University (PC)	1. NE; RR W	675	3	h30-S5-U	F4	S, SW blkd; p-lines E, NE; use rnwys. Rgt tfc tk-off, N, W, SW.
Brookville, Rasor	2.5 NW	1040	2	19	F1	N blkd. NW/SE rnwy not in use.
Bryan	3 N; hwy W	820	1	39-(S1)	(F1)	P-line W.
Bucyrus, Port Bucyrus	2.8; RR W	1000	3	26-U	F2	NE blkd; p-line W.
Cadiz, Moore	1. NE	1290	1	26-L2, 4-(S1)	(F2)	
Cadiz, Tappan Arpk	6.0 WNW	920	1	21	(F2)	Atnd wk-ends only; p-line W; caution, soft-wet.
Cambridge, Eckelberry Fld	2.5 E	870	1	27-S5	F2	No storage.
Camden, Laird's Airstrip	7. NW	1000	1	26		P-line W.
Canal Winchester, Anderson	3.0 SE	800	1	25		
Canton, Briggs Fld	4. S	1100	2	20		
Cardington, Spring Valley	1.5 ENE	1030	1	27	(F2)	P-lines W. Not usable when wet.
Carrollton	1.0 SE	1120	1	15	(F1)	
Carrollton, Manfull	5.0 N	1200	1	32		P-line E. Unattended.
Celina, Lakefield	5.8; hwy N	895	2	30-S5	F1	Soft when wet.
Chagrin Falls	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling. Clsd on Fri.
Chardon(PC)	2.8 S; lk E	1244	3	24-S5-U	F2	Use strips, p-line N, trees SE.
Chesapeake, Huntington	2. WSW; riv S	560	1	h28-L4-S5-W	F4	Stacks W.
Chillicothe, Scioto Trails	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
Chillicothe, Sky Park	2.2 N; bridge E	639	2	29	F3	S, SW blkd.
Cincinnati-Inc.	10.5 NE	863	2	44-S5	F4	NE blkd; p-line N; rgt tfc W, S, SW; N/S strip clsd.
Cincinnati-Mun(Blue Ash Fld)	9. NE	870	3	26	80	Use E/W strip when wet; E blkd; rgt tfc E, NE, SE
Cincinnati, Greater Cincinnati(P) •	10.5W; riv 2 SSW	890	4	h55-BL4, 5, 6-S5-W	F5,6	Use rnwys; 2-way rdo rqrd; caution-due to non-visibility twr unable to ctl tfc on ramp areas adjt to SE & SW ptns of trml bldg on ramp W of hangar & ptns of NW txwy. After lndg on rnwy in use acft taxi straight ahead to nearest int; no 180 turns prior to rcvg approval from twr; rnwy 13-31 clsd ngts. Caution, hvy eqpt S and SE.
Cincinnati-Lunken(P)	4.3 SE; riv SSW	488	4	h52-BL4, 7-S5-W-X	F4	E, W blkd. Use rnwys only unless otherwise advised by twr. Caution, possible standing water on rnwy 6-24 NE of int with 2-20 after hvy rains. Due to non-visibility twr unable to ctl tfc on 360° of rnwy 20 beginning 1160' from apch end and in tfc patn directly NW of fld. Prior to dptr acft with no rdo are rqrd to fone twr for taxi and take-off instructions.
Circleville, Elsea	1.6 N; RR W	707	1	24-S5	F2	P-line SE, 100' in on rnwy.
Circleville, Thomas Fld	2.6 WSW	665	2	26		
Cleveland, Brooklyn	5.5 SW	780	3	26-S1	F2	NE, W blkd; p-line E.
Cleveland, Burke Lakefront(PC)	1 N	584	1	h52-S3-U	F4	FEE. Avoid stadium. Call CLE rdo for tfc pat. 22' unlgtd enbank on E end of strip. Acft arriving & depart. arpt are cautioned to adhere strictly to applicable portions of CAR governing VFR operns in a ctl zone. Hvy concentration of Cleveland Hopkins IFR tfc being vectored and descending below 3000' MSL vcnty Stadium Radio Beacon, lctd approx 2 mi SW.
Cleveland, Cuyahoga County(PC)	11.1 ENE; hwy W	855	2	h30-BL4-S3-U	F4	P-line NW. Use rnwys & taxiways only.
Cleveland-Hopkins (P) •	8.5 SW; riv W	789	6	h54-BL4,5,7a-S5-W-X	F4	ARPT OF ENTRY. HIGH DENSITY ARPT: 2-way rdo rqrd. Twr clearance rqrd before entering tfc pat. lndg & tk-off.
Clyde, Wonder Bldg	3.0 SE Fremont	650	2	30	F3	NE blkd. P-lines SW, NW.
Columbia Station, Columbia	2.0 SW	810	1	26-S3	F2	
Columbus, North Columbus	7.5 NNE	895	3	33-L4-S3-U	F3	NE blkd. P-line NW, SE.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	REMARKS
OHIO (Continued)							
Columbus, Ohio St. University (PC)	8. NNW; riv W	900	4	h30-BL4-S5-U		F4	Use rnwys. 1500' overrun each end E/W rnwy.
Columbus, Port Columbus(N) •	7 E; RR S	816	4	h107-BL4,6,7a-S5-W		F4	Use rnwys. 2-way rdo rqrd. VFR Jet Tfc Rules-Take offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit & maint 360° heading until clear of arpt ctl zone. Rnwy 9-turn to a heading of 110° as soon as safety will permit & maint 110° until clear of arpt ctl zone. Entering ctl zone-max airspeed 250 knots. Maint 2000' MSL until on base leg for lndg apch. VFR Multi-Eng Rules-Take Offs: Rnwy 23 & 27, a rgt turn following tkof is rqrd to avoid hvy populated area W & SW of arpt. Apch for lndg: Maint 2000' MSL until on base leg or if a straight-in apch is used maint 2000' MSL as long as practical before starting normal descent on final apch. Due non-visibility twr unable to ctl tfc on E taxi strip btn hangars 1 and 4.
Columbus, Price Fld	6 SE; bet RR's	762	2	h21-S2-U		F1	Ruf off strips. Use rnwys.
Columbus, South Columbus	6.2 SSE; RR E	752	2	29			P-lines N, NW. N/S rnwy ruf. Unattended.
Copley, Gibson	1.5 S; hwy E	1000	2	24		F1	P-line E; windmill SE. Rolling. P-line W.
Crooksville	2.5S; bet hwy, crk	760	1	22-(S1)			Bldgs and P-line N.
Dayton, Dahlo	8.5W; hwy S	923	3	h26-L4-S5-U		F3	S, SW, W blkd. 3000' strip avail.
Dayton, Montgomery Co.	11 S	960	2	h50-BL4-S2-U-W		F4	Acft with Unicom only. Trees W.
Dayton Mun (P) •	9.5 N; hwy E	1008	3	h70-BL4,6,7a-S5-W-X		F4	Rdo rcvr rqrd. No grass operns xcpt area S of parallel taxistrip. P-line SE. When taxiing on wide area of concrete taxi strip follow centerline. Due to non-visibility twr unable to observe txwy E and N of West hangars. Unlgtd obstns from 40 to 60' protruding above apch lgts within apch zone rnwy 6. Acft will not be given rnwy 12 for tkofs to SE unless SE winds are above 15 MPH. No acft will be given rnwy 30 for lndg excp to lgt weight acft with tail wheel gear when winds are above 12 MPH and acft with tricycle gear when winds above 15 MPH from NW are prevailing.
Dayton, South Dayton	6. SW	720	2	32-S5-U		F3	
Defiance, Bryan-Defiance Meml(PC)	5.2 NW; riv E	707	1	h37-BL4-S5-U		F4	4000' strip avail.
Delaware	2.6 SW; RR N	960	2	h21-S1-U		F3	2500' strip avail. P-line S. Ditches. Use strips.
Delaware-Reservoir Airstrip	3. N	940	1	20			Open Apr-Nov.
East Liberty, Blackburn	2.0 S	1060	2	25-L4			Trees SE. Unattended.
Elmore, Haar	2.2 SE; RR SW	615	2	26-(S1)		(F1)	P-lines E, W.
Elyria, Nimrod	7.0 SSW	820	1	32			P-line SW.
Elyria, Wellhead Landing Fld	2.0 SW	740	1	20		(F2)	P-line W.
Findlay	1.5SSW; hwy NW	800	2	h50-BL4-S5-W		F4	Rgt tfc E. Use rnwys & taxistrips only.
Fostoria, Snyder	1.5 ENE; RR S	760	2	24-*L4-S3-U		F2	W blkd. Soft when wet.
Fredericktown, Craft	3. NW	1145	1	20-*L4			
Fremont, Jenkins	2 S; RR N	650	1	18		F1	
Fremont, Slager Arpk.	2.0 NW	630	2	25-*L-S3-U		F3	S, SW blkd. P-lines N, NE.
Galion-Crestline (PC)	3.4 ENE; RR SE	1220	1	h20-*L4-S5-U		F3	Use rnwys.
Galloway, Columbus Arpk	7.0 W Columbus	920	1	26-(S1)		(F3)	30' cntr of rnwy hard surfaced. P-lines E.
Galloway, Columbus Southwest	1.3 W; RR SSE	920	1	28-S5		F1	P-line NE.
Gambier, Port Kenyon	1.0 SE	950	1	22		(F1)	
Geneva, Germack	3.0 SE	830	1	24-S5-U		F2	P-line N. Trees S.
Green Springs, Welker Airstrip	2.1 SE; crk N	740	1	17-S5			
Greenville, Treaty City	1.5 NNE; bet hwys	1081	3	28-*L1-S5-U		F1	W blkd. Rolling. E blkd.
Grove City, Reaver	1 NE; RR NW	830	1	28		(F1)	P-line SW.
Grover Hill, Tri-County	4.3 SE	729	2	23-L4-S3-U		F2	E blkd. Use strips. Soft when wet.
Hamilton	2.5 SE; RR S	631	2	h38-L4-S5-U		F4	P-lines S, NW.
Hanoverton Whitsel	0.8 WNW	1170	1	14-(S5)		(F1)	Ctn-on crest of hill.
Harrison	2 ESE; hwy SW	582	2	26-L4-S5-U		F3	Bldg E. P-line E.
Hebron, Buckeye Lake	1.5 S	897	1	25-S5		F1	Trees N. P-lines S. No storage; unattended.
Hicksville, Husted	0.5 W		1	20		F1	P-lines S.
Hillsboro	6. W	1030	2	16-S5		F1	P-line SW. Unattended.
Hunting Valley, Ingalls	0.5 N; riv E	760	1	30-*L2			Unattended.
Jackson Center, Korn Fld	2.4 SW	1040	2	24-S1		F1	P-line N.
Jefferson	0.5 N, RR E	900	2	36-*L4-S1-U		F2	Use strips. E blkd.
Kelleys Island-Landing Fld	1.2 ENE	595	2	h19			Ctn-loose stone. P-line N.
Kenton, Hardin Arpt, Inc.	1. W	980	1	18		(F4)	RR E end. Unattended.
Kent-State	2.8 W; hwy S	1120	3	33-S5-U		F3	S, W blkd. Rolling.
Lagrange, Meadow-Aire Farm	2.3 S	843	1	27		F2	5500 lbs gross weight. P-line W.
Lancaster	1. E; RR N	835	1	29-(S1)			
Lancaster, Anchor Hocking	3.0 NW hwy W	850	1	h35-*L4-S5-U		F4	Use rnwys. No services Sun & Holiday.
Lebanon-J & J	3 NW; RR SW	880	1	21		F1	S blkd. Right tfc N.
Lebanon, Warren Co.	2.0 SE	875	1	h21-L4-S1		F1	P-lines E & W.
Lenox	7. S Jefferson	940	1	22		F2	E & W blkd.
LeRoy, Westfield /	1.2 SSE; RR SW	1044	1	25-S2		F1	Soft when wet.
Lima •	4 WNW; RR NE	827	2	h35-BL4-S3		F4	N blkd; p-line S. Strip soft-wet.
Lodi	2.2 NE; hwy W	1135	1	26		F2	
Lorain	2.WSW; RR N	610	2	29-S3		F1	NE, SE blkd.
Lore City	0.3 NW; RR S	834	1	20		F1	Soft when wet. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	REMARKS (12 April 1960)
OHIO (Continued)							
Louisville, Yoder	1.NE; RR N	1160	1	22-S5		F2	ENE blkd.
Magnolia	0.5NW; hwys E, N	970	1	22-S1		F1	P-line WNW
Mansfield Mun (NG) •	4.N; RR E	1296	4	h68-BL4,6,7a-S4		F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd during darkness. Due non-visibility twr unable to ctl tfc at intsxn of all taxiways at extreme SE portions of arpt. Paved, chevroned mrkd overruns rnwy 5-23 clsd to all xcpt mil jet acft. Twr controlled arresting barriers 250' in from apch end of paved overruns rnwy 5-23. Caution lndg rnwy 27, due obstn of apch lgts for rnwy 32. Lgt obstn 90'E of apch end rnwy 27-7' high.
Marion-County	5.6 NE; hwy E	1000	2	35-*L3-S5-U		F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
Marion Mun (PC) •	4.ENE; RR S	991	2	h43-BL4-S5-U		F1	Use rnwys.
Marysville, Lee	2.9 NNE; crk S	990	1	35			P-line & Creek W end. Unattended.
McComb	0.8 SSW; RR N	780	1	22		F2	Unattended.
Medina	3.WNW; hwy N	1060	2	26		F2	Unattended Mondays. Soft-wet. Rolling.
Medina, Freedom Fld	12.0 W Akron	1180	3	h25-S3-U		F3	N/S rnwy 400' overruns each end.
Middle Bass Island, Middle Bass	NE neck of island	580	1	24			E, W blkd. Ruf.
Middletown Mun(PC)	1.5 N; riv N	647	3	46-BL4-S5-U		F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400; Ctn-unlgtd smoke stack, 900' MSL, SW corner of fld.
Milan, Exit # 7	1.0 N	600	1	28		F2	
Milford Center, Darby	3.5 SE	970	1	18			80 oct avail emerg only. Unattended.
Millersburg, Briar Hill	1 S; RR W	810	1	21			Rgt tfc S. Unusable when wet. Hill S, p-line N. Unattended.
Minford, Knore	2 SE; riv S	670	2	24-S5		F2	P-line N, S. Rolling.
Minerva	2. NW; RR N	1080	1	26-(S1)		(F2)	Unattended.
Montpelier	1.9 ESE	890	3	27			Soft when wet.
Morrow, Beltzhoover	1.5 SW	760	1	23			Trees NE. P-line SE. Unattended.
Morrow, Maplewood Orchard	3.0 WNW	860	1	12		(F1)	P-line NE. Unattended.
Mt. Vernon, Wynkoop (PC)	1.4 SSW; hwy E	1050	2	34-*L-S3-U		F3	Rolling; W blkd; auto race strip 0.5 mi NW.
Nelsonville, Dimond	2. W	710	1	23-L2,3,4-(S3)		(F1)	
Nevada, Coons	0.6 NNE; RR S	940	1	19-(S1)		(F1)	Unattended.
Newark Mun	3.5 SW; RR NW	880	2	25-B*L2-S1		F2	S blkd.
New Carlisle	1.0 E	900	1	20-(S3)		(F1)	P-line E; no storage; fuel emerg only; unattended.
New Holland, Tri-County	3 ESE; RR N	850	1	18			Rolling. Unattended.
New Knoxville, N. K.	0.4 E	930	1	27-(S2)		(F2)	
New Lexington	1.5 S	1052	2	18-S3		F2	Narrow at intsxn of strips.
New Philadelphia(PC) •	2.5 SE; riv SW	895	3	h39-BL4-S5-W		F3	P-lines E, N.
Northfield, Welcome	2.5 SSE; hwy W	1040	4	24-S3		F2	NNW, W, SSE blkd. P-line SE.
North Kingsville, Gardner Arpk	1 E; bet RR's	710	3	30-*L4-S3-U		F2	N, SE, SW blkd.
North Lawrence, Shady Grove	2. SE; RR N	1060	2	15		F1	Ctn-short rnwys.
North Lima, Elser Fld	1.2 NW; hwy E, S	1060	1	40-S1		F3	Soft when wet. Use strip.
North Madison, Madison	1.0 NW	625	2	20		F1	N/S rnwy rolling. Hill SE.
Norwalk	2.0 N	690	3	28		F2	W, SW blkd.
Nowata	1.6 NE	600	2	28			P-line W.
Oberlin	4 W; RR S	845	2	21-S3		F2	N blkd. Soft when wet.
Oak Hill, Swann Fld	1.2 ENE; RR W	800	2	20-S3		F1	Rolling.
Oxford, Miami University(PC)	2.2 WSW	1040	3	45-S1		F3	N, S, SW blkd. Ctn-wet. Lgt acft only.
Painesville, Concord Arpk	4. SE	1020	2	24-L4-S3-U		F3	E blkd. P-line S.
Pandora, Sky Rider's	0.7 W; RR S	770	1	18		F2	S blkd. Soft-wet.
Paulding	2.3 NE; crk S	720	2	23			P-line S.
Paulding, McCabe	4.0 NW	710	1	19		F2	P-line SW.
Paulding, Strabele Airstrip	5.0 SW	750	1	19		(F1)	Cattle on fld.
Perrysville, Pleasant Hill Airstrip	2. WSW	1000	1	20			Hill NW.
Petersburg, Korner	1.0 SW	1140	1	26-S5		F1	
Phalanx Station, Skeets	6 WNW; hwy 1 NE	910	2	30-*L4-S1		F2	N blkd. P-line NE.
Piqua	4 WNW; hwy S	1000	3	h28-BL4-S4		F2	Rolling. Lgts dusk - 2300.
Plain City	0.5 WSW; RR N	935	1	21-L4-S1			P-line W.
Port Clinton Mun (PC)	3.5 E; hwy N	587	2	h36-BL2-S1-U		F2	E blkd; p-line N. Ctn-sod ruf-soft-wet.
Portsmouth, Scioto Co. •	11 NE; RR S	664	1	h42-BL4-S5-U		F4	
Put-In-Bay	1.2 SSW; SE of isl	590	2	24			FEE. ARPT OF ENTRY.
Put-In-Bay, Rattlesnake Island	NW Sandusky	800	1	18			Unattended.
Reynoldsburg, Snook Fld	1.4 NE; hwy S	1010	2	31-S5		F1	Rolling.
Richwood, Grindell	3.5 W; hwy S	985	1	17		(F1)	Unattended.
Roundhead, Indian Lake	2 mi W		1	21		F1	
Sabina Arpk	2.9 E; hwy N	1030	3	27-S5		F3	E, N blkd.
St. Clairsville, Alderman Fld	3.6 WSW; hwy N	1195	2	h30-BL4-S5-U		F3	Lgts after 2200 prior req fone.
St. Paris, Kyser Lake Airstrip	4. N	1260	1	20			Attended April thru Oct.
Salem, Koons	2. SW	1300	1	19-S1		F1	E blkd. Dip in strip.
Salem, H and E	3.3 N; hwy E	1160	1	26-L2-S1		F1	E blkd.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
OHIO (Continued)						
Sandusky, Griffing	3.9 SSE; RR W	620	2	27-S5-U	F2	SW, E, W blkd.
Sandusky, Sky Tours, Inc.	2.8 E; RR S	574	2	h38-S5-U	F3	P-line S. ARPT OF ENTRY. Ctn-lndg S or W. First 500' rnwys soft-wet.
Shalersville, Mills	2.5 W	1105	1	20-S1	(F2)	P-line N; dam S.
Shelby, American Tower Co.	2 W; RR SW	1120	2	22-S1	F2	N, NE blkd.
Sidney, Willman	2. S	1020	1	26-S3	F2	P-lins S.
Solon	1.1 SSE	1094	5	30-S5-U	F2	SE, SW, W, NW blkd.
Springfield Mun (NG)	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys. Ctn-ctld jet tfc operg off fld. Rnwy 5-23 clsd mil jet tfc.
Steubenville-Pier	4.5 W; hwy N	1200	2	h32-*L4-S5	F3	NW blkd Ctn-loose slag. Use strips.
Stockport, Ervin Fld	0.7 NE; riv E	680	1	19		Hill NE. Use strip. 80 oct in emerg. Unattended.
Strongsville Arpk	1.0 W	840	3	h30-S5-U	F2	E blkd, p-line SSW; shoulders soft, stay on rnwys.
Sugar Creek	0.5 NE	1000	1	20	F1	P-line N. Unattended.
Thompson, Sidley Fld	1.5 SSE	1310	1	30		
Tiffin	1.9 N; hwy E	756	1	26-S5	F3	E blkd; atnd 0900-dark wk-days, 1200-dark Suns.
Tiffin, Circle V Flying Fld	3 SW	775	1	26-*L1	F2	
Toledo-Express (NG) •	15. WSW; RR NNW	684	2	h70-BL4,6,7b-S5-W	F5,6	Use rnwys. 2-way rdo rqrd. Twr ctld arresting barrier both ends overrun 250' outward of threshold rnwy 7-25 for jet mil acft only. Acft following Ohio Turnpike in vcnty W of Toledo to Express Arpt are cautioned to be alert for acft making ILS back course apchs and arriving & depart. tfc, including jets. Turnpike crosses apch at E & N edge of arpt. Jet acft make initial lndg apch at 2200' MSL in this area.
Toledo Mun (PC)	8.2 SSE; RR NE	622	3	h42-S5-U	F4	P-line SW, W; chimney SE. Use rnwys only.
Toronto-Dyer	1.5 NW	1080	2	23-*L4	(F3)	Use NE/SW rnwy emergency only. Unattended.
Toledo, National	4.1 NNE	595	3	38-S5-U	F4	E, NE, S, SW, W blkd.
Troy, Waco	1.8 SW; RR E	870	aw	31		P-lines E, W, SE.
Upper Sandusky	1.8 N	845	2	20-S5	F2	W and S ends strips low.
Upper Sandusky, Lovell	1.5 NW	816	2	24-S3	F1	
Urbana, Grimes Fld (PC)	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
Urbana, Kiser Lake Airstrip	4.0 N St. Paris		1	20		Unattended.
Vanlue, Hagerty	3.5 W	806	1	10	F1	
Van Wert Mun (PC)	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet.
Wadsworth Mun	2.0 SW	985	1	30-(S1)-U	(F1)	Maj rprs on req.
Wapakoneta	2.5 NNE	891	1	28-S3-U	F2	P-lines SW. Hi-line fence both ends rnwy
Warren, Lyon	2.3 N; RR W	935	1	26-(S1)	(F1)	P-line W. Clsd to transient acft/tfc Nov thru Apr.
Wauseon, Grieser	2.5 E; RR N	750	1	20-S5	F2	
Wayne, Elm Wood	3.0 E Jerry City	710	1	19	F2	P-line N. Unattended.
Waynesville, Sky Center	2.5 SW; riv E	925	2	23-S1	F1	E blkd. P-line NW.
Wellston, Winters	1 SW	733	1	20-S1	F1	
West Lafayette, Tri-City Arpk	.5 SSE	825	1	21	F1	Unattended.
Willard	1.2 S; hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	3 N*lk NW	626	3	h50-B*L4-S5	F4	S, SW, W blkd. FEE.
Willshire, Byer Airfld	1. N	800	2	17		P-line N. Open ditch S. Unattended.
Willshire, Osborn Airstrip	1.0 S	819	1	22		
Woodsfield	1 W; hwy E	1220	1	19-S1	(F1)	Unattended.
Wooster Mun (PC)	3, NNE; hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
Xenia, Gilbert	5. NW	1010	1	14-S5		P-lines E & W. Unattended.
Youngstown, Austintown	5. 7WSW; hwy N	1175	2	h20-*L4-S5-U	F3	3100' strip avail. Rolling. Ruf E, W blkd.
Youngstown, Bird	2.6 NE; RR W	1057	3	23	F1	NE, W blkd; p-line E. Ruf. Rolling.
Youngstown Mun (AF) •	11.1 N; hwy E, S	1196	4	h75-BL4, 6, 7-S5-W	F5	2-way rdo rqrd; use rnwys & taxiways. Twr unable to observe tfc on concrete NW/SE txwy from int E/W txwy NW to end.
Youngstown, Southern Airways, Inc.	5. 8SW; hwy N	1072	2	25-S5	F2	No tk-off E; soft-wet; W end E/W strip ruf.
Youngstown, Thunderbird	3.8 E; lk S	1092	3	32-*L4-S1	F2	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	1.8SW; RR NNW	705	1	29		Unattended.
Zanesville Mun (P) •	6.2 E; hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
OKLAHOMA						
Ada, Biffle Ranch	20. E		1	15		Strip low in middle. Unattended.
Ada Mun (PC) •	2.0 N; hwy W	1008	3	h50-BL4-S5	F4	
Afton, Monkey Island	7.8 SE; lk E	750	1	26-S1	F1	
Altus Mun	4.2N; RR W	1426	3	h25-L4	F?	Soft-wet. NE, SE blkd. Ant. SW. 3100' strip avail.
Alva Mun (PC)	1.8 SSW; hwy E	1470	2	h24-BL2-S5-U	F4	
Alva, May	23. S	1300	2	20	F2	P-line S. Unattended.
Anadarko Mun	1.5 SW; hwy N	1286	2	38-S5	80	P-line E.
Ardmore, Lake Murray St. Arpk(PC)	1.2 mi SE	840	1	20		Rough. TV ant. SW.
Ardmore Mun (P)	10.8 NNE	762	2	h73-BL4, 6, 7-U	F5,7	Rnwy lgts avbl thru Ardmore rdo.
Bartlesville, Hi-Way	3 NE; RR SE	680	1	28-S5-U	F2	N, S blkd.
Bartlesville, Phillips(PC) •	1.7WNW; hwy S	715	2	h46-BL4-S1	F4	
Blackwell, Mauk's Arpk (PC)	2.7S; hwy E	1005	2	24-*L2-S5-W	91	W blkd; p-line E.
Blackwell Mun	1.7 W; hwy N	1056	3	24-BL2-S5	F1	P-lines N, S, SE, NW. Fence E, W.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
OKLAHOMA (Continued)						
Boise City	2.5 N	4200	2	40	(F2)	Unattended. Fly over town for serv.
Bristow Mun(PC)	1.3 NW	878	1	h18		Grass growing thru rnwy; SW blkd. Unattended.
Buffalo	0.6 NW	1965	3	22	(F1)	P-lines N, S, SE.
Burneyville, Turners Lodge	1.5 W	810	2	37		P-lines S. Unattended.
Cache, Huscher	2. E	1220	2	21-S3	(F2)	P-line N. Unattended.
Canton Arpk	2.3WNW; lk E, N	1660	1	24		Unattended.
Chattanooga Mun	4.0 SSW	1140	3	h45		Unattended.
Cheyenne	1.5 W; hwy S	1940	3	21	(F2)	Fence S & E. Unattended.
Chickasha Mun (PC)	4. NNW; riv S	1146	1	h38-S5	F4	Use rnwy when wet; all way turf area 2000'x3000'
Clinton Mun (PC)	2.7NE; RR W	1615	3	h32-*L2-S5-W	F4	
Colbert, Burns Run Arpk(PC)	4.3W; lk W	634	1	22		High weeds and grass. Use in emgcy only.
Cordell Mun (PC)	1.E; hwy S	1580	3	22-S1-U	F1	
Cushing Mun (PC)	2S; RR E	913	4	h52-BL4-S5-U	F2	NW blkd.
Davis, Healey Bros Flying L Rch	5.0 SSE	750	1	32		Fence S & E. Unattended.
Davis, Jolly Aero	2.0 S	800	1	17		P-line NNW.
Duncan, Halliburton Fld (PC) •	2.8; RR E	1125	3	h40-BL4-S1	F4	SW blkd; p-line NE, NW. Use N/S Rnwy when wet. (6500' strip avail) 80' lgtd twr 1500' SW of S end N/S rnwy.
Durant, Baker Fld (PC)	3.2SSW; RR 1 E	703	3	h50-B*L4-S1-U	F4	
Fairview, Fair View	1.3 NNE; RR W	1300	2	25-BL2-S5	F1	P-line W.
Frederick Mun (PC)	2.5 SSE; RR N	1233	4	h60-L4-S5	F3	
Elk City Mun (PC)	1.5 NE; hwy S	1981	3	h23-B		Unattended.
El Reno, Mustang Fld	5.3 SSW	1408	2	50		Use rnwys. Ctn-dips near intsxn of strips.
Enid, North	3.8 N; hwy W	1282	1	24-S5	F1	
Enid Woodring Fld (N) •	5.ESE; RR N	1172	3	h65-BL4-S5	F4	
Eufaula, Stokes	4.5 N	685	2	15-S5-U	F2	P-line E.
Gage Mun 13, AMA-MKC •	1.8 SW; RR NW	2223	1	h54-BL4-S1-W	F4	Open lgt acft or less than 5000 lbs wheel load.
Gould, Putnam	NE	1605	3	17		P-lines W, SW. 80 oct emerg. Unattened.
Grandfield Mun (PC)	3.W; hwy S	1128	3	h45	(F2)	
Guthrie Mun (PC)	2.SSE; hwy W	1074	2	28-B*L4-S1	F1	
Guymon Mun (PC) •	1.5 W	3138	2	h43-BL4-S5	F4	
Hobart, Hunter's Flight Strip	0.8 SSW; hwy N	1530	1	22-(S1)		P-line N. Cattle on fld. Unattended.
Hobart Mun (P)	3.8 SE; hwy W	1562	3	h53-BL4-S3	F4	Clsd acft over 15,000 lbs per wheel load.
Holdenville Mun (PC)	1.2WNW; hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Honobia, Christs 40 Acres		1200	1	20		Unattended.
Hugo, Nash Flying Ser.	0.5 E	550	1	24	(F2)	P-line S. Unattended.
Ketchum-Port Ketchum	0.8 S; RR NW	765	1	18		Fence N. Unattended.
Kingfisher	1.3 NW; RR E	1037	1	26-*L2-S1	F1	P-line S.
Kingston, Caney Creek	4.3 SSE; lk S	661	1	21		Soft when wet. Unattended.
Kingston-Lake Texoma State Park	4.0 E	683	1	h25		P-line N.
Langley, Treco	1.9N; hwy W	820	1	30		P-line SSW. Unattended.
Lawton, Lake Lawtonka Arpk (PC)	11.5NNW; lk W	1360	1	23		Ruf. Mtn S. Unattended.
Lawton Mun (PC) •	2.3SSW; hwy E	1108	3	h54-BL4-S3-U	F4	
Lone Wolf, Bohman	1.0 ESE	1575	1	26		P-line N. Soft when wet. Unattended.
Mangum, Ponder	2.0 N	1585	1	26-(S1)		Unattended.
McAlester Mun (P) •	4 SSW; RR W	770	2	h40-BL4-S5-W	F4	Lgts on req after 2100. Use rnwys.
Medford Mun (PC)	1.2SW; RR SE	1094	3	24-S5	F2	No storage.
Miami Mun (PC)	2.2NNW; RR E	811	2	h40-BL4-S5	F4	Use rnwys.
Moore, South Shields	2.5 NW	1275	1	26-S5	F2	P-line N.
Muskogee, Davis Fld (AF) •	6.4 S; hwy W	610	2	h73-BL4, 7b	F5	4" rise at intsxn rnwys 4-22 & 13-31. Rnwys 17-35 perm clsd. Only 5 bar lgts in tail of T apch lgt system.
Muskogee, Hatbox Fld (PC)	2.7W; RR S	623	2	h38-BL1-S3-U	F4	
Newkirk-Skypark	2.5-SE	1155	1	31		Trees S. P-line N.
Norman, Goldsby Fld	4.5 SSW	1165	aw	h18-S5		4800' strip avbl.
Norman, Westheimer(N)	2.7NW; RR E	1178	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1630.
Nowata Mun	1.6 NE	800	2	28		P-line W, SW.
Okemah	1.0 E	870	2	30		P-lines N, S. Caution-wet. Unattended.
Okeene Mun (PC)	0.7 SE; hwy N	1205	1	22		Soft-wet.
Oklahoma City, Downtown Arpk	2.0 SW; hwy E	1180	2	h34-L4-S5-U	F4	Lgts prior req after 2200.
Oklahoma City, McLain 3 Lake	8.0 N	1225	1	31	(F1)	P-line N. Use at own risk. Unattended.
Oklahoma City, N.E. 63rd St. Arpk	6.0 NE	1050	1	27-S5	F1	P-lines SW.
Oklahoma City, Northwest Arpk	12. NW	1202	1	26	F2	
Oklahoma City, Tulakes(PC)	8.WNW	1302	2	h45-BL4-S5-U	F4	
Oklahoma City, Will Rogers Fld (NG) •	7. SW; hwy E	1284	3	h74-BL4, 6-S5-W-X	F5,7	J bar N end rnwy 35.
Okmulgee Mun (PC)	3. NNE; hwy W	715	3	h43-BL4-S3-U	F4	Unicom daylgt hrs.
Olustee Mun (PC)	2.3 S	1370	3	h45	(F2)	
Pauls Valley Mun (PC)	2.1 S; hwy E	967	2	h35-BL4-S3	F1	Use rnwys.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
OKLAHOMA (Continued)						
Pawhuska Mun	3.8W; hwy S	1000	3	41-S1-U	F2	P-line S, SE.
Perry Municipal(PC)	5.5 N	1008	3	h52-S3	(F2)	Unattended.
Ponca City Mun (P) •	2 NNW; RR S	1014	1	h48-BL4-S5-W-U	F4	Rgt tfc rnwy 17. NE/SW rnwy clsd perm.
Pond Creek Mun (PC)	0.5 SW; hwy N	1061	1	23		P-line N. Ctn-ruts. Unattended.
Poteau Mun(PC)	1.5 mi SW	513	3	21		SW blkd. P-line NW. Unattended.
Pryor, Long	1.5 N	650	1	19-(S3)	(F2)	
Ralston, Hudson Rch	4.0 E	1000	2	23		Unattended.
Sand Springs, Sims	5.NW; lk NE	750	1	27	F3	P-line S.
Sayre Mun (PC)	8.5 SSW; hwy E	1937	1	h50		Unattended.
Seminole Mun (PC)	3.4N; hwy E	1024	3	35-S5	F1	N, SSW blkd.
Shattuck	0.5 S	2323	2	24	(F2)	TV Twr N, E.
Shawnee Mun (PC)	2.NW; RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13, 17, 21. Lgts on req thru ATCS, OKC after 2400.
Shidler, Van Camp	Adjt NW	1195	2	15		Cattle on fld.
South Coffeyville, Jensen	W	735	3	33-L4-S3	F3	P-line S & E.
Sulphur, Turner Ranch	6.5 E; hwy SW	1200	1	20		Unattended.
Stillwater, Searcy Fld (PC) •	3.2NNW; lk WSW	985	3	h50-BL4-S5-W-U	F4	Caution-extensive student trng in local area.
Stroud Mun	3.N; hwy W	900	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud. Unattended.
Sulphur Mun	2. NW	1060	3	26		Unattended.
Tahlequah Mun (PC)	2 WNW; hwy S	870	2	h22-L1-U	F2	Bcn prior req.
Tipton Mun	0.3 SSW	1300	2	35	(F2)	P-line N, E.
Tishomingo Arpk(PC)	2.3 mi S	640	1	28		Rough. Soft when wet. Unattended.
Tulsa Mun (NG) •	6.2 NE; RR S	674	5	h100-BL4,6,7a-S5-W	F6,7	Maj eng rprs;rnwys 17R & 21R clsd for tk-offs to all tactical type acft & all multi-eng acft exceeding 26, 000lbs tk-off wt.
Tulsa, Brown	6. SE; hwy S	755	3	26-*L4-S5-U	F3	NE/SW rnwy clsd.
Tulsa, Harvey Young	8.8 E; hwy N	750	4	30-L4-S5-U	F4	Rnwy lgts N/S rnwy dusk-midnight.
Tulsa, North	4.5 NNW; RR E	725	1	h30-S5-U	F3	P-line SW. Only NE/SW rnwy avail.
Tulsa - Riverside	6. SW	625	1	h40-BL4-S5-U	F4	
Tulsa, Stebbins	6 N; lk SE	650	4	22-S3-U	F2	P-line NNE.
Wagoner Airstrip	1.5 E	600	1	32		P-line S.
Wagoner, Sequoyah Park	7. ESE	587	1	h25-L1-U		Unattended.
Watonga	1.2 NW; hwy S	1550	2	26-S5	F1	
Waynoka, Kelsey Fld	3.4 NNE; RRSE	1500	1	20		Cattle on fld. Unattended.
Wilburton, College Air Strip	2.5 WSW; RR S	675	1	30		P-line SSW. Unattended.
Woodward, West Woodward(PC)	7 W; hwy SE	2187	3	h55-B*L2-S1	F1	Ngt operns to 2330.
Yukon	2.7 E; hwy S	1275	1	23-(S1)	(F1)	P-line N & S. Unattended.
Yukon, Cimarron Fld	4.0 WSW	1350	4	41		
OREGON						
Albany Mun (PC)	2.5 E; hwy NW	220	2	h30-L4-S5	F4	Trees S, N, NE. P-line SW. Unicom dalgt hrs.
Andrews, White Horse Rch	21.0 E	4250	2	28		
Apiary, Benson	4.6 W	1400	1	18		Use strip with extreme caution.
Arago	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington Mun	1.0 E	872	1	50		Unattended.
Ashland	2.8 E; hwy S	1895	1	26	(F3)	Use strip. P-line SE.
Astoria, Clatsop Co. (PC) •	3 SW; riv E	11	3	h58-BL4-S5-W	F4	Use rnwys.
Aurora-Flight Strip(PC)	1.6 NNW; hwy W	195	1	h41		1000' gravel overrun each end. Unattended.
Baker Mun (P) •	4.3 NNE; hwy W	3368	3	h48-B*L4-S3-W	F4	
Bandon	2.0 S; hwy W.	60	1	25-(S1)	(F2)	
Beaver Marsh, 73, RIV-TDL	1 SSW; hwy E	4630	1	54-BL2		Clsd winter mos. Unattended.
Beaverton, Bernard	1 NW; hwy E	208	1	23-S5-U	F3	SSW end ruf.
Bend Mun (PC)	5.5 ENE; rd N	3453	3	h38-*L2-S3	F4	NW end NW/SE strip ruf.
Bend, Stearns	15.8 SSW	4170	1	33		
Big Lake	18.WNW Sisters	4690	1	30		Ruf.
Brookings, Crissey-State Line	5.SE; ocean W	16	1	18	(F2)	P-line S.
Burns Mun (PC)	5.1 E; rd S	4141	2	h51-BL4-S1	F4	
Cascade Locks-Stevenson(PC)	0.7 NE; hwy S	151	1	h18		Rgt tfc WSW. Fence W end of strip.
Cave Junction, Illinois Valley USFS (PC)	4.3 SSW; hwy ESE	1389	1	h42		Open July - Oct 1.
Cave Junction, Sportsmen's Ranchaero	4.0 E	1500	1	25-S3	F2	Open May thru Nov; no storage. P-line & ditch W.
Chiloquin Mun	0.8 W	4218	1	37-(S1)		Trees N. Unattended.
Condon	1.0 NNE	2910	2	h22-L4	(F3)	Grain Elev SW.
Corvallis Mun (PC) •	4.9 SSW; hwy E	246	3	h52-BL4-S5-U	F4	Use rnwys.
Cove, Red's Wallowa Horse Ranch	10.ENE	3600	1	27		Use cool mornings & evenings only.
Crescent Lake-Flight Strip	2.2 NNE; hwy E	4845	1	h17		3900' strip avail. Unattended.
Creswell, B & H	2.5 S	620	1	20	(F2)	Bldg N.
Denmark, Curry County (PC)	3.8 WSW; ocean W	214	1	h51-BL4	(F2)	Unattended. Use strip.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
OREGON (Continued)						
Elkton	1.5 S	120	1	18		Stock on fld.
Elkton M.C. Airstrip	4. W	120	1	18		
Eugene, Mahlon-Sweet Fld (P) •	8.NW; hwy E	365	3	h55-BL4,6,7a-S5-W	F5	
Eugene, Willamette Arpk	4.0 W	420	1	h21-L4-S5	F4	200' extsn each end. Lgt avbl on req thru EUG rdo.
Florence Mun	0.8 N	12	1	25-S5	(F2)	Trees N. Floods in wet weather. Unattended.
Frenchglen		4200	1	27-(S1)	F2	Unattended. Minor eng rprs.
Gates, Davis	1.8SW; riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	0.4 W; riv N	16	1	21-S1	F2	Use strip.
Grants Pass, Josephine Co.	6.0 NW	1122	1	h40-BL4-S1	F3	Attended days.
Haines, Muddy Creek	5.5 NW	3500	1	26		P-line SW.
Hampton	0.4 NW	4416	1	20		
Hermiston Mun	1.7SE; hwy W	635	1	h26-BL4-S1	F4	
Hillsboro	2.4 ENE; hwy S	204	2	h40-BL4-S5	F3	
Hood River-County(PC)	2.8 SSW; riv E	631	1	19-L2-S5-U	F2	No storage.
Idanha, Stantiam Junction	21.5SSE; hwy N	3748	1	29		E blkd. Lnd to E; tke-off to W. Ruf.
John Day Mun	1.0 SW	3690	1	45		Hill S.
Joseph Mun (PC)	1.2 W; RR NE	4130	1	33-(S3)	(F2)	Deer on fld. Soft when wet. P-line S.
Kent, Decker Rch	3. SE	2650	1	18		P-lines SW & NE.
Klamath Agency, Reyenouf Fld	1.5 S; riv W	4159	1	26		Clsd winters.
Klamath Falls, Kingsley Fld(AF). •	4.9 SSE; RR NE	4088	3	h103-BL4,6,7b-S5-W-U	F4	Apch lgts 900' long. 2-way rdo rqrd; due to non-visibility twr unable ctl gnd tfc in shadow area of ctl twr on W taxiway from center taxiway intsxn to 400' N. Moderate to hvy jet tfc rnwy 14-32. Jet barriers rnwy 14-32 mil use only. Two 57' lgtd poles 300 yds SE apch end rnwy 36, 500' yds W apch end rnwy 32.
Lake O'Woods	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeview Mun (PC)	3.5 SW	4728	2	h53-BL2-S3-U	F4	SE end taxiway rest'd to acft over 12, 500 lbs.
La Grande Mun (P) •	5.5 SE; RR SW	2713	3	h47-BL4-S5	F4	Ruf. Use rnwys.
Lakeside	0.3 NW; RR S	20	1	35	(F2)	
Lapine	2.5SSW; hwy ESE	4250	1	25		P-line N.
Lebanon	1.3 SW; rd N	340	1	h35-S5	F4	N blkd. Soft when wet.
Lexington	0.7 N; hwy E	1650	2	28-S5	F2	Soft when wet.
Lord Flat	11.5NE Imnaha	5700	1	26		Lnd from N; tk-off to N.
Madras, City-County(PC)	2.0 NW	2432	4	h88-B*L1-S5	F4	
McKenzie Bridge, McKenzie USFS	3.5 E; riv N	1620	1	28		Hill E. Lnd from W; tk-off to W.
McMinnville Mun (PC)	3.1 ESE; rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Medford Mun (P) •	3.5 N; RR E	1330	2	h54-BL4, 7a-S5-W-X	F4	Use rnwys. No maint Mil acft. Industrial acft taxiway SW side of fld. Tk-offs W-left tfc pat. Ldgs E use rgt tfc pat. All pats. below 300' & taxiway used only when tfc is on rnwy 14-32.
Memaloose USFS	11.2 SE Imnaha	6710	1	35		N end soft when wet.
Mitchell, Collins Landing Strip	12.0 E	4000	1	25		P-line N.
Mulino	0.3 SW; hwy E	250	2	21-L4-(S1)	(F4)	P-lines NE & SW.
Newberg, Sportsman Arpk	1 ESE; riv SW	173	1	27-*L1-S5	F3	Rgt tfc N. P-line N. Ruf.
Newport Mun (PC)	4.8; hwy W	160	2	h51	F3	Ctn-elec fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20. Ctc Unicom for lgts & bcn after 1830.
North Bend Mun (P) •	1.5 NW; bay N	14	3	h50-BL4-S3-W	F4	
North Powder, Dunroamin	6.0 NNW	3450	2	26		
Ontario(P) •	2.5 W; hwy E	2189	2	h45-BL2, 4-S5	F4	
Owyhee, Pelican Point	18. S	2680	1	18		
Pacific City	0.2 S	5	1	h18-S5	F2	
Pendleton(P) •	2.9 WNW; RR S	1493	4	h63-BL4, 6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
Pinehurst	1.0 SW	3650	1	h47		
Portland, Dwyer Landing Fld	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
Portland-International (AF, NG) •	4.5 NNE; riv N	23	3	h88-BL4,6,7a-S4-W	F4	2-way rdo rqrd or by prior req; 7-25 perm clsd. All inbnd VFR acft so equipped are req to make initial ctc with apch ctl on 118.1 or 250.4 mc; use extreme caution-Century series jet acft operg from rgt tfc pat. rnwy 28; other acft operg left or rgt as directed by apch ctl; make initial ctc with apch ctl as soon as possible. Jet barrier rnwy 10 emgcy use only.
Prineville	2.9SW; hwy SE	3237	2	h28-L4-S3	F4	3600' strip avail.
Redmond, Roberts Fld (P) •	1.5 SS; hwy NE	3077	2	h70-BL4-S5-W	F4	
Rome Flight Strip(PC)	23.9 SW; hwy E	4010	1	h60		
Roseburg Mun (PC) •	1.5 NNW; RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N; p-line S; avoid hospital SW.
Roseburg, Felt	3.WNW; riv SE	500	1	19-S1	F2	
Salem-McNary Fld (N) •	2.2 SSE; RR SW	207	2	h55-BL4, 6-S5-U-W	F4	Industrial acft operg from sod area W of rnwy 16-34, these acft use rgt tfc pat. when tfc S, left pat. when N.
Sandy, McKinnon Enterprises	3. N	640	1	30-(S5)	(F4)	Maj acft rprs only.
Sandy, Rich's	2. NE	725	1	21-(S3)	(F2)	Unattended.
Scappoose, Columbia County	1.1NE; RR, hwy W	55	1	h40		Unattended.
Shady Cove, Rogue-Air	1.1 SW; riv E	1450	1	23		P-lines N, S. Soft when wet.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
OREGON (Continued)						
Silver Lake USFS	2.5 SW	4475	1	23		Fence each end rnwy.
Springfield (PC)	1.6 ENE; hwy S	460	1	h20-*L2-S5-U	F4	Rgt tfc lndg rnwy 25; W tk-off make 45° turn rgt at 400'.
Sutherlin-Valley Airways	1.0 SW	501	1	22-S1	F2	Use rnwy mrkd-white flag; use gravel-soft-wet.
Sweet Home, Langmack Fld	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
The Dalles Mun (P) •	1.7 ENE; riv S	243	3	h51-BL2, 4-S5-W	F3	No storage; 20'lgtd twr 650'from ctr of all rnwys.
The Dalles, Chendweth Arpk.	4.0 W	540	1	25-S3	F2	Mtn E & W.
Tillamook-Coastway #2(N)	3 SE; riv N	35	2	h50-S1		Water drains adj all rnwys-hazardous; unattended.
Toketee Dam, Toketee Airstrip (USFS)	3.0 S	3300	1	37		Open-April thru Oct.
Toledo-Flight Strip	1. S; riv W	11	1	h18		Trees SE & N.
Troutdale •	1. NW; riv E	36	1	h46-BL2-S5-U-W	F4	Use rnwys, taxiways only-sink holes, grass area.
Vale, Miller Mem'l Arpk	2.0 S	2250	1	23-S1		P-line N. Unattended.
Wagontire, Alkali Lake (PC)	12.3 SSW; hwy E	4313	1	h61		Rolling.
Waldport, Wakonda Beach	3.0 SE	40	1	19		Trees S & N. P-line N.
Wallowa, Hill's Airstrip		3800	1	15		Hill NW.
Wallowa, Sasser Flight Strip	1.4 S; RR NE	3200	1	23		
PENNSYLVANIA						
Aliquippa - Hopewell	2. SW	1198	2	20-S5	F1	
Allentown - Bethelhem-Easton (P) •	4.6 NNE; RR W	392	3	h52-BL4,6,7a-S5-W-X	F4	Use rnwys, 6160'avail SW take-offs, NE lndgs. Fuel avbl 0730-2300.
Allentown, Convair Fld	2. S	390	2	h39-S3	F1	Mtn SE.
Altoona, Blair County (PC) •	15 SSE	1493	2	h55-L2, 4-S5-W	F4	Use rnwys. Code Bcn.
Altoona, Peterson Mem'l Fld	10.7NNE; RR NW	970	1	25-*L3-S5-U	F3	All way lndgs possible; p-line E.
Andreas, East Penn	1.5NE; crk S	885	3	14-S1	F2	Hill N.
Annville, Millard	1.5 SW; hwy N	480	2	h31-L4-S5-U	F3	
Beaver Falls, Beaver Co.	4. NW	1247	2	h36-BL4-S5-U	F2	4000' strip avail.
Beaver Meadows, Green Acres	2.2 S	1315	4	20-*L2-S1-U	F1	SE, SW blkd; p-line E.
Bedford	5.3N; RR N	1100	2	13-S5	F2	
Berwick	2.2 ENE	620	1	21-S1-U	F2	E blkd. Unattended.
Bethel, Grimes	1.7ENE; hwy S	562	1	30-S3-U	F1	Unattended.
Bloomsburg Mun (PC)	0.8 ESE; riv S	478	1	36-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	2.3WSW; hwy N	1490	1	20-S5	F2	
Bradford-McKean County(PC) •	11 S; RR SW	2142	2	h55-BL4, 6-S3	F4	Use rnwys.
Bridgeville, Campbell	3.W	1000	1	25-S3	F3	
Bristol, 3 M	2 N; riv SE	35	2	h38-*L1-S5-U	F4	
Butler	2.6WNW; hwy adj	1340	2	27-S5-U	F3	P-line SE; rolling; W wind-rgt tfc & avoid hospital.
Butler - Graham (PC)	6.2 SSW; crk NW	1248	2	h41-BL4-S5-U	F4	Lgts req after 2400 thru PIT rdo.
Campbelltown, Reigle Fld	1 N; hwy S	475	1	18	F1	N/S Strip clsd.
Chambersburg, Sunset Airways	2.0 NE	670	2	24-(S3)	(F1)	E,NE, W blkd.
Clearfield	1.5 WSW; RR SE	1220	1	24-*L-U	F1	Hill N. Rgt tfc E.
Clarion, Rhea Fld	2. W	1450	1	22-S4	80	35' twr ENE. 85' water tank SW.
Coatesville, Chester County Area	2.4 W; RR S	623	2	25-B-S1	F1	E, NW, SE blkd. Soft-wet.
Collegeville, Perkiomen Valley	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	1 SE	334	2	18-S3	F1	W, SE blkd. High tension lines SE.
Conneaut Lake Park, Conneaut Lake	2.0 SW	1250	2	20-*L4-S3	F1	P-line & hi-way SE.
Connellsville (PC)	5.2 SW; hwy E	1260	3	h34-BL4-S5-U	F4	Mtn SE.
Conway - Pittsburgh	0.4NE; RR W	950	3	19-S3	F1	
Corry, Port Lawrence	1.25; RR N	1745	3	27-(S5)-U	(F1)	Closed 12/1 thru 4/15.
Coudersport, Potato City	7.5 ESE; hwy N	2460	2	34-(S1)	(F3)	
Cresson	1 NE; RR, hwy S	2240	2	26-(S3)	(F1)	E/W rnwy clsd.
Culmerville	1.0 NW	1220	2	16-S3-U	F2	SE blkd.
Danville	2.2 SW; riv N	480	3	22-S5	F1	Mtn NW. Hills SE, SW.
Downingtown	1.0 SW	580	2	20-S3	F2	P-line E, SE.
Doylestown	2.0 NE	400	3	32-S5-U	F2	NE, SE, E, W blkd.
Doylestown, Warrington	3.0 S	385	2	28-*L4-S5-U	F2	SW blkd.
DuBois Mun	1.7 ESE; RR NE	1575	3	29	F1	TV ants. N.
Duncannon, Hackenberger	3NNE; riv W	500	2	22-S1	F1	Use strips.
Eagles Mere Mun (PC)	1.9SW; lk SW	1906	1	22		Emerg use only.
Easton	3.8NNW; hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
Easton, Bethlehem-Easton	4.7SW; hwy N	360	2	26-S5-U	F1	E blkd; p-line NE.
Ebensburg	2.7SW; hwy SE	2100	1	22-S3	F1	
Eddington, Buehl Fld	0.8NW; hwy W	100	4	27-S4	F3	NE, WSW blkd. Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
Emlenton Mun (PC)	2.2 NE	1452	2	24-(S5)	(F1)	Atnd wkends only.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
PENNSYLVANIA (Continued)						
Erie, Port Erie(P) •	6WSW; hwy SW	732	3	h50-BL4, 6-S5-W-X	F4	N, S blkd; p-lines E.
Finleyville	0.7SW; RR NE	1240	1	29-S3-U	F2	
Franklin, Chess-Lamberton(PC) •	2.0 W	1540	2	h37-BL4-S5-U	F3	
Fredericksburg, Farmers Pride	0.3 W	470	1	28-S3	F1	Apch from E poor. Maj acft rprs only.
Freeport, McVille	7.SW	1060	2	15-S1	F2	P-line N.
Galeton, Cherry Springs	10. SW	2330	2	32-(S5)	(F1)	
Gettysburg	2.8NW; twr E	600	3	21-S1	F1	Rgt tfc rnwy 19.
Gettysburg, Doersom's	2. NW	590	2	30-S5-U	F1	Rgt tfc rnwy 5.
Gordon	2.WSW	960	4	24		Mtn S, SE. Rgt tfc strip 31.
Gramville, Cargill	1.5SW; riv SW	490	1	22		House NE. Unattended.
Greenville Mun	3.N	1197	2	27-S3-U	F1	
Hallstead, Ulco	1.SSE; crk W	880	1	28-S3	F3	
Hanover, Devener(PC)	2.NNE; hwy W	590	2	32-*L4-S5-U	F3	
Harrisburg, Skyport	5.W; crk N	420	3	22-S5	F1	
Harrisburg-York State (P) •	3.5 S; riv N	347	3	h50-BL4, 6-S4-W	F4	Rnwy 8-26 ruf in spots. Ctn-mil jet acft operg from Olmsted AFB immediately ESE of fld. 2-way rdo rqrd.
Hershey Arpk	1.1 NNW	415	1	26-*L4-S5-U	F3	
Honesdale	2 SE; hwy N	920	1	30-S5	F1	Hills E, W. Extreme ctn-deer on rnwy 2 hrs before darkness.
Hazleton Mun (PC) •	1.5 N	1600	2	h39-BL4-S3-U	F4	NE/SW soft-wet; SW 600' ruf.
Indiana, Jimmy Stewart Fld (PC)	3. ENE	1407	2	30-S5	F2	
Jersey Shore	2.2 E; riv N	540	1	28-S1	F1	
Johnstown - Cambria Co (PC) •	4.7 E; hwy N	2264	3	h55-BL4-S5-W-U	F4	
Kutztown Airpark	1 SSW; hwy N	400	2	25-L4-S5-U	F3	P-lines E, NNW.
Lancaster, Garden Spot	5 W; hwy N	423	2	h25-S5	F2	W, WSW blkd.
Lancaster-Mun (PC) •	5.5N; hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	2.4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe, Westmoreland-Latrobe	2.4 SSW; hwy N	1144	2	h-36-BL4-S5-U	F4	Hill S.
Leechburg	1.6 SE	960	2	20-S5	F3	E blkd.
Lehighton •	0.9 WSW	502	2	18-S5	F1	
Lewisburg	1.WNW	480	1	32-S5	F1	
Lewistown	4 SW; riv SE	560	2	19-S5	F1	P-line NW; hill W.
Lock Haven(PC)	1.2 E; RR S	555	1	h33-BL4-S5	F3	Mtn N, S. Ctn-ruf.
Matamoras Mun	0.5 SSE	450	2	h17-*L2, 3-S5-U	F1	3162' strip available. Rgt tfc N, NE.
Meadville, Port Meadville(PC)	3.4W; hwy S	1400	2	h32-*L3-S5	F4	SE blkd.
Milton	0.8S; RR, hwy W	450	3	25-S3	F1	W, SW blkd.
Monongahela, Thompson	5. E; hwy N	1240	2	17	F2	SW blkd.
Morrisville	1.6 W	100	1	21-S5	F1	E, NW, SE blkd.
Montgomeryville	0.7 SE	460	1	27-L4-S5-U	F1	P-lines SSW; soft-wet; NW/SE strip perm clsd.
Mount Joy, Donegal	4 WSW	459	1	17-S1	F1	
Mount Pleasant-Scottdale	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW. Rolling.
Mount Pocono	1.5 NW; RR W	1925	2	h26-BL4-S3	F4	3200'strip avail. Soft-wet; summers 91 oct avail.
Mount Union	4.S; hwy E	560	1	28-L4-S3	F3	Ctn-ditch E-use strip; soft-wet.
New Alexandria	2.0 NE	1200	2	22-S5-U	F1	
New Castle Mun	4.WNW; hwy SE	1072	2	h29-*L1-S3	F2	
New Hanover	0.5 W	300	2	20-(S1)		SE blkd. P-line E.
New Holland	1.3E; RR NW	460	2	21-S3	F1	
New Kingstown, Taylor Fld	0.5 SE; RR S	440	1	26-*L4-S5		
New London	E	500	1	25-L4-S5	F1	
New Milford, Tyler	4.N	1380	1	18-S1	F1	Unattended.
Norristown, Valley Forge	4.WNW; riv 1 S	250	1	23-S5-U	F3	TV ant W; Soft when wet, contact Unicom for fld conditions. Rgt tfc patn E, first turn 600' above gnd.
Oil City, Splane Memorial	4.1NNW; hwy E	1560	2	h22	F2	Ruf.
Oxford	3.5SSW; hwy W	520	2	21-S3	F1	NW blkd; p-line SW.
Philadelphia-International (NG) •	6.5 SW; riv S, SW	14	3	h95-BL4,6,7a-S54-W-X	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Use rnwy 9 calm wind. Use rnwys. All acft lndg Philadelphia Intnl Arpt or Mustin NAS will ctc Philadelphia apch ctl on appropriate freq over the following fixes and/or geographical lctns, depend. on route of flgt: Hoopes Intsxn(Reservoir)W. Chester, Pa. VOR(city) North Philadelphia Rng(arpt), Valley Forge Int(National Park), Mt. Holly Int(town) Woodstown VOR(town) Newcastle rng(arpt).
Philadelphia, N. Philadelphia (P) •	12.2 NE	120	2	h50-BL4-S4-W-X	F4	Use rnwys. P-line W. 2-way rdo rqrd. Rnwy 10-28 perm clsd.
Philadelphia, Wings Fld	12 NW	320	3	h26-L6-S5-U	F4	P-lines SE.
Philipsburg, Black Moshannon-State (P) •	7. E; hwy N	1933	2	h50-BL4	F3	Caution-deer on rnwys.
Pine Grove	4.3 WSW	480	1	22-*L4-U		Mtn E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY NO. & DIRECT.	LONGEST RNWY FACILITIES	FUEL	REMARKS
PENNSYLVANIA (Continued)						
Pitcairn, East Pittsburgh	1 W	1150	2	23-S3	F2	
Pittsburgh, Allegheny Co. (PC)	5.3 S	1252	3	h55-BL2,6,7-S5-W-X	F5,6	Rdo rcvr rqrd. Due non-visibility twr unable to ctl tfc W ramp 300'apch end rnwy 5, taxiway leading to rnwy 5, & last 1/2 mi final apch rnwy 5. Ctn-non-controlled vehicles operg on all ramp areas. Rnwy 12-30-double yellow line along SW side indicates edge of usable rnwy. Double white line indicates approx center line.
Pittsburgh, Greater Pittsburgh(AF) *	14.3 WNW	1168	3	h75-BL4, 6-7a-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FEE. Exten jet & civil air carrier tfc. Steep drop off apch end rnwy 28. First 500' rnwy 28 overrun-lnd beyond threshold mrkgs. Hazardous conditions all over run areas. First 3500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL.
Pottstown	4.5 E; riv SW	311	2	32-BL4-S5-U	F4	Soft-wet; rnwy lgts oper 3 hr after SS & on req.
Pottstown-Municipal(PC)	1.7 NW; rsvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	8.ESE; lk SE	510	2	28-L4	F1	Hills SW.
Pottsville, Tropp	3.0 NW	960	1	24-S1	F2	
Pottsville, Zerby	9.0 NW	1700	2	h46-BL4	F1	
Prospect, Carnahan	1.5 S	1300	1	25-S3	F3	
Prospectville, Turner	1.NW	375	3	h17-*L4-S5-U	F3	S blkd. 2300' strip avail.
Punxsutawney Mun	3.NE; hwy S	1470	2	22-S1		Unattended.
Quakertown Mun	2.W	520	2	18-*L4-S1	F1	P-line N.
Reading, Barks	4.5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S, W.
Reading, General Spaatz Fld(NG) *	3. NW; riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY. Twr unable to observe taxy btn executive trml & rnwy 5.
Reading, Madeira	3.N; RR SW	360	2	20-S3	F1	Rolling. NE blkd.
Reedsville, Mifflin County	2. TN; hwy W	830	1	30-S5	F1	
Ridgeway, King's	4 NW; hwy 1 E	1720	1	22-S1	F1	
St. Mary's Mun (PC)	3.1 ESE; RR W	1911	1	h24-BL4-S4-U	F4	3500' strip avail.
Sayre, Blue Swan	2. TWNW; riv E	800	1	27-S1		Mtn W; 2000'overrun W end; rgt tfc W; unattended.
Sayre, Chemung Valley	1.0 W	810	2	30	F1	E & S blkd.
Scranton Mun	7. SWNW; RR 3 NE	1179	2	h24-B*L2-S5-U	F3	
Selinsgrove, Penn Valley	1 N	444	1	39-S1	(F1)	
Seneca	0.9 SW; hwy E	1490	2	24-S1	F2	
Shamokin	3.5 N	900	2	21-L4-S5	F3	
Sharon	3.2 ESE	1140	3	24-BL6-S1-U	F3	
Shippensburg	3.1 E; RR S	780	2	18-S3	F1	
Slatington Mun	1.0 N	380	1	28-S3	F2	Trees, hill S.
Somerset-County(PC)	4 NE; rd N	2374	2	h35-BL4-S5-U	F1	5100' strip avail. P-line NW.
State College Air Depot	2 SW	1200	3	42-L4-S3-U	F4	FEE. Bcn emerg only.
State College, University Park	5.5 E	1200	1	h22-BL4-S5-U	F4	
Stroudsburg-Hamlen	3 NNE; hwy S	480	1	22-S1-U	F3	
Sunbury(PC)	2NNE on island	445	1	30-S3	F3	S side of strip lgtd prior req.
Tarentum, Remich	4. SW; RR W	1125	2	24-S5	F2	Clsd Fridays 1PM-3PM.
Thomasville, York	6 WSW	480	1	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta, Benningers Sky Port	2 S	1600	1	22-S1-U	F3	Unattended.
Titusville	3.7 WSW	1600	1	23	(F2)	E/W rnwy clsd.
Towanda(PC)	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	0.7 E; hwy N	400	2	20-S5-U	F2	
Tunkhannock, Skyhaven	0.8S; riv N, E	839	1	20-S1-U	F2	Mtns S, SW, NE.
Vandergrift	2 WNW	1000	2	33-L2-(52)	(F1)	P-line NW.
Warren	2 WSW; riv S	1100	2	h22-S3	F1	Mtn NE, SW.
Washington	3.3 SW	1183	1	h30-BL4-S3-U	F4	Use rnwy only. Hill NW.
Waynesburg, Greene County	2.7 E	1100	3	h35-S5-U	F2	Hills SE. 80 oct fuel avbl.
Wellsboro, Grand Canyon-State	5.2 WSW	1900	1	33-S3-U	F3	P-line E.
West Chester	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
West Middlesex(P)	2. SW; hwy N	1090	2	27-S3	F2	SE blkd.
Wilkes-Barre-Scranton(F) *	10 NE; riv 1 N	950	3	h52-BL4, 6-W	F4	1st 1000' rnwy 28 not visible from ctl twr; rgt tfc mrkd rnwys.
Wilkes-Barre-Wyoming Valley	3.5 NNE; riv SE	548	3	h34-BL2-S5-U	F3	Dike E. S blkd. Use rnwys only.
Wilkinsburg-Pittsburgh Arpk	6 E; hwy S	1180	1	h23-L2-S3-W	F3	Rgt tfc S, W.
Williamsport-Lycoming Co. (P) *	5.1 E; RR N	528	4	h50-BL4, 6-S5-W	F4	P-lines NW, W. Rgt tfc W apchs. Rnwy 15-33 clsd Air carrier. Use paved areas only.
Williamsport, Lycoming-Susquehanna	3.5 W; RR S	538	1	25-S3	F1	P-line E. Minor eng repairs only.
Zelienople, Tasa	0.5 W	900	2	33-BL4-S3	F2	Hill E.
RHODE ISLAND						
Block Island-State	1 WSW; rd W	105	1	h20-BL4-U		80 oct fuel & S3 serv emerg only.
Coventry Air Park	2.8 ESE; hwy S	260	3	30-S3	F1	SSW, W blkd. Use rnwys.
Newport Arpk	3.5 NNE	160	2	h23-S5-U	F4	3800' strip avail. Clsd sunset-0900.
Providence, Green(NG) *	7.3 S; hwy W	56	4	h54-BL4, 6, 7a-S5-W	F5	2-way rdo rqrd ngts; rcvr rqrd days. Use rnwys.
Smithfield, No. Central State *	3.1 E	429	1	h50-BL6-S5-U	F4	Use rnwys. Turf area closed. Lgts dusk-2400.
W. Kingston, Richmond Arpk	4.0 NE	130	1	21-S5		P-line SE.
Westerly-State(PC)	2.4 SSE; riv E	81	2	h40-BL4-S3-U	F1	
Woonsocket	2 E; RR N	400	3	19-S5-U	F2	E, NE, S blkd. P-line N. Ruf-Rolling.
SOUTH CAROLINA						
Abbeville, Davis Fld	2 SSE; rd adj	550	1	21-S1	F2	P-line WSW. Use strip. Ruf.
Aiken Mun (PC)	6.8 N; hwy E	530	2	h50-BL4-S1	F2	
Anderson, Lazy Acres	9.0 W	750	1	14		Unattended.
Anderson Mun (P) *	3.2 WSW	783	2	h50-BL4-S5-W-U	F4	Use rnwys.
Andrews, Overton Fld	2.0 SW	34	3	32-S1	(F1)	Ctn-ditches. P-line N. Unattended.
Bamberg, Carlisle Fld	4. ESE; riv 2.5 NE	140	2	28-L4-(S5)	(F2)	No storage.
Barnwell-County(PC)	1 WNW; hwy NE	235	3	h53-L4	F2	Ctn weeds grown from crackes in pavement.
Beaufort - County	2.1 SE	10	1	33		P-line SW. Unattended.
Bennettsville, Rowe	1.5 NE	190	3	42-BL4-S5	F3	SE blkd. P-line S, SW. N 2640' N/S rnwy lgtd.
Bishopville Mun	1.8 NNE	220	2	18		Ctn P-line & trees SW.
Calhoun Falls, Hester Mem'l.	1.2 E	490	1	38		Unattended.
Camden, Woodward Fld (PC)	2.9 NE; RR W	300	2	h30-L4-S5-U	F4	
Cameron, Shipman	5.0 SE	110	1	14		S blkd. Unattended.
Campobello	4.0 SSW	1000	2	20		
Charleston AFB/Mun (AF) *	9.8 NW; hwy NE	45	2	h90-BL4,6,7a-S3-W-X	F5	Open to civil acft. 2-way rdo rqrd.
Charleston, Carolina Skyways	6 SSW; riv W	10	3	29-S3	F2	NW, W, SE blkd. Trees & bushes E, NE, SW.
Charleston, John's Island(PC)	7 SSW; riv E	16	3	h50-S5-U	F4	No storage. Use rnwys.
Chester Mun (PC)	6 N; hwy W	709	3	h50		Drag races every Sat.1000-1800E. 1 rnwy open. Unattended.
Columbia(P) *	6.5 SW; RR SE	244	3	h52-BL4,6,7a-S5-W-X	F4	Use rnwys.
Columbia, Owens Fld (P)	2.5 SE; RR SW	203	2	h36-U	F2	Rgt tfc SE, NE. Obstns sur fld. Use rnwys.
Cresent Beach, Myrtle Beach(PC)	1.3 WNW	33	1	h60-S5	F3	
Darlington-Co. (PC)	10 N; bet hwys	190	3	h50-L4-S5-U	F3	
Darlington, Moore's	2.0 SW	152	1	26-S1	F2	P-line N & S.
Due West, Dickson Fld	1.0 W	640	1	23		Unattended.
Estill, Harper's	0.8 ENE; RR W	111	1	24	F2	P-line SSW, Ditch W.
Estill Mun	2.5 SSW	130	2	25		Unattended.
Florence Mun (P) *	3 ESE; bet	146	3	h60-BL4, 6-S1-W	F4	Trucks on fld-days.
Garnett, Davis Field	7.0 NW	75	1	28		P-line SSE. Unattended.
Georgetown-County(PC)	4 S; hwy NW	39	3	h50-S3	F4	
Greenville Mun (P) *	3.2 E	1047	3	h54-BL4,6-S5-X-W	F4,7	Use rnwys. Rgt tfc rnwys 18, 27, 23.
Greenwood-County(PC) *	3.8 N	629	3	h62-BL4-S5	F4	
Greer, O'Neal Fld	5. NW	975	1	20		P-line NW. Unattended.
Hampton-Varnville	1.0 E	110	2	28-L4-S1	F3	
Hartsville Mun	2.1 NE; hwy S	230	2	20	(F1)	Rgt tfc WSW. Ruf. Trees W.
Hartsville, Tison Fld	3.5 NW	286	1	20		Unattended.
Honea Path, Ashley	1.5 E	780	2	21-(S1)		Unattended.
Isle of Palms	1.3NE; ocean ESE	8	1	21-(S3)		Unattended.
Kershaw Mun	4 S; hwy W	475	1	26	(F2)	P-line WNW.
Kline, Walkers	2.3 S; hwy ENE	280	2	23		NE, SE blkd.
Lake City, Brown	1.7 SSW; hwy E	75	2	23	(F1)	P-line SSE.
Lancaster, Coulbourn	1.0 SW	560	2	32-(S1)	(F2)	Bldgs W, N.
Lane, 24, JXE-RIC	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot. Unattended.
Latta	1.0 W	130	1	18-*L2, 4	(F2)	Unattended.
Moncks Corner Mun	1.3 WSW	70	2	35-(S3)	(F1)	
Mt. Pleasant, Remley's Point	3.0 NNW	21	3	19-S4	F2	P-line NE, E. Trees N & S. Ruf in spots.
Myrtle Beach AFB/Mun(AF) *	3 WSW; hwy N	25	2	h95-BL4, 6-S1-W	F5	Equip on fld intermit. Rnwys usable-ctn. 2-way rdo rqrd. Inten jet tfc below 3000' within 25 n mi radius. All acft apchg area at 3000' or below ctc MYR twr for tfc advisory. Caution-Inten practice bombing pats. (Immelman Maneuvers) conducted daily VFR wea, btwn surface-15,000' lat 33-45, long. 79-11 and 33-08, 79-14.
Newberry Mun	2.3 NNW; RR NE	566	2	22-*L4-S1	F2	Use strips. Ruf.
Nichols	0.5 SSE; riv S	70	1	30-(S1)	(F1)	ESE/WNW rnwy clsd. Unattended.
Orangeburg Mun (PC)	2.3 S	190	2	32-BL4-S5-U	F4	Rgt tfc E, S. Ruf.
Pinopolis	NE	85	1	16	(F2)	Trees N. Unattended.
Pontiac, Experimental Sta-Airstrip	1.0 W	420	1	18		P-line & bldg N. Unattended.
Ridgeland Mun	1.3NW; hwy E	76	4	25		All apchs blkd xcpt SE. Unattended.
St. Paul, Santee Cooper Field	3.3 SW	50	1	14		Unattended.
Spartanburg Mun (P) *	2.5 SW; hwy SE	816	3	h52-BL4,6,7a-S5-W	F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
SOUTH CAROLINA (Continued)						
Summerton, Goat Island	7.0 SSE	140	1	20		Rd crosses rnwy; P-line SW; Soft when wet.
Sumter Mun	5. N	182	2	h40-BL4-S5	F4	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	1 ENE; hwy N	149	1	19-S1	F5	P-line NW.
Walterboro Municipal(PC)	1.3 NE	93	3	h58-BL4	F2	
Whitmire	2 SW; hwy adj	500	1	24		Unattended.
Whitmire, Oxners	3.7 SSE	440	1	29-S5	F2	E & W blkd.
Winnsboro	3.0 NW	630	1	32		
York	2.0 N	820	1	35	F2	P-line S. Unattended.
SOUTH DAKOTA						
Aberdeen Mun (P) •	2.9 E; hwy N	1301	2	h49-BL4, 6-S5-W	F4	Use rnwys.
Belle Fourche, Bus Fld	1.NW; RR S	3042	2	29-L4-S5	F4	P-line NE;use strips;soft-wet.163' lgtd twr SW.
Bowdle Mun (PC)	1.0 NW	1963	1	23	(F1)	Soft when wet. Unattended.
Bison-Perkins Co. (PC)	0.3 SW	2782	2	26-L4	F1	Use strips. Soft when wet.
Buffalo, Harding County(PC)	0.5 E; rlv S	2890	3	26-B	(F1)	Use strips. Unattended.
Britton Mun (PC)	2. N; RR W	1310	3	24-BL4-S5-U	F4	Use strips.
Brookings Mun (PC) •	1.2 SW; RR N	1637	3	h40-BL4-S5-W-U	F4	Soft when wet.
Camp Crook	0.5 NW	3100	2	40		P-line S & E.
Camp Crook, Catron Rch.	2.0 S		3	50		
Canton Mun	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE;rolling, ruf; use strips.
Centerville, Overgaard	7.0 NE	1260	2	19		P-line N.
Chamberlain Mun	1.3 SSE; hwy E	1740	2	23-S1	F2	P-lines E & S.
Dupree Mun(PC)	0.6 WSW	2340	1	25	(F1)	
Edgemont Mun	1.1 SW	3608	4	42-S5-U	F2	
Estelline Mun	0.5 SW; hwy N	1659	1	26-S3	(F4)	P-line N.
Eureka	2.2 NNW; RR E	1910	3	22-(S1)	(F1)	Use strips. P-line E.
Faith Mun (PC)	0.4 N	2572	1	23-BL4		Use strip. Lgts oper by electric eye. Unattended.
Fairburn, Custer State Park(PC)	7.2 WNW; crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW. Unattended.
Faulkton Mun	Adj E	1569	1	24-*L4-(S3)	(F1)	P-line N. Unattended.
Flandreau Mun	3 S; hwy N, E	1575	1	26		P-line N, NE, NW.
Gettysburg Mun	1.3 S	2055	1	27		Unattended. Soft when wet.
Gregory Mun (PC)	1.6 ESE; RR S	2200	3	28-S1	F2	Use strips.
Groton Mun	5.7 N	1300	1	22		Ctn-badger holes. Unattended.
Harrold Mun (PC)	0.9 NNW; RR S	1780	1	22		P-line S. Unattended.
Hayes(PC)	1.0 NE	1986	1	23		Soft when wet. Unattended.
Herreid Mun (PC)	1.0 N	1725	1	22		Unattended.
Highmore Mun	1.4 N; rd E	1850	1	27	(F3)	
Hot Springs Mun (PC) •	6.2 SE; hwy S, W	3148	2	h45-BL4-S1-W	F2	
Howard Mun	1.7 NNW; rd E	1570	2	31		Bldgs N.
Huron, Howes Mun (P) •	1.3 NW; RR SE	1287	3	h51-BL2, 6-S5-W	F4	Rnwys 17-35 & 8-26 clsd acft over 12, 500 lbs gross weight excp portion of rnwy 8-26 from int E of taxi strip; sod areas clsd excp 150' adj to rnwys inside bndry lgts, usable for lgt acft at pilots discretion.
Isabel Mun (PC)	0.5 SW; RR N	2398	1	24		Use strip. Caution-when wet. Unattended.
Kadoka Mun	Adj E	2455	1	24-L4	F3	Unattended.
Lake Andes Mun	1 WSW; lk 1.4 E	1466	2	26-S1	F2	P-lines N, NW.
Lake Preston Mun'	0.5 SW	1725	1	24		Unattended.
Lemmon Mun (PC)	3 SE; hwy N	2565	3	h45-B-S3	F2	Use strips.
Lennox, Skie Air Service	4.1 SE; hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	4.0 NE	1688	3	22-S5	F1	P-line NW. Attnd days only.
Martin Mun	0.5 SE; rlv S	3293	2	24-S1	(F1)	Use E/W rnwy freezing temperatures only. Ctn-soft when wet.
McIntosh Mun (PC)	1.0 SE	2251	1	24		
Milbank Mun (PC)	3.8 ENE	1150	2	32-*L4	(F1)	P-line NE. Use strips. NW/SE rnwy-900'x35' hard surface.
Miller Mun	1.5 E; hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
Mitchell Mun (PC) •	4.3 N; lk S	1295	2	h66-B*L4-S5-W	F1	Use rnwys.
Mobridge Mun	1.0 NE	1691	2	h24-S1	F1	Unattended. 2600' strip avbl.
Murdo	1WSW; hwy N	2300	2	22	(F2)	P-line E, NE. Use strips.
Newell	0.2 S	2825	1	27- L4- S5	F2	TV pole NW. P-line SE.
North Sioux City, Graham Fld.	1 N; riv E	1106	3	53-BL4-S5-U	F5	Rgt tfc S. P-line S, W. Use strips.
Parkston, Cliff's Aero Service	1.1 SSE; hwy adj	1310	1	13-S5	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	3.6 E; hwy N	2210	3	40-BL2-S5-W	F2	P-lines N, NE. Hills S.
Pierre Mun (P) •	3 ENE; hwy N	1742	3	h72-BL4, 6-S5-W	F4	Use rnwys.
Platte Mun	1.2NE; hwy W	1618	3	28-(S3)	(F1)	Use rnwys only. No storage. P-lines SE.
Rapid City Mun (P) •	8.7 ESE	3181	3	h62-BL6-S5-U-W	F4	Use rnwy, strips. Use rnwy 32 when calm wind

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
SOUTH DAKOTA (Continued)						
Redfield -Inc.	1 SSW; hwy E	1300	3	35-(S3)	F4	Use strips. No storage.
Redfield, Deiter	6 E; bet RR, hwy	1300	4	26	F2	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	2 SE; hwy SW	1800	3	20	(F1)	Use strips. Ruf.
Rosholt, Hahn's	NE	1050	2	16	F2	Use skis in winter. Use strips.
Selby, Rabenberg	2.0 S; hwy W	1980	2	26-S1		
Sioux Falls, Foss Fld(NG) •	2.6 NNW; riv W	1426	3	h71-BL4, 6, 7a-S5-W	F4	Use rnwys.
Sisseton Mun (PC)	2.9 ENE	1170	3	30-L	F2	Use strips.
Spearfish, Black Hills(PC) •	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
Timber Lake Mun (PC)	1 SSW; Rd E	2162	3	26	(F1)	Caution-ruf. Rolling.
Vermillion, Davidson	1 S; riv S	1140	2	h25-BL4-S3-U	F4	
Wagner Mun (PC)	1.3 S; RR N	1464	3	32-BL4-S3	F2	Use strips. Unmrkd p-line on 140'twrs S.
Wasta Mun (PC)	1.0 NW	2612	1	24		Ruf. Unattended.
Watertown Mun (P) •	2.3 NW; lk NW	1747	2	h69-BL4, 6-S5-W	F4	Use rnwys.
Webster Mun (PC)	2.8 S; hwy W	1848	2	28-B	F2	
Winner Mun (PC)	1.3 NE; hwy S	2088	4	28-BL4-S5	F4	Use mowed strips. P-line S.
Yankton Mun (PC) •	2.7 N	1282	2	h40-BL4-S5	F2	Use rnwys;twr 2.9 mi E;30, 000 GWT NW/SE rnwy
TENNESSEE						
Allardt, Fentress Co.	5.0 SE Jamestown	1700	1	20-S1	F1	
Athens, McMinn County(PC)	4.SSE	817	1	21	F2	Erosion on strip edges.
Bristol, Tri-City Mun (P) •	14.5 SW; rd W	1524	1	h44-BL5, 6-S5-W-X	F4,7	Rnwy slippery-wet;rstd single wheel acft above 30,000 lbs, dual wheel above 40, 000 lbs;pilots of overweight acft obtain aprvl from arpt mgr prior to lndg.
Camden, Benton Co.	3.0 E		1	18	(F1)	P-line N; scrub growth E & W.
Chattanooga, Lovell Fld (P) •	5.5 E; RR E	682	2	h62-BL4, 6, 7a-S5-W	F5,6	Use rnwys. 2-way rdo rqrd SS-SR;rcvr days.
Clarksville, Outlaw Fld (PC) •	7.NNW; RR W	544	2	h41-B*L4-S3-U-W	F3	
Cleveland Mun (PC)	6NNE; hwy E	850	1	h25	F1	3500' strip avbl, restricted to lgt acft.
Clifton	1.0 E	402	2	27-(S1)	(F3)	
Cookeville, Putnam Co.	2.2 NNE	1104	2	h38		
Covington Mun	3.5 ENE	280	1	h30	F2	
Crossville, 9A, BNA-DCA(PC)	3.3 WNW; hwy N	1862	1	h41	F4	P-line SW.
Dayton, Shaver Fld	5.8 ENE; rd N	700	2	18-S1-U	F1	
Dyersburg Mun (P) •	2 SSW; riv W	337	2	h40-BL4-S3-W	F4	Use rnwys.
Elizabethton	2.0 W	1550	1	19	(F1)	Unattended.
Fayetteville, Wilks Flying Service	2.5 NNW; hwyE	697	1	26-*L4-S3	F3	
Greeneville, Tusculum Fld (PC)	4.5 E; hwy E	1477	1	h27-(S1)	(F2)	
Hohenwald, Baker (Fld (PC)	2.5 W	973	1	23		Unattended. SW blkd-surnd by scrub growth.
Humboldt Mun. (PC)	2.8 ESE; hwySW	380	1	h21-S1		
Jacksboro, Campbell County	5. E	1195	1	17	(F2)	
Jackson, McKellar Fld (P) •	5.8WSW; RR SE	414	2	h42-BL4-S5-W	F4	Use rnwys only. 4200'rnwy 2-20 avail lndg S; 4700' avail lndg N & tk-off N, S.
Johnson City	3.8 NE	1543	1	23-S3	F1	Soft-wet. Ruf.
Johnson City, Tri-City SEE: Bristol, Tri-City						
Kingsport, Tri-City SEE: Bristol, Tri-City						
Knoxville, Cox Sky Ranch	6SSW; RR, hwy E	822	1	29-S3	F1	Rolling.
Knoxville, Island	3 E	832	1	42-L2-S5-U	F4	Rgt tfc W. Bndry lgts sunset-2400
Knoxville, McGhee-Tyson(AF) •	12SSW; hwy E	989	3	h75-BL4, 6, 7a-S5-W-X	F4	2-way rdo rqrd ngts, rcvr days. Use rnwys. Rgt tfc rnwys 4R & 22R. Due non-visibility twr unable to ctl tfc on NE/SW taxiway for rnwy 4L-22R btwn a pt 3000' SW of apch end of 22R to 1000' NE of apch end of 4L. Inbnd VFR flgts having proper rdo equip ctc apch ctl on 118.1 or 382.2 mc approx 25 mi out for lndg instr. Apch ctl will specify reporting pt where flgt will chg to twr freq.
Lawrenceburg, Robinson	4 NNE	925	2	18	F1	P-line SSW.
Lebanon	1.8 SW; hwy S	580	3	h35-S3-U	F3	Surround by fence.
Lexington, Franklin-Wilkins(PC)	0.5E; RR W	516	2	h36-L4-S5-U	F4	N/S strip soft when wet.
Livingston Mun	1.0 N	1330	1	h32-L4-(S1)	(F2)	Mtn W.
Martin, Gill-Dove	2.7S; hwy E	425	2	36-S1	F1	
McKenzie, Lake Fld	4.0 W	470	1	20	F2	
McMinnville, Warren County Memorial (PC)	3.8 WNW; hwy N	965	2	h29-BL2-S3	F4	
Memphis-Downtown	0.4 W	222	1	h30-L4-S3-U	F4	Attended 0700-2300.
Memphis-Flying Service	11 SE	286	1	28-S5	F3	Rgt tfc N, NW;p-line S. Caution-continuous exten student trng in lgt acft approx 3.2 mi from apch end rnwy 27 & 1 mi N of Memphis omni.
Memphis Mun (AF, NG) •	5.9 SSE; RR 2 NE	291	4	h89-BL4,6,7a-64-W-X	F5,6	Rnwys 3-21, 17-35 & 14-32 rstd to 100, 000 lbs GWT. Rnwy 9-27 rstd to 50, 000 lbs single wheel. Rnwy 14-32 clsd ngt operns. Use rnwys. 2-way rdo rqrd. Inbnd VFR flgts, rdo equip. acft ctc MEM apch ctl on 119.1 or 291.6mc approx 25 mi out for lndg instr. MEM apch ctl will specify reptg pt where flgt will chg to MEM twr freq.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
TENNESSEE (Continued)						
Memphis, Wilson Fld	12.5 SE	359	3	27-*L-S5	F3	
Milan, Boen Fld.	3NNE; canal N	378	1	27-S4	F2	
Morristown, Murrell Fld (PC)	4.8SW; hwy NW	1295	1	h32-BL4-S3-U	F3	
Mt. Pleasant, Maury County	0.5 N	678	2	34-(S1)		P-line NW. Unattended.
Murfreesboro Mun (PC)	2 N; hwy W	615	1	h37-BL4-S5-U	F4	Use rnwys only.
Nashville, Berry Fld (NG) •	6. SE; hwy S	606	5	h70-BL4,6,7-S5-W-X	F5	Use rnwys. 2-way rdo rqrd. Rnwy 5 clsd. Rnwy 23 tk-off days only. Earth embankment S end rnwy 2R. Inbnd VFR flgts ctc Nashville Apch Ctl 118.5 mc civil, 383.8 mc mil, approx 25 mi out for lndg instr. Apch ctl will specify reptg pt where flgt will chg to twr freq. Due non-visibility twr unable to ctl tfc taxiing on ramp area adj to E term. bldg & associate hangars and bldgs to either side.
Nashville, Cornelia Fort Arpk	6 ENE; riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
Nashville, Cumberland Fld	3. NNW	404	1	h15-S5-U	F3	3350' strip avail.
Paris, Henry County(PC)	4.3 NW; hwy N	571	2	h25-BL4-S5-U	F4	
Powell	5.0 NW Knoxville	1000	1	h20-U	F1	P-lines S.
Pulaski, Abernathy Fld (PC)	3.6SSW; RR E	659	3	29-S5	F1	
Rockwood, Roane Co.	3 E; RR N	806	1	h28-L4-S1-U	F4	
Sewanee, Univ of the South(PC)	3 E	1950	1	h28-S1	F2	
Shelbyville, Bomar Fld	5. N; hwy W	800	2	h35-BL4-S5-U	F4	
Smithville-Van Hooser	1.0 S	1056	1	24		P-line W.
Tullahoma, Northern Fld (AF) •	1.5NW; hwy E	1081	3	h50-BL4-S5	F4	
Union City, Stewart Fld (PC) •	5 ESE; hwy NE	340	1	h40-BL4-S5-U	F4	
Waverly, Humphreys County Mun, 44, TUL-BNA	3.7 W; hwy S	454	1	31-BL2	(F1)	E & W blkd.
TEXAS						
Abernathy Mun	4.8 E	3360	3	h50	F3	
Abilene Mun(P) •	3 SE; hwy N	1778	2	h54-BL4,6,7a-S5-W-X	F4	Due non-visibility twr unable ctl tfc on taxiway from large hangar N including T-hangar area. Use center of taxiways only.
Adrian, Moser	16 WSW	4000	3	45		Cattle on fld.
Albany, Taylor	1 N; hwy E	1429	1	h26-S1	F1	S blkd. 3100' strip avail.
Alice-Jim Wells Co. Mun (P)	3.3 ESE; hwy NW	178	3	h47-BL4-S5-W	F4	Use rnwys.
Alpine, Starns Fld	2.1 NW; RR E	4490	4	42-*L4-S5	F3	P-line N, NE. Fld surd by mtns.
Alvin Arpk	2.0 W	52	1	15	(F1)	3' ht fence NE end.
Amarillo AFB/Mun(AF) •	9 ENE; hwy N, S	3604	2	h135-BL6-S5-W-X	F5	Use rnwys;2-way rdo rqrd · Old NE/SW, E/W, N/S rnwys clsd;slippery when wet.
Amarillo-Palo Duro	4.0 S	3639	2	h31-S5	F3	Fence SW.
Amarillo, Tradewind	2.5S; RR NNW	3636	3	h40-BL4-S5-U	F4	Rgt tfc rnwys 17 & 23. All tfc confined to W side of fld.
Anahuac, Chambers County(PC)	1.5 E; hwy N	21	2	h34-L1	F2	
Andrews-County	0.8 ENE; hwy W	3176	3	h28-S3-U	F4	Ctn-floodlgts around arena. Use rnwys. P-lines S, SE & SW.
Angleton, Bailes	2 E; RR N.	40	1	31-S3	F2	S blkd. P-line N.
Arlington, Lucas	3 SW; hwy 2 N	611	3	25-S5	F2	W,NW blkd. Ctn-wet.
Athens, Jones	3.2 SSE	455	1	19	(F2)	Unattended.
Atlanta Mun (PC)	2 WSW; hwy N	276	2	21		Unattended.
Austin, Mueller Mun (P) •	3.5 NE; hwy SE	631	5	h64-BL4,7a-S5-X-W	F4	Rgt tfc rnwys 12R,16R, 30R, 34R & 21. Unlgtd trees, pole apch end rnwy 16R. Use rnwys, taxiways. 900'overrun NW end rnwy 12R-30L.
Austin, Tims Arpk	10 NE	750	1	29-S5	F2	P-line N.
Azle, Atwood	4.0 WNW	820	2	24-S1	S0	N, NW blkd. Ruf.
Azle, Flying Oaks	4.5 S	740	1	27		P-line S.
Bakersfield, Wilson Farm	12 ESE; hwy S	3000	2	26		Caution-wet-ruf. Unattended.
Ballinger, Bruce Fld	5. SW	1731	3	h23-L4	F4	
Bandera, Flying L Ranch	1.7 SE; riv N	1264	2	h26-(S1)		Unattended.
Bardwell, Bozek Farms	1. NW	460	1	20		
Bay City	1.3 ESE	55	3	26	(F2)	N, NE blkd. Rgt tfc strips 14, 17, 26.
Baytown	3.7 NE	26	2	31-*L4-S3		P-line SE.
Baytown, Humphrey		26	3	23-S5	F1	P-lines E, W, NW.
Beaumont Mun	6.8 W; hwy S	31	3	34-B-S5-U	F4	Use strips. Ben-sunset-2130.
Beaumont, Jefferson County Mun (P) •	9.8 SSE; hwy SE	15	3	h57-BL4, 6, 7a-S5-W	F4	Sod areas hazardous. Use rnwys. Due non-visibility twr unable to ctl tfc on ramp N of hangar #1.
Beeville, Travland	2 NW; RR E	290	3	27-S5-U	F4	SE blkd. P-line E,NE. Use strips.
Bellville, Grawunder Fld	0.3 E	265	3	20		Rolling. TV twrs N NW;p-line W;use strips only.
Belton	2 WSW	674	2	21-S1	F1	P-line NE.
Big Lake Mun	0.6 NW; hwy S	2700	4	h42	F1	ESE blkd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Booker	1. SE	2830	1	26-(S1)	(F1)	P-line N, NE;soft-wet;cattle on fld;use strip.
Borger, Hutchinson Co. (PC) •	2 N; hwy S	3052	3	h41-BL4-S5-U	F5	Use rnwys, taxiways only.
Bracketville, Ft. Clark Ranch	2.4 SW; hwy N	1105	3	33		
Brady, Curtis(PC) •	3 N; hwy SE	1630	2	h40-BL4	F2	Use rnwy. E/W strip ruf.
Brady, Curtis Ranch Fld	13. NE	1640	1	37-B		Ben sunset to 2200. Unattended.
Breckenridge, Stephens Co. (PC) •	2.5 S; hwy W	1282	3	h38-BL4-S5-U	F4	Use rnwys.
Bremond	1S; RR, hwy W	460	1	21		Cattle on fld.
Big Spring, Hamilton Fld	1.5 N; hwy S, W	2520	2	h36-*L4-S5	F4	P-line N;use strips;3200' strip avail.
Big Spring, Howard County	3.0 NE	2560	2	h35-L4-S5-U	F4	Rgt tfc rnwy 24 & 34. Code bcn.
Bishop Mun	3.5 NE	60	1	35		Ruf. Unattended.
Bonham, Jones Fld	2 N; hwy E	616	1	h30-S3	F2	
Brenham Mun (PC)	1 ESE; RR NNE	342	3	32-*L4-S1		Unattended.
Brownfield, Terry Co.	5.0 E	3314	3	h38-L4-S5-U	F4	Lgts dusk-2230.
Brownsville, Mauldin Fld	4.4 NNW; RR W	24	3	35-S5	F1	P-lines E,NE,W;use strips;cattle on fld;soft-wet.
Brownsville, Rio Grande Valley International (P) •	4.5 E; hwy N	22	6	h57-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
Brownwood Mun (PC) •	6.3 NNE; hwy E	1391	2	h50-BL4-S3-U	F4	
Bryan, Coulter Fld	4 NE; hwy N	360	3	27-B-S5	F2	Use strips.
Burnet Mun	1.0 SW	1320	1	25		P-line N.
Caddo Mills Mun	2.1 SSW	540	2	h40		Use rnwys. Unattended.
Cameron Mun Arpk	1.7 N; hwy W	402	1	28-S1	F2	SE blkd; p-line NW.
Candelaria	0.7 N; riv W	2950	1	21		Mountains N, NE, SE, E. Unattended.
Carrizo Spgs, Dimmitt Co.	2.3 E; hwy N	640	1	h36	(F1)	
Castroville Mun	1.5 ESE	772	1	h50-S3	F4	
Center, Hawkeye Hunting Club	4.0 SE	300	1	32-(S3)-U	(F2)	No storage.
Center, Pearce	2 N	310	1	27-BL2,4	(F1)	P-line S. Unattended.
Chester, Peach Tree Ranch	1.8 NW	265	1	35		SE blkd. Cattle on fld. Unattended.
Childress Mun (P)	5.2 W; hwy N	1952	4	h60-BL4-S5-W	F4	Use rnwys.
Cisco Mun	2.5 NNW	1620	4	32-S1	F2	P-line N. Hill NW.
Clarksville, Trissell	0.4 NW	540	1	22-L-(S3)-U	(F4)	Bldgs & P-line S.
Cleburne	1 NW	780	2	22	(F1)	
Coleman Mun (PC)	1.7 NE; hwy NW	1697	1	h39-BL4	(F1)	Rnwy rstd 15,000 lbs;use rnwys. Unattended.
College Sta, Easterwood Fld(P) •	2.8 SW	319	3	h52-BL4-S3-W	F4	Land on concrete rnwys only. Rnwy 4-22 unlgtd.
Colleyville, Wright Farm	1.5 N	600	3	20-(S3)	(F2)	P-line E. Unattended.
Columbus	2.2 NW; riv S	205	1	29	(F1)	P-line NW. Unattended.
Comache Dudney Fld	4.0 SW	1600	4	27	F1	Unattended. P-line N.
Comfort, Ingenhuett Fld	1.0 N	1490	1	22		Unattended.
Commerce Mun	3.4 NE	540	hw	25		P-lines S, SE, SW. Ruf S side.
Conlen	0.5 NE; RR, S	3800	2	36-S2	F2	
Conroe, Montgomery County, 4, HOU-TUL (PC)	3.5 NE; hwy W	236	3	h46-BL4-S3-U	F4	Use rnwys.
Converse, Hedrick Arpk	6.SW	770	1	31-S5	F3	Fence across S end rnwy.
Cornudas, Mayfield Ranch	10.N	4550	3	45		
Corpus Christi, Cliff Maus (P) •	2.5 SW; hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Preferential tk-off rnwy 12-30 17-35, 26. Lndg rnwys 12-30, 17-35, 8. Tk-off rnwy 8 & lndg 26 permitted only when load or wind conditions preclude use of preferential rnwy.
Corpus Christi, Cuddihy Fld (N)	7.8 SW; crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
Corsicana, Allison Ranch	3.0 NW	410	3	h35-*L4-S3-U	F4	5280' strip avail.
Corsicana Mun (PC)	5.6 SE; RR E	440	3	h20-*L4-S5-U	F4	P-line NE 3700' strip avail.
Corsicana, "79"	1.8N; hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
Cotton Center, Starnes	8 S	3500	1	27-U		P-line W.
Cotulla, Flying W Ranch	12 WNW	515	1	36		House W. Unattended.
Cotulla Mun, 6, LRD-SAT	1.2NNE; hwy SE	471	2	41-BL4-W	F4	Dry wea only.
Crane, J-Bar Ranch	14 NW	2750	2	32		P-lines S, W. Unattended.
Crosbyton, Paudler	1.5 E; hwy N	3017	1	25	F3	Low p-line N. Use rnwy.
Crowell, Foard County	0.8E; hwy N	1479	1	h21		P-line N. Unattended.
Crystal City Mun(PC)	1.5 NE	610	1	h35-BL4-S5	F1	
Cuero Mun	1.5 ESE; hwy N	210	1	33-(S3)	(F1)	
Dalhart Mun (P)	3.8SSW; RR NW	3985	3	h90-BL4-S5	F5	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
Dallas, Addison	10. N	637	2	h45-BL4-S5-U-W	F5	
Dallas-Flyers Fld	10SW	404	3	37-L4-S5	F2	P-lines N, NW.
Dallas-Garland	9.6 NE; hwy S	614	2	h34-L4-S5-U	F4	Use rnwys.
Dallas, Highland Park	9. N; rd E	524	2	h24-L4-S5-U	F4	Use rnwys-taxiways;lgtd p-line N of N/S rnwy.
Dallas, Hi-Way 77	10.4 S; hwy E	665	5	40-*L4-S3	F3	S end of W N/S strip blkd. P-lines SE, W.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY	LONGEST RNWY FACILITIES	FUEL	REMARKS
				TEXAS (Continued)		
Dallas, Love Fld (P) •	5.7 NNW; hwy W	485	2	h77-BL4-6-S5-W-X	F5,7	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Use rnwys. P-line S. Inbnd VFR flgts in rdo equipped acft ctc apch ctl will specify reptg pt where flgt will chg to Love Twr freq. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq & ctc Love Twr. Formation tk-offs prohibited.
Dallas, Park Cities	10 NW; RR W	483	2	24-S5-U	F2	P-line NW.
Dallas, Redbird	7 SSW; hwy SE	642	2	h45-BL4-S5-W	F4	Use rnwys.
Dallas, White Rock	6.7 ENE; hwy E	543	2	h24-L4-S5	F3	
Decatur Mun	1.5 N; rd SW	1059	3	28-B-S1	F4	E, W blkd. P-line SW. Use strips.
Delaware Springs, 11-ELP-FTW	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling, ruf. Unattended.
Dell City, Lynch Ranch	4.3 SSW	3776	1	26		
Dell City, McConnell Farm	1.5 N	3710	1	24		TV ant. W.
Dell City, Pauley	Adj NW	3713	1	36-U	(F2)	Unattended.
Del Rio, Davis Ranch	40. N	1630	2	21	(F3)	Unattended.
Del Rio Mun	1.5 WNW, RR S	1017	2	42-L4-S5-U	F4	P-line N. Rgt tfc strips 13 & 17.
Del Rio, Townsend Ranch	22. SE	960	1	24		Unattended.
Del Rio, V. Askew Ranch	25. NE	1510	1	30		
Denton Mun (PC)	4 WSW	652	4	h41-L4-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	0.8 NW		3	h45-S3	F2	Surnd by p-lines.
Dilley Airstrip	1. WNW	550	1	30		SE blkd.
Dimmitt-Jaycee	1. N	3840	3	20-(S1)	(F1)	P-lines E, NE. Fence S.
Donna, Woods	0.9 E; RR S	68	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	5.7 W; hwy N	2323	2	h45-BL2		Unattended.
Dumas Mun	2.0 W	3650	2	h44-*L4-S5	F3	
Eagle Lake Mun	0.5 NE	185	2	35-B-S3	(F2)	P-line NW.
Eagle Pass	1.3 E; hwy N	774	1	h26-S5-U	F4	ARPT OF ENTRY. Unpaved extns 450' NW end-650' SE end.
Eastland Mun	1.0 NE; RR S	1468	3	36-L4	(F1)	Rnwy lgts oper dusk-0200 AM.
Edcouch, Walker	0.6 NE	70	1	31-S5	F3	P-line NW.
Edinburg Mun	2.8 W; hwy W	90	3	h28-BL4-S3	F2	E, W blkd. 3100' strip avail.
Edinburg, Moore Aux. #1	10. NNE	80	2	h40		Unattended.
El Campo, Hefner	1.5 WSW; hwy SE	104	2	37-S5-U	F3	No storage. P-lines NNE, SE, SSW.
El Campo, Mach	4.0 SE	100	1	28-L4-(S1)	(F3)	
Eldorado Mun	adj city W	2460	2	h31	(F1)	P-line S.
Eldorado, Bruton Rch	11.3 WNW	2500	3	40	F1	
Electra	3.6 WNW; RR S	1229	3	30		P-line S.
Elgin, Prewitt	1.E	495	1	26		
El Paso-International •	4.8 ENE	3938	4	h90-BL4-6-S5-W-X	F5,7	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land. Acft will fly one base leg 90° to tfc pat, on entry & one cross wind leg 90° after tk-off. Folg vertical separation in ctl zone: hvy & mil acft no higher than 5000' MSL or 1000' above terrain. All 360° overhead apchs will be made at 1000' above terrain & pitch out to left, xcpt for rnwys 4, 8 & 35 pitch out to rgt. Simulated ILS apch not allowed under 200' days. Rnwy 12-30 clsd. Tfc make left-hand apch to rnwys 26, 22, 17; rgt hand to rnwys 35, 4 & 8. Exercise vigilance to maint lateral separation with acft on final apch to rnwy 03 Biggs AFB. Formation tk-offs prohibited. Turn on lndg lgts 5 mi out durg darkness. Caution taxiing vcnty term. bldg, equip. on apron. Instr rnwy 4-22 open jet tfc.
El Paso, Westside	5.0 WNW	3736	1	h37-S3-U	F4	Tfc pat, alt 4500' MSL; rgt tfc pat, rnwy 26, left patn for rnwy 10. Heliport on S side of rnwy. Maj eng rprs avbl.
Esperanza, McCoy	0.5NE; riv 1 S	3500	1	16		P-line S.
Fabens	2.0 NE	3621	3	h40-S5	F4	P-line SE.
Fabens, Mac Guire Farm	5.0 S	3610	1	40		80 & 100 oct. avail only in emerg.
Falfurrias, Brooke County	1.5 SE; hwy W	115	2	h20-BL1	F4	E blkd. 2250' strip avail.
Floydada Mun	1.2NNW; RR W	3187	4	27	F1	P-lines W, SSW. Ruf.
Ft. McKavett, C-B Ranch	2.6 W; rd S	2150	2	32	(F1)	Livestock on field. P-line SW.
Ft. McKavett, Deervale	12. N	2300	2	35-(S1)		Livestock on fld.
Ft. Stockton, Bryan Ranch	27.0 ESE	3400	3	30		Fence S & SSW.
Ft. Stockton, Henderson Rch #2	19SSE; hwy 2 E	3500	2	26		House W.
Ft. Stockton, Pecos County(PC) •	2.7 NW; hwy SW	3010	5	h42-BL4-S5-U	F4	5600' strip avail. Unicom daylgt hrs only.
Ft. Worth, Greater Ft. Worth Intl • (Amon Carter Fld) (P)	17.5ENE; hwy N	568	3	h84-BL4, 6, 7a-W	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. NE/SW rnwy clsd. Use rnwys. Inbnd VFR flgts ctc Ft. Worth Apch Ctl on 118.1, 236.2, 365.8 mc approx 25 mi out for lndg instr. Ft. Worth Apch Ctl will specify reporting point where flgt will chg to twr freq. RVR avail.
Ft. Worth, Meacham Fld (P)	5.5 NNW; RR NE	692	3	h52-BL4,5,6-S5-W-X	F5	P-line SE. Use rnwys.
Ft. Worth, Ritchey Fld	7.N; hwy W	655	2	25-(S1)	(F1)	
Ft. Worth, Russell Fld	7.SSE; hwy NW	710	2	31-S5	F3	NE blkd. Extreme caution when wet.
Ft. Worth, Saginaw	8.5NNW	770	2	h26-S5	F3	P-lines S, SE. Rgt tfc strips 12, 18.
Fredericksburg, Eighteen Ranch	6. NW	1800	1	16	(F1)	Soft-wet. Stock on fld.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
				TEXAS (Continued)		
Fredericksburg, Gillespie Co. (PC)	3.1 SW; hwy SE	1694	3	h30-BL4-S5	F3	Lgts sunset to 0430.
Freer Mun	1.0 ENE	622	1	34		P-line SE.
Friona, Benger Arpk	1.8 NE; RR S	4003	3	35-S5-U	F4	
Gainesville Mun (PC)	3.8 WNW; RR S	633	4	h47-B*L4-S5-U	F5	Use rnwys.
Galveston, Scholes Fld (P) •	3.5 WSW	7	3	h30-BL4-S5-W-U	F4	Apch & depart. ctl service provided by HOU twr. Apch freq 118.3 mc, depart. freq 123.7 mc. IFR arriving acft ctc HOU apch & remain on that freq until advised to ctc GLS rdo. IFR depart. acft ctc GLS rdo for clearance.
Garwood	1.SW; hwy E	125	1	22-(S3)	(F2)	10° bank N.
Genoa	1.NE; RR, hwy S	48	3	31-L4-S5-U	F2	Rgt tfc strips 11, 14, 20. NE blkd.
Georgetown Mun (PC)	3.3 N; hwy W	784	2	h41-S5	F2	ENE/WSW strip clsd.
Giddings	0.8 S; RR W	460	3	27-B*L-S3	F3	P-line N.
Gladewater Mun	2.WSW; hwy S	296	2	23		Unattended.
Glen Rose, Lane Arpk	6.5 E	820	2	22	F1	N, S, NW blkd. Stock on fld.
Gonzales Mun	0.5 NE	350	1	33	(F1)	Caution-when wet. TV twr S.
Graham Mun	2.ENE; hwy N	1120	2	30-B-S3-U	F3	Bcn opers to 2215. SW blkd.
Grand Prairie(A)	0.2 mi S	550	1	h28-*L4-S3-U	F4	Bcn on prior req after 2215. SW blkd.
Grapevine, Flying Cap Valley	3.5 SW	700	1	35		P-line N.
Greenville, Majors (P)	6. SSE; RR NE	544	3	h75-B		Ngt lndgs unadvisable. Fuel emerg only.
Greenville, Peak Ranch	14. SSE	445	1	18		
Guthrie, 3666 Ranch	2.NW; hwy S	1760	1	h40		
Hamilton Mun	2.0 S	1250	2	30-BL4	F1	
Hamlin Mun	1.0 N	1700	2	33-(S1)		P-line W. Unattended.
Harlingen, Elliott	5.5 NNW	40	2	22-S5	F3	P-lines W, WSW. Soft-wet. No storage.
Harlingen Mun	4.0 W	43	3	h49-BL4-S5-U	F3	P-line W. 100 oct fuel on req.
Harwood, Gottwald Fld	0.5 S	468	1	20-(S3)	(F2)	P-line NW; fence SE. Fuel avail emerg only.
Henderson, Rusk County(PC)	3.WSW	440	2	h30-*L4-S5	F1	Bcn prior req.
Hereford Mun	4.7 NE; RR S	3763	1	h44-L4-S3-U	F3	
Hereford, Paetzold	2.SE	3808	2	27-S3	F1	
Hillsboro, Triplett Ranch	6.0 SW	615	3	26-(S3)-U	(F2)	S, SSE blkd; p-line ESE. Rolling, Cattle on fld. Use strips.
Hondo Mun (PC)	2.1 W; RR S	927	6	h61-*L4		
Hooks, Cranfill	3.3 N; lk N	332	1	22		
Houston, Andrau Arpk	12 WSW; rd W	80	2	h48-BL4-S5-U-W	F4	P-line S.
Houston, Beeline	12 N	82	1	28	F2	Use strip. P-line SE. Bcn on req.
Houston, Clover Fld	19.5 SSE	43	3	h40-BL4-S5-U	F4	P-line E. E/W strip soft-wet.
Houston, Collier	10. NW	90	1	35-S1	F3	Fence N.
Houston, International (P) •	9. SSE; hwy W	50	3	h76-BL4, 6, 7a-S5-W-X	F5	Rnwy 8-26 tk-off E only, no lndgs, 70'mrkd twr center S edge of fld; unlgtd 35'p-line parallel to & 1000'E of E bndry; use rnwys; non-rdo equipped acft use caution & abide by ctl twr lgt signals; deep ruts on E shoulder of NW/SE rnwy; stay on pavement-shoulders soft.
Houston, Nine Bar Rch	3.0 NW	160	1	35		Ditches end of rnwy.
Humble	2.0 SW	87	1	30-S1	F2	P-line & trees S. Trees N.
Huntsville Mun (PC)	2.5 NW; hwy S	366	3	h25-L4-S3	F2	2900' strip avail. Lgts 1800-2400.
Iraan Mun	0.5 SE; hwy W	2200	1	h32	(F2)	P-lines NE, SE, SW, NW. Dikes NW, SE, N.
Irving, Jap Lee	3.0 N	520	3	18-*L-S3	F1	
Jacksboro, Pursley Fld	3.5 WNW; Rd E	1100	1	36		Unattended.
Jacksboro, Rodeo City	4.5 N	950	2	23	(F1)	SE blkd.
Jasper-County	2.9 SW; rd W	222	2	h26-BL4-S3-U	F4	2800' strip avail. Lgts on req after 2400.
Jefferson, Cypress River (PC)	2.8 ESE; RR N	221	3	24		Extreme caution-ruf, weeds.
Johnson City, Bogue Ranch	14.0 E	875	1	15		P-line S. Cattle on fld.
Johnson City, Waller	0.5 SW	1233	1	16		Unattended.
Joy, Starnes	4. W	1030	2	24		P-line E.
Junction, Kimble County(P)	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W rnwy clsd.
Juno, W. W. West Ranch	8.6 NW; rd W	1833	1	27		
Katy, Franz	4.0 NE	153	2	35-S3	F2	
Kerrville Mun (PC) •	5.8 SE; RR SW	1590	2	h40-BL4-S5	F4	Ditches both sides strips. 4400' strip avail.
Killeen, Skylark	3.6 E	844	3	30-S3-U	F2	P-line N.
Kingsland-Estates	3.0 W	900	1	h33		Unattended.
Kingsland, River Valley Rch	2.0 NNE	875	1	22		Unattended. P-lines N, S. Trees N.
La Grange, Guenther Fld	1.5 W; hwy N	275	2	26-S3	F2	N, S, SE, NW blkd. Hill SW end rnwy 15-33. N/S rnwy clsd.
Lake Dallas, Lake View	1.0 NE	535	1	15		
Lamesa Mun	1.5 NE	2994	1	h40-S5	F3	
Lamesa, Adcock	5 NNE	3050	1	20	(F1)	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Lamesa, Johnson Flying Service	1 N	3050	2	26	F2	Unlgtd twr S.
LaPorte Mun (PC)	2. 5WNW; rd S	30	3	h35-L4-S5-U	F4	4000' strip avail.
Laredo, Link Ranch	6 S	490	1	h21	(F1)	
Laredo Mun	6. 3 N	508	1	h30-S5	F4	ARPT OF ENTRY. P-line S.
Leakey, Lewis Ranch	6 NNW; rd E	1730	1	28		Cattle on fld. Soft-wet.
Leakey, Sharp Fld	1. 0 N	1625	1	30		
Leander, Bar K Guest Ranch	22 NW Austin	1250	1	h32		
Levelland Mun	2 S; hwy W	3525	4	h26-BL4	F1	P-lines SW. W blkd;use strips;soft-wet. 3000' strip avbl.
Liberty, House Arpk.	4. 3 SSE; RR N	70	1	29-S3-U	F2	P-line NW;use strips;soft-wet;bcn on req.
Littlefield Mun	2. W	3558	2	h34-L1-S5-U	F3	Surrounded by p-lines.
Livingston, Hennington	3 S	120	1	30		Unattended.
Lockhart Mun	2. 2 S; hwy E	529	2	28		Unattended.
Lometa Airstrip	4. 0 W	1500	1	21		Stock on fld.
Lone Star	2. W	285	2	h36-U		
Longview, East Side	2. 4 NE; hwy S	352	2	25-S3	F2	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
Longview, Gregg County Mun (P) •	7. 3 SSE; hwy N	365	3	h52-BL4, 6-S5-W	F4	Use rnwys. Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13.
Lubbock Mun (P) •	5. NE; RR W	3256	4	h85-BL4,6,7a-S5-W-X	F4	Use rnwys;E/W rnwy restricted to day and high wind conditions. Rnwys 3-21 & 12-30 clsd acft with gross tkof wt over 60, 000 lbs, xcpt emgcy or cross winds exceeding operators specifications.
Lufkin, Angelina County(P) •	7. 8 SSW; hwy W	290	2	h44-BL4-S3-W	F4	N/S rnwy rstd to 30, 000 lbs. Use rnwys. Ruf.
Luling Memorial(PC)	3. 5 N; hwy E	480	2	28		
Marathon, Skovington Ranch	25. NE	3820	2	30		Surrounded by mts.
Marfa-Alpine (PC) •	9. ESE; RR N	4885	6	h75-*L4-S1-W	F4	Use rnwys. Bcn prior req.
Marfa Mun (PC)	4. N; hwy E	4848	2	h53-(S3)-U	F4	
Marshall, Beer's Fld.	18 NE; lk E	180	1	h48-(S1)-U		Trees SE, NW.
Marshall, Harrison Co. (PC) •	3. 9 SE; hwy N	357	2	h35-BL4-S3	F3	Bcn, lgts PR after 2400;NE/SW rnwy clsd ngts.
Mason-County(PC)	3. 2 ESE; hwy N	1500	3	36		
Matagorda-Beach	6. SSE	8	1	21		
McAllen, Miller Intnl(PC) •	1. 8 S; hwy E	102	2	h41-BL4-S5-U	F4	P-lines N, S;TV NE;use rnwys;rnwy 18 perm clsd.
McCamey, Upton County(PC)	0. 8 SW; RR N	2439	3	h44-BL4-S5	F2	P-line SSE. Use rnwy, strips.
McGregor Mun	5. 6 ENE	575	3	h61		Clsd to all but AF operns.
McKinney, Flying M Ranch	5. 9 W	760	1	25-U		Rolling. Church N. P-line N.
McLean Mun	3. 3 E	2800	1	29		S blocked.
Medina, B Lazy 2 Ranch	2 NW	1500	1	23		Road crosses strip. Trees NW end.
Memphis Mun (PC)	1. 4 NNE; RR SW	2082	3	36	(F1)	E, SE blkd. Soft-wet. Use rnwys.
Menard-County	2. 0 N	1880	1	h35	F1	
Menard, Womack Rch	12. E	2200	1	22		Fence W end;soft-wet;TV ant. N.
Mercedes, Central Valley	3 NE; RR S	60	1	h31-S5	F4	Use rnwy.
Mesquite, Cole	3 SE; rd SW	490	2	19	(F2)	P-line S, W. Ruf.
Mexia Mun	1.2SE; rdN, NE, SW	516	2	23-S3	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
Midland-Arpk(P)	3 NNW	2805	3	h58-S1-U	F4	
Midland-Air Terminal •	9. 5 WSW; RR S	2867	4	h86-BL4-6-S5-W-X	F5	Use rnwys, taxiways.
Mineral Wells(P) •	3. 6 ESE; hwy N	964	2	h42-BL4-S5-W	F4	Helicopter trng below 2500'MSL within 20 nmi radius.
Monahans, Hurd Memorial(PC)	1. 2 SW; RR N	2614	2	h36-L4-S1	F4	Water twr in tfc pat. Use rnwys.
Morton, Cochran County(PC)	1. 5 E	3750	3	29-S1	F1	
Mount Pleasant Mun	2 SSW; RR E	416	2	h33-S5	F2	Use strips. Ditch S.
Muleshoe, Warren Fld (PC)	1 ENE; hwy N	3800	2	43-L4-S1	F3	P-line N.
Mumford, Scamardo	1 NW	265	1	18		
Munday, LeFlar	0. 7 E; RR N	1483	1	24-S1	F1	
Munday, Petty	1 NE	1480	1	26-S3	80	Caution-loose sand on rnwy. Attnd Mar-Nov.
Nacogdoches, Del Rentzel(PC)	4 WSW	372	4	h36-BL4-S1-U	F4	4300' strip avail.
Nocona, Sawyer	2. NW	950	1	25		P-line S.
Normangee, Epps Farm	19 NE	300	1	31		Cattle on fld.
Normangee, Millstone Ranch	7 NE	300	1	38		Unattended.
Odessa, Ector County	5NNW; hwy W	2979	4	h43-L4-S5	F4	5300' strip avail. Lgts prior req after 0100.
O'Donnell, Gary Fld	4 SW; hwy E	3050	2	21-S3	F2	P-lines N, E.
Olney Mun (PC)	4 WSW	1274	3	h55-L4	F1	Use rnwys.
Orange, Brown	3. 6WSW; hwy SE	14	4	50-L4-U	F4	P-line SE. Use strips. FEE.
Ozona, Childress Ranch	8. 8 N	2530	3	26	(F1)	P-line S. Use strips.
Ozona Mun	1. 0 N	2330	1	h39-BL4-S3-U	F3	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 60)
TEXAS (Continued)						
Ozona, T-Half Circle Rch	20. E	2250	2	24	(F3)	P-line N.
Paducah, Triangle Ranch	13. 7 E; lks N, S	1740	1	h38		Caution-draws. Unattended.
Palacios Mun (P)	2. 5 NW	13	3	h50-BL4-S1-W	F3	
Palestine Mun (PC)	4. 5 WNW; hwy N	422	2	h40-BL4	F4	Use rnwys.
Pampa, LeFors Fld	5. 8 NNW; rd E	3275	3	h45-BL4-S3-U	F4	Use rnwys.
Pandale, Mills Ranch	9. 5 NE; rd SW	1950	1	22-S2		Surd by mtns. Unattended.
Paris, Cox •	6. 6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	0. 3 S; hwy W	51	4	26-S5	F4	E, NE blkd. P-line, SW, W.
Pearsall, McKinley Fld	4 S	585	2	h32-*L4-S3	F2	P-line W.
Pecos Mun (PC) •	2. 2SSW; RR W	2617	3	h72-BL4-S5-U	F4	Ngt opern rstd rnwy 13-31.
Perryton, Harbaugh	22. 2 S; riv S	3000	4	41-U	(F2)	
Perryton Mun PC)	3 ENE; RR NW	2915	3	h41-S3	F4	
Plains, Yoakum County(PC)	1. 2 NNW	3600	4	30	F1	NW blkd; use strips. Unattended.
Plainview, Hale County(PC) •	1. 6 S; hwy E	3372	2	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	1. 0 N; riv E	374	2	22	(F2)	NW blkd.
Port Arthur, Parker	4 NW; hwy SW	6	4	33-S5	F3	
Port Isabel, Padre Beach	2. 0 W	12	1	36		
Portland, Hunt	2 WNW; bay S	35	2	16-S3	F1	
Port Mansfield	15 NE San Perlita	10	1	30		Fence both ends rnwy.
Post	1. 0 NE	2700	2	26-L4	(F4)	P-line W.
Post, U Lazy S Ranch	11. S; RR NE	2500	2	h25-BL4	(F1)	4500' strip avail.
Quanah Mun (PC)	2 SW; hwy 1 E	1602	3	h24-L-S1-U	F3	Operated seasonly.
Ralls-Jaycees	1. 5 E; lk W	3150	1	21-(S1)		Unattended.
Ranger Mun	1. 5 SSW; hwy W	1468	4	24-S5	F3	NW, NE, E blkd.
Raymondville, Fox	1 WSW; RR S	33	2	26-S3	F2	P-line SE.
Red Springs, Arledge Ranch	3. NW	1400	1	30		Bldgs N.
Refugio, Rooke Fld	3. 2 WSW	54	4	29-S3	F1	P-line N, NE, NW;use strips;dangersous if wet.
Rio Grande-Farm Service	1 E; RR S	166	2	23-S3	F2	Fence, Bldg S. Ctn-low duster flying.
Rio Hondo, Texas Dusting Ser.	1. 0 E		1	h10-S3	F2	2300' strip avail.
Rio Vista, Fisherman's Paradise	8. 0 W	557	1	20		
Roaring Springs, Buzz Fld	2. 3 NNE; hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn-Golf course side rnwys.
Robstown, Nueces County	1. 0 SW	77	4	h16-S3	F2	
Rockport, Aransas County	4. 3 N; bay W	25	3	h45-S5	F4	
Rock Springs, Askew-Franks	10. SSW	2375	1	25		
Romero, Castleberry Ranch	1. 0 NE	4100	1	30	(F1)	P-line N.
Ropesville, McNabb Farm	4. 4 E; hwy N	3310	2	28		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches. Cattle on fld. Unattended.
Rosenburg, Lane Arpk	2. 5 SE; hwy W	94	3	24-S3	F3	Use strips.
Rotan, Phillips	9 W; riv 1. 5 NW	2150	2	21		
Rotan, Whitefield	3. 0 S	2000	1	21	(F1)	P-line N, S.
Salt Flat, 8A, ELP-FTW	80 E El Paso	3727	3	39-BL2		
San Angelo, Mathis Fld (P)	8. SSW; lk N	1915	4	h59-BL6-S5-W-X	F4	Use rnwys.
San Antonio, Intn'l(P) •	7. 8 N; RR SE	808	3	h85-BL4,5,6-S5-W-X	F4,7	2-way rdo rqrd ngts. Inbnd VFR flgts having proper rdo equip ctc SAN Apch Ctl on 123. 9mc approx 25 mi out for lndg instr;apch ctl will specify rptg pt where flgt will chg to twr freq; arriving & depart. acft avoid Randolph AFB tfc pat.-exten jet operns. Use rnwys & txwys only.
San Antonio, Lakefield	10 S; lk E, S, N	550	2	27	F1	Unattended.
San Antonio, Riverview Arpk.	10. S	670	1	20-S3		River bank S. Rgt tfc N.
San Antonio, Stinson Fld (P)	6. 2 SSE; hwy W	567	4	h49-BL4-S5	F4	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line W, S. Use rnwys & txwys only.
San Benito Mun	1. 5 E; RR SW	31	2	26-B-S3	61	P-line S. Use strips.
San Gabriel, Camp's Ranch	2. 0 E	470	1	25	(F1)	P-line S. Unattended.
San Leon, Ellis	7. 0 N Texas City	15	1	14	(F1)	P-line NW.
San Marcos Mun	3. 0 S	630	2	34-S5	F2	
Santa Rosa, Zacawelsta	4 NE; hwy E	1200	2	32		
Seguin	3. 3 WSW; riv E	400	2	32-S1	F1	
Seguin, Guadalupe Co.	2. 0 WNW; RR S	500	1	45-S5	F3	Muddy-wet. P-lines N, S. Use at own risk.
Shallowwater, Rhodes	adj W	3300	2	25-S1	F1	P-lines E, S.
Shamrock Mun (PC)	1. 3 SSE; hwy W	2323	2	26-BL4	91	Ruf. Radio ant. W.
Sheffield, Greer	Adj. City	2300	2	35-L4	(F4)	P-line E, Unattended.
Sherman Mun •	1. 4 SSE; hwy N	745	1	h40-BL4-S3-U	F1	Rgt tfc N, NE. Ruf.
Shiro, Flying "D" Ranch	3. 0 NE	300	1	25-L4-(S3)		
Sinton Mun	2 W; rd N	49	1	h45-*L6-S3	F2	SSE blkd. Cattle on fld. No storage.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Skellytown	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham Fld	1.0 SE	600	3	34-*LA	F2	N, NE blkd. P-lines S, SW, S blkd.
Smithville	3.0 E	325	3	27		Unattended. P-lines SW.
Smithville, Richards Rch	4.5 SE		2	30		Unattended.
Snyder, Diamond M Ranch	11. WSW	2400	1	20		P-lines S.
Snyder, Winston Fld (PC) *	2.5 SW; hwy N	2427	2	h48-BL4-S5-U	F4	
Sonora, Allison Ranch	12. E	2350	1	25		Stock on fld. Unattended.
Sonora, Askew-Vander Stucken Rch	22. SE	2325	1	25		Hill S.
Sonora, Copeland Ranch	15.7 NE	2360	3	32-L4	(F1)	P-lines S, SE. Stock on fld. Unattended.
Sonora, Mayer Ranch	10. W; rd N	2200	2	28		P-line N, NE, SW.
Sonora, Mayfield	9.0 W	2200	2	45	(F1)	Surnd by hills.
Sonora Mun	adj city	2130	1	h39-*L4-S1-U	F3	Rdo twr 1 mi E. Fences N, S.
Sonora, Robt. Mayer Ranch	15. NW	2300	1	20		TV tower E.
Sonora, Station B	36. SE	2320	1	h15		
Sonora, Texas Agricultural Experiment Sta. 14	26. S	2400	2	23		P-line S. Stock on fld. Unattended.
Spearman	0.6 NW; RR SE	3104	1	28-(S1)	(F2)	SW blkd.
Spearman, Barnes	1.5 NE	3100	2	32		P-line N. Unattended.
Spofford, Burr Ranch	12.5	925	1	36		
Spofford, Jameson Ranch	10 WSW; rd E	936	2	16		Use strips.
Spring, Skyline	23. N Houston	128	1	24-U		P-line N, trees SW. Unattended.
Stamford, Arledge Fld	3.0 SE; hwy W	1645	4	h23-*L-S5-W	F1	3900' strip avail; use strips only; bcn prior req.
Stephenville Mun	1.5 E; hwy W	1310	3	26-*L4-S5	F3	Ruf.
Sugar Land, Hull Fld	1.0 NW	99	1	31-BL4-S3-U	F4	
Sulphur Springs Mun	1.9 NW; RR S	472	2	33-(S3)	F2	Open daylgt hrs only.
Sundown	0.5 NW	3575	3	30	(F2)	
Sweetwater Mun (AF) *	3.5 W; RR S	2389	3	h02-BL4-S1	F4	
Taft, Worsham	0.6 ENE; hwy S	84	3	19-S3	F1	E, W, NW blkd.
Taylor Mun	2. NW	520	2	21-S3	F1	Ditch N end.
Teague, Cage Fld	1.N; RR; hwy SW	305	1	h17-(S1)	(F1)	
Temple, Draughon-Miller Mun (PC)*	5.5 NW; hwy SW	696	3	h30-BL4-S5	F4	Use rnwys.
Terlingua	2 E; hwy S	2700	1	36		
Terrell Mun (PC)	1.5 SSE; RR W	478	2	h30	F1	Use rnwys. P-line N.
Terrell, Wallace	2 W; hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	2.8 WNW; lk N	7	3	33-S5	F1	N blkd. Use strips.
Tulia	1.0 NW	3500	1	33-(S1)	F1	Fence N & S. P-line NE.
Tulia, Vaughn Farm #1	4 WSW; hwy N	3440	2	26		P-line N. Cattle on fld.
Turkey	2.7 SSW; hwy E	2350	3	30-(S1)		Trees E & W. P-lines NW.
Tyler, Pounds Fld (P) *	5.5 W; hwy N	544	3	h51-BL4, 6-S5-W	F4	Acft over 50,000 lbs rstd rnwys 4-22; use rnwys.
Uvalde, Garner Fld (PC)	2.7 E; hwy NW	940	3	h37-BL4-S1-U	F4	
Valentine, Henderson Rch #2	18. SSW; mtn W	5000	1	26	(F2)	Cattle on fld.
Valley Mills Mun	4. SE	750	1	30		Ctn-ruf. Unattended.
Van Horn, Culberson County, 10, ELP-CTX (PC)	3.5 ENE; RR S	3955	3	h60-BL2-S1	F4	Use rnwys. Circle town for service.
Van Horn, Sayles Ranch	54. NE	4000	1	15		
Vernon, Wilbarger County	5 N; hwy E	1261	2	h43-BL4-S5-U	F3	Use rnwys.
Victoria, Ball	6.0 N	107	3	33-S5	F4	Cattle on fld.
Victoria-County (PC) *	3.5 WSW; hwy S	121	4	h56-BL4-S5-W	F5	Ngt operns rnwy 17-35 only.
Waco Mun (P) *	6 NW; lk S	515	3	h57-BL4, 6, 7a-S5-W	F4	Use rnwys & twys only.
Waelder, Benham Ranch	8.2 NW	450	2	25		W blkd. Cattle on fld. Unattended.
Wellington, Marian Airpark (PC)	1.8 SE	2010	3	29-B		Use N/S strip when wet.
Weslaco, Mid Valley	1.7 NE; RR W	70	3	h25-S3	F4	Embank. N, E, S. 3100' strip avail.
Wheeler, Holt	1.5 NE; hwy S	2480	2	20	(F3)	P-line S.
Whitney, Lake Whitney State Park	0.3 SW	570	1	40	F2	P-lines N. Ctn-rnwys soft.
Wichita Falls, Kickapoo	3.1 SSE; hwy W	995	2	h20-L4-S5-U	F4	3500' strip avail. 40' unlgtd p-lines approx 800' off apch end rnwy 13 and 2500' off apch end rnwy 31.
Wichita Falls, Sheppard AFB/MUN (AF) *	5.8 N; hwy W	1014	2	h131-BL4, 6, 7a-S5-X-W	F4	2-way rdo rqrd. Open civil acft. Rgt tfc rnwys 17 & 35.
Wichita Falls, Wichita Valley	7 WNW; RR S	1020	3	26-*L4-S3-U	F4	S blkd. P-lines SE, SW. Use strips. E/W rnwy perm clsd.
Wimberley, Eagle Rock Ranch	2.4 NNW	1000	1	h26	F1	
Wink Mun 18, ELP-FTW (P)	3.6 WNW	2824	3	h70-BL4-S3-W	F4	Rnwys 17-35, 4-22 clsd ngts; 13-31 only lgtd rnwy.
Winnsboro, Mulinax	1.3 SE	517	2	20		P-line N. Cattle on fld. Ruf.
Wolfe City, Fulks	1.2 NNW	720	1	19		NNE blkd.
Wolfe City, Henington Airstrip	1.2 NW	680	1	22		SE blkd. Clsd during wet wea.
Yoakum	4.0 W	367	2	40	(F3)	Unattended. Fuel on call.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
UTAH						
Beaver Mun (PC)	3.2 SSW	5953	2	47		
Blanding Mun	2.9 S; hwy E, S	6750	1	h47	F4	Shoulders soft; use rnwys.
Bonanza	3.5 N; rd W	5398	1	37		
Bountiful-Sky Haven	2.6 WSW	4234	2	h24-S3	F3	3600' strip avail.
Brigham City (PC)	2.7 NW	4223	3	32-BL3-S5-U	F2	Ctn-mtn N. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	5 N; rd S	7568	2	h74-BL4-W		
Cedar City Mun (P) *	2.3 NW; RR S	5623	2	h55-EL4-S4-W	F4	Rgt tfc S, W. Use rnwys.
Delta Mun (P) *	4.3 NE; hwy NW	4755	2	h60-BL4-S3-W	F4	Use rnwys.
Draper, Carter Sky Ranch	1.5 NE	4750	3	49-S5	F2	
Duchesne Mun	2.2 mi NNE	5633	3	31	F2	Unattended. Fuel on call.
Escalante	0.5 SE	5800	1	40		P-line N.
Fillmore (PC)	2 WSW; hwy SE	4986	2	30-(S1)		Cattle on fld.
Goulding Trading Post, Monument Valley	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tfc off N, land S.
Green River Mun	0.4 W	4120	1	h42-S3	F4	
Hanksville 54, LAX-DEN	3.7 NNE; rlv S	4480	2	63-BL2-W		N/S strip ruf. N end soft when wet.
Heber-Valley (PC)	2. SW	5633	1	h46-U	F2	Rgt tfc SW.
Hurlington Mun	3.5 NE; hwy NW	5890	2	40		P-line NW. Cattle on fld.
Hurricane (PC)	5.0 S	3347	1	h34		Unattended.
Junction (PC)	1 NNW; hwy E	6074	1	38		Unattended.
Kanab Mun (PC)	2.6 S; hwy E	4856	2	h53-BL4-S5	F3	Caution-strip soft.
Loa, Wayne Wonderland	4.0 SE	7020	2	53	F2	
Logan-Cache (PC)	4 NNW; RR E	4454	3	h52-BL4-S5	F3	
Lucin, 52, SFO-SLC	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
Manti-Ephraim	5 N; RR SE	5535	1	h35		
Mexican Hat, Texas-Zinc Minerals	8. SW	5320	2	50		
Milford Mun, 45, LAX-SLC (P)	2.3 NNW; hwy E	5040	2	h50-BL4-W	F4	Fld unsuitable acft over 12,500 lbs.
Moab, Grand County (PC)	7.7 SE; hwy W	4234	1	h50-S3-U	F5	
Monticello Mun	4. N	6093	1	h48		
Mount Pleasant	2.0 SW	5857	1	47-(S1)		Fuel emgcy. Clsd ngts.
Nephi Mun	3.0 NW	5010	2	h47		Caution-loose gravel.
Ogden Mun (P) *	3.5 SW; hwy W	4453	3	h56-BL4-S5-W	F4	Rgt tfc rnwys 16, 21 & 25. Caution-arriving and depart. acft-hvy mil tfc making actual & practice GCA and inst apchs to rnwy 14 thru AFB, descending on final apch course over Ogden Mun Arpt.
Oljato	In town	4938	1	45-U	F2	No multi-eng acft when fld wet.
Parowan	1.8 NNE	6000	1	35		Ruf. Soft when wet.
Price, Carbon County (PC)	2.8 ENE	5892	3	h37-*L4-S5-U	F4	E/W strip not usable when wet. Bcn prior req.
Promontory Point, 3, SLC-PDT	0.3NW; RR E, S, W	4280	1	30-BL2		Unattended.
Provo Mun (PC) *	3.5 WSW; lk W	4490	3	h71-BL4-S5-U	F4	
Richfield Mun	1.8 SSW; RR E	5277	1	36-S5	F3	Rgt tfc NNE.
Roosevelt Mun (PC)	2. NNE; hwy S	5109	1	h35	(F2)	
St. George Mun	1.5SW; rlv SSE	2936	2	h51-BL4-S3	F4	
St. George, 36, LAX-DEN	6.0 SE	2887	2	h50-BL2, 4		Unattended.
Salina-Gunnison	6. NNE	5170	1	38		Unattended.
Salt Lake City Mun #1 (NG) *	5.WNW; hwy S	4222	4	h33-BL4, 7a-S5-W-X	F5, 7	24' lgtd twr 875' E rnwy 34L, 550' N rnwy 25.
Salt Lake City Mun #2	10.5 SSW; RR W	4608	3	h56		Use rnwys; all tk-offs & lndgs to N unless wind is 5 mph or better from other directions.
Salt Lake City, Utah Central	4.SW; hwy N	4243	3	42-S5-U	F4	P-lines N, NNW.
Sandy, Alta Arpk	2. E	4800	1	27-(S3)	(F2)	Mtns. E.
Spanish Fork-Springville (PC)	2.5 NNW; RR E, S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele Mun	1.4 WSW; RR W	4063	1	h42	F3	Shoulders soft. Use rnwy. Unattended.
Torrey	1. N	6795	1	36		Soft - wet.
Tremonton Mun (PC)	1.WNW; hwy S	4332	1	h34-S1	F2	
Vernal (PC) *	1. SSE; hwy N, E	5277	2	h49-BL4-S4	F4	Fences adj ends of strip, rnwy E/W strip ruf.
Vernon Mun	1.0 NE; RR E	5511	1	40		Fence S. Unattended.
White Canyon, Hite-Parker	1.5 NNE; rlv W	3549	1	35		Ctn-turbulence; apch down river to S.
VERMONT						
Barre-Montpelier Mun (P) *	3 W; pond 1.5 SW	1162	2	h45-BL4-W-U	F3	P-lines SSE, SW. Use rnwys.
Bennington Mun (PC)	2.5 WNW; rlv N	813	2	h20-S3-U	F2	Trees NE. Use rnwys.
Bristol	0.7 W; rlv SE	570	2	21-S5		SE blkd. Mtn range E to S.
Burlington Mun (AF, NG) *	3 E; rlv 1 NE	335	2	h76-BL4, 5, 6-W	F4	2-way rdo rqrd. ARPT OF ENTRY, Antenna SW. J-bar overrun area rnwy 33.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	REMARKS
VERMONT (Continued)							
Canaan, Bunnell Farm	5.0 S	1020	1	19			Soft when wet. Unattended.
Colchester, Champlain	6.3 W; RR W	120	2	19-S1-U		F2	N, W blkd.; p-line E.
East Berkshire	1.0 S	410	1	18			Unattended.
Fair Haven Mun	1.5 NNW; riv W	370	1	23			Use gravel strip. Unattended.
Manchester, Equinox	1.5 ESE; RR N	700	2	18-(S1)		(F1)	Use ENE/WSW strip emerg only. Mts ENE, WSW. Unattended.
Middlebury	4.3 SE; ridge E	490	1	22-S5-U		F2	Trees S.
Newport Mun(PC) •	3.SSW; lk NE	930	2	h40-S5-U		F2	Skiis only Dec thru Apr 15; airline stop Jun-Sept.
Post Mills	Adj. W	700	1	23-S5-U		F2	P-line NE.
Rutland Mun (PC) •	5.8 SSE; riv S	787	2	h50-BL4-S5-U		F4	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may be cross-wind those times. Auto tfc WNW.
St. Johnsbury Mun (PC)	5.2 N; riv E	814	2	20-S1		F1	N apch narrow between hills.
Springfield, Hartness(PC)	3.6 NNW; riv E	575	2	h27-*L4-S5-U		F4	2900' strip avail.
Swanton, Austin	1.7 NE	235	2	21-S5			
Vergennes, Basin Harbor	6.0 NW	130	1	32-U			Unattended.
Waitsfield, Estey Arpk	2.8 NNE; riv SE	710	1	30			Mtns ESE. Unattended.
Windsor, Miller	2.7 E	340	1	15		(F2)	Unattended.
VIRGINIA							
Alexandria, Washington-Virginia	4.5 NW; hwy NW	250	2	h28-*L4-S5		F3	NNW blkd.
Blacksburg, VPI(PC)	1.3 SSE; RR W	2100	1	h28-S5		F2	No operns Sun A. M.
Bridgewater (Harrisonburg). Pure Village	3.0 E	1350	1	20-S1			
Bridgewater, Shen-Myer Aircourt	1.0 SE	1180	2	26-*L-S5		100	NW blkd.
Buckingham, Bradshaw's Arpk	6.0 NW	500	1	35-S3		F1	Unattended.
Charlottesville-Albemarle(PC) •	7 N	639	1	h46-BL4-S5-U		F4	6000' strip avail.
Charlottesville, Univ. of Va. (PC)	5 ESE; riv E	300	1	36-S5-U		F4	
Chase City	2.5 W	500	1	30		F1	Soft when wet. P-line N.
Clover	3.5 SSW; RR E	350	2	25-S3		F2	P-line SSE.
Colonial Beach, Reno Sky Park	3.0 W	45	1	35-BL2-S5-U		F1	875' overrun NW end, 1000' SE end.
Covington	0.8 NE	1600	1	h23-(S1)		(F1)	Use strip. FEE.
Culpeper	1.0 SW	400	2	23-U		(F1)	
Danville Mun (P) •	3.4 ESE; hwy N	582	3	h50-BL4-S5-W		F4	
Elkton	3.0 NW	1100	1	18-S2		F2	P-line SW.
Emporia Mun (PC)	3.E; hwy S	127	3	h50-L4-S3-U		F2	Lgts avail until 2300.
Falls Church Arpk	2.SW; hwy N	350	2	28-S5		F3	E blkd. Soft when wet.
Farmville Mun	2.5 NW; RR S	370	2	20		80	N blkd.
Finchley, Clarksville-Finchley	1.NNE; RR S	450	1	22		F1	P-line SSW.
Franklin Mun (PC)	2.3 NE; RR, hwy S	37	3	h41-B*L2-S3-U		F4	All sod areas clsd.
Fredricksburg, Shannon	3. S	50	2	h26-BL4-S5-U		F4	3000' strip avail. Ngt operns by prior req only. Unicom days only.
Front Royal, Stokes Fld	3. W; riv S	735	2	31-S1		F1	P-line S. Use strips. Dangerous when wet. Fuel-emgcy only. Unattended.
Galax	6.0 S	2575	1	22		(F2)	P-lines, fences N & S. Attnd Sat & Sun.
Gloucester, Evans	1.3 S	80	1	45			Unattended.
Gordonsville Mun	2.9 NE; RR S, SE	475	1	26-BL2-S5		F1	
Harcum	7.N Gloucester	85	1	33		F2	House NNE.
Hopewell	3.3 E	20	3	h24-S5-U		F1	WSW blkd.
Hot Springs, Ingalls Fld	3 S; hwy 3 W	3780	2	34-U		F4	Clsd Nov-April.
Lawrenceville Mun	3.8 ENE; RR N	317	2	24-*L2-S5		F2	N blkd.
Leesburg Mun	1.ESE	339	1	35-*L4-S5-U		F3	Soft-wet. Rolling. Small acft use old rnwy.
Lively	3.0 SW	15	2	29-*L2,4		(F1)	
Lynchburg, Falwell	2.6 SE; lk SE	850	1	32-U		F1	Ctn-lnd E to W, ctc LYH rdo for arpt info prior lndg. Unattended.
Lynchburg, Preston Glenn (P) •	6.7 SSW; RR SE	942	3	h40-BL4-S5-W		F4	Signal for below VFR min not operng ngt hrs.
Manassas Mun	2.3 NW rd SW	210	2	22-S1		F3	SW blkd. Soft when wet. Attended wk-end only.
Marion, Mountain Empire	11.0 NE	2500	1	29-BL4-S1		F2	Attnd summers.
Martinsville Mun	3.5 SSE; rd W	800	1	h20-S5		F1	Dangerous drop-off each end of rnwy.
Melfa, Accomack County Mun	1.0 W	48	1	h50			Unattended; lgtd twrs NW & NE.
Mt. Jackson, Zirkle	5.0 E	1090	1	19			Fuel-emerg. Mtn peak E.
Newport News, P. Henry (PC) •	10.4 NNW	41	2	h50-BL4, 6, 7a-S5		F4	N/S rnwy exten clsd acft over 12,500 lbs. Due non-visibility twr unable to ctl tfc on NW taxiway beyond N end of N/S taxi strip.
Norfolk Mun (P) •	6.ENE; RR S, E	26	3	h50-BL4, 6, 7a-S5-W		F4	S, SE blkd. Sod areas clsd lndgs & take-offs. 2 lgtd twrs, 14' & 9', 750' apart, lctd 400' NW rnwy 4-22. First 219' rnwy 13 not avail for lndgs. Due non-visibility twr unable to observe N txwy from T-hangars to point 200' from apch end of rnwy 19.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	REMARKS
VIRGINIA (Continued)							
Onancock, Johnson Fld	0.5 E	35	1	24		F2	P-line NW. Electric fence NE edge of rnwy.
Orange-County(PC)	3.5 E; RR S	453	1	h26			Unattended.
Petersburg Mun	6.2 WSW; riv N	190	3	h50		F4	
Portsmouth	7.8 WSW; RR S	22	2	h21-S5-U		F3	3500' strip avail. Soft-wet. Use rnwys. S blkd.
Powhatan, Plainview	1.8 ESE; pond SE	400	1	16-S1		F1	Soft.
Pulaski, Loving Fld, 35A, BNA-DCA	2.8 N; hwy NE	2200	2	28-BL2			P-line E. Unattended.
Quinton, New Kent County	16. E Richmond	150	1	28-S3		F2	
Reedville	1.S; bay E	10	1	22			NE, SW blkd. Soft when wet. Unattended.
Richmond, Byrd Fld (NG) •	7.2 ESE; RR S	167	3	h80-BL4, 6, 7a-S5-X-W		F4	Operg 2-way rdo rqrd. Twr unable to observe N portion of N/S txwy parallel to rnwy 2-20 & NW/SE txwy parallel to rnwy 15-33. FEE for executive & non-sked acft; use paved areas only, other areas soft.
Richmond, Northfield	6.5 N; riv NE	197	2	h24-*L4-S5-U		F3	
Richmond, Parnell	4.8 S; RR E	120	2	27-S5-U		F1	
Richmond, Virginia State Police	4.SW; riv 2 NE	300	1	18		F1	SE blkd.
Roanoke, Mun(Woodrum Fld)(P) •	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W		F4	2-way rdo rqrd. FEE for multi-eng acft. Due non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip & 200' approx midway E/W strip. Men, equip adj all rnwys-caution-no 180° turns on rnwys.
Shenandoah	0.4 SW	950	2	20-*L3-(S1)		(F1)	Rolling.
South Boston, Tuck	3.1 ENE; RR S	410	2	h25-S3-U		F2	100' each end N/S rnwy unpaved.
South Hill Mun	2.3 WSW; RR N	410	2	h18			W blkd. Unattended.
South Norfolk	3.7 S; hwy NW	20	2	25-S5		F4	P-line W. Use strips.
Staunton, Shenandoah Valley	12. NE	1184	1	h40-BL4-S1-U		F4	
Suffolk Mun (P)	3.8 SSW	71	3	h50-S1		F1	Surrounded by trees.
Waverly Mun	2.5 N	115	2	40-(S1)			Unattended.
Waynesboro, Valley	3.7 WNW; hwy N	1400	1	34-S5-U		F4	Soft when wet.
Weirwood, Kellam Fld	1.W; RR ESE	15	2	21-S5		F2	
Wellville, Dalton	1.4 NE; RR S	400	1	22			Unattended. Horses on fld; surnd by trees.
West Point Mun (PC)	2.3 ESE; hwy N	24	3	h50-*L4			ENE, WSW, WNW blkd.
Williamsburg, Central	3.NNW; RR SW	105	2	42-S5		F2	Soft when wet.
Winchester Mun	3.4 SSE; rd E, S	700	2	30-S5-W-U		F1	
Windsor, Garner	4.8 NNE; hwy W	80	1	25			
WASHINGTON							
Almira, Mayberry Airstrip #2	7.3 S; rd NW	1850	1	24			Use at own risk.
Almira, Williams Grove	8.NE	2050	1	25		(F2)	P-line S.
Arlington	3.SW; RR E	138	3	h51-S5-U		F4	Ctn-gliders, especially wk-ends.
Auburn	1.8 ESE; lk NW	276	aw	24-S4		F2	Rolling.
Bandera	0.1 S; riv S	1630	1	24			Clsd winters. Ctn-mountainous area. Unattended
Bellevue Airfld	4.1 ESE; hwy S	345	1	h22-BL4-S5-U		F4	Rgt tfc SW; rnwy lgts prior req 3 hrs after sunset.
Bellingham Mun (P) •	3.8 NW; hwy NE	158	2	h50-BL4, 6-S5-U-W		F4	ARPT OF ENTRY.
Blaine	0.7 E; hwy W	66	1	15			Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet. Unattended.
Bremerton, Kitsap County (N)	8. SW; hwy NE	462	2	h50-BL4-S5-U		F3	Rnwy 1-19 sinking near SW end. 1st 2000' rnwy 1 clsd Naval acft.
Bremerton, Leisureland Resort	6.6 WNW; hwy S	430	1	25			Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Brewster, Gebbers Fld	0.5 N	1000	1	18		(F1)	P-lines E, W. Twr E.
Buena	1.3 NW; RR S	830	1	20-S3		(F2)	Rgt tfc & tk-off SE; lnd NW calm winds; p-line NW. Unattended.
Camas, Grove's Flying Service	2.8 N; lk SW	420	1	26-S3			E blkd.
Cashmere-Dryden	1.1 SW; RR N	860	1	h18			P-line E.
Chehalis-County-City(PC) •	0.6 NW; riv N	174	2	h50-L4-S5-W		F4	Code bcn. Twr NE. Use rnwys.
Chelan Mun (PC)	4.7 NE; riv SE	1250	2	26			Cattle on fld. Unattended.
Cheney	1. SW	2400	1	30			P-line SW. Unattended.
Clarkston, Asotin County(PC)	0.5 N; riv N	760	1	36-BL4-S5		F3	Rgt tfc E.
Cle Elum	2.5 E; RR S	1930	1	25-L4-S3		(F2)	Clsd winters. Rgt tfc NE. Lgts prior req after 2300. Unattended.
Colfax, Whitman Co. Mem'l (PC)	3.SW; hwy NNW	2171	1	24		F2	Unattended.
College Place, Martin Fld	1.1 W; RR N	750	1	26-L4-S5-U		F4	
Colville Mun (PC)	0.8 E; RR W	1878	1	h24			
Concrete Mun (PC)	1.8	200	1	21		(F2)	Rgt tfc W. Mtns N, S.
Copalis-Beach Airstrip	1.5 NW; riv S	0	1	50			Not usable at hi-tide; ctn-drift wood; unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR OF RWY	LONGEST RNWY FACILITIES	FUEL	REMARKS
WASHINGTON (Continued)						
Curlew	.05 W	1850	1	26		P-line E.
Darrington Mun	0.5 N	520	1	28		Unattended. Trees W.
Darrington, Sturgeons Rch	6. NE	550	1	20	(F2)	Rolling. Unattended.
Davenport Mun	0.9 WNW; hwy S	2425	1	28	(F2)	NE end rolling.
Deer Park Mun (PC)	3.0 NE	2200	3	h61		Unattended. Water twr WSW.
Easton, SB, SEA-HLN	1.7 NNW; hwy SW	2221	1	30-BL2		Closed winters-snow. Unattended.
East Sound, Orcas Island	1.0 NW	25	1	37	(F2)	
Eatonville, Swanson Fld	0.7 NE; RR E, W	950	1	22		P-line S. Unattended.
Electric City	1. SW	1570	2	23		Use NE/SW emerg only. Unattended.
Ellensburg Mun(P)	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Ephrata Mun •	2.SE; hwy SW	1272	3	h73-BL4-S5-W	F4	Stay on rnwys-shoulders soft, unsafe.
Everett, Paine Fld (AF)	7.0 SW	603	3	h73-BL4, 6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.
Forks(PC)	1.SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S. Unicom on req.
Friday Harbor	0.4 SW	80	1	24-S3-U	F2	P-lines & bldg each end.
Friday Harbor, Spieden Island	13. NE	250	1	21-(S1)		Over water approaches. Unattended.
Goldendale	.05 NW	1685	1	17		Unattended.
Granger, Wiggins		750	1	18-S1		Hill NE. Land at own risk; cattle on fld.
Harrington, Beck	1. NNE	2200	1	h30	(F2)	
Hoquiam, Bowerman(P) •	2.W; harbor S, NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	0.5 NE; hwy S	1325	1	26		
Ione Mun	1.9 S; RR W	2107	1	27		Unattended.
Kelso-Longview	1.8 SSE; RR SW	25	1	h29-BL2-S5-U	F4	
Kennewick, Vista Fld	4. WNW	516	2	h36-*L2, 3, 4-(S2)	(F2)	Minor acft rprs only. Unattended.
Kittitas, Cameron Fld	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Langley, Porters	4.5 SW	150	1	20	(F2)	P-line N.
Leavenworth, Lake Wenatchee(PC)	16.NNW; lk S	1916	1	25		Closed winters. Ctn-turbulent air close to gnd.
Lester(PC)	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft Service	0.2 W; lk N	1440	2	22		Rolling. Rgt tfc WNW, WSW. Ctn-down drafts. Unattended.
Lind	1.3 NE; RR S	1478	1	30-(S1)	F2	Use only WSW 2000' of strip. Ruf. Unattended.
Longview	2 SSE; pond N	20	1	30-S3	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield Mun	0.2 SE	2270	1	23	(F2)	P-line SE.
Mead-Flying Service	1.5 N; RR E	1935	2	29-S3	F2	P-line NE.
Metaline Falls, Sullivan Lake USFS	4. SE; lk S	2590	1	21		Mtns N, E, W. P-line N. Unattended.
Mineral Airstrip	1.8 ENE; RR W	1400	1	14		Rgt tfc SSW. Unattended.
Montesano, Summit Fld	2.7 W; hwy S	145	1	22		Rgt tfc ENE. Rolling. Use strip. Unattended.
Moses Lake Mun	2.0 NE	1200	4	27-L4-S5-U	F2	
Moses Lake-Sky Rch	8. W	1190	1	20-S5	F2	No storage.
Mt. Vernon, Barker	3 S; hwy E	5	1	20-S1	F2	
Mt. Vernon, Bayview (N)	5.0 NW	140	2	h53-S3	F3	
Nason Creek, E. Stevens Pass(PC)	0.2 SW; RR N	2170	1	21		Rgt tfc W. Clsd winters.
Northport, Lowry Mun	1.0 N; rlv SE	1457	1	25		Unattended.
Newport Mun	1.0 W; RR, hwy S	2150	1	29		Rgt tfc E. Lgt acft only. Unattended.
Odessa	1. N	1725	1	24	(F2)	P-line SW. Unattended.
Okanogan-Legion(PC)	1.1 E; RR NW	1041	1	24-*L-S5-U	F4	Rgt tfc WSW. Hills SE.
Olympia Mun (P) •	4.6 S; hwy NE	205	3	h50-BL4-S3-W	F4	
Omak (PC)	4.4 N	1303	1	h46-BL4-S3	F2	Rnwy lgts oper SS-0100.
Orchards, Scholl's	2 NE; hwy W	260	1	38-S1	(F2)	P-line W. Use strip.
Oroville, Scott(PC)	2.0 NE	1063	1	49-*L-(S1)	(F2)	Rgt tfc S. ARPT OF ENTRY. Unattended.
Othello(PC)	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
Packwood(PC)	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters. Unattended.
Pasco (PC) •	2.8 NNW	401	4	h45-BL4-S5	F4	Rnwy 20L clsd hvy acft-use 2L-20R. Rnwy 29L-11R abandoned.
Pomeroy, Ferrell Fld	1.7 ENE; rd S	2340	1	18		Rolling. P-line W.
Port Angeles, Clallam Co. (PC) •	3.0 WNW	290	2	h52-BL4-S3	F3	
Port Orchard, South Port Orchard	7.5 SSW; lk S	370	1	30-S5	F2	
Port Townsend-County-City	5.SSW; hwy ESE	110	1	33		ARPT OF ENTRY. W, WNW blkd; p-line ESE; rgt tfc ESE.
Port Townsend, Fran-N-Ann Arpk	6.0 E	120	1	17	(F2)	Unattended.
Prosser, Beardsley(PC)	1.WNW; hwy E	694	2	37-BL4-S5	F3	NE/SW strip ruf. P-line NE. Theatre E.
Pullman-Moscow Regional(PC) •	3.4 ENE; RR S	2551	1	h49-BL4-S5	F2	Acft over 12, 500 lbs rstd to paved areas. Lgts on req after 2200.
Puyallup, Thun Fld	6 S; hwy W	520	1	h32-BL4-S5-U	F4	Bcn oper SS-2300. NE blkd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR OF RWY	LONGEST RNWY FACILITIES	FUEL	REMARKS (12 April 1960)
WASHINGTON (Continued)						
Renton Mun (P)	Adj NW	32	1	h55-BL2-S5	F4	Rgt tfc rnwy 33. First 1000' rnwy 33 clsd indg tfc xcpt hvy acft. Use rnwys & taxiways only. Caution-final apch rnwy 33 & S end of fld occasionally not visible from twr when jet acft on compass rose. Touch & go indgs not approved for acft over 30, 000 lbs.
Republic, Fairweather	1.2 S; riv 1 E	2375	1	23-(S3)	(F1)	Rgt tfc NNW; use S 500' emerg only; no storage.
Richland, AEC	1.5 NW	393	3	h40-BL6		Prior permission required.
Richland-C. A. P.	1.3 SSE; riv SE	372	3	30-*L4-(S5)	(F2)	P-line N.
Rimrock, Tieton	2.1 S; hwy N	2980	1	25		Ctn-land NE; tk-off SW. Soft-wet. Clsd Nov-May.
Ritzville	0.5 W	1800	1	31	(F1)	P-line NE.
Seattle, Boeing Fld (P) •	4.8 SSE; RR E	17	2	h100-BL6-S5-W	F5	ARPT OF ENTRY. 2-way rdo rqrd, xcpt prior req.
Seattle-Tacoma Intn'l(P) •	13 mi S; hwy E	424	2	h97-BL4, 6, 7a-W	F6	2 way radio rqrd. Equip on fld days. Itinerant acft arriving SEA are encouraged to make initial ctc with SEA Apch Ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories, and routings when necessary for proper sequencing. Acft will call apch ctl on 119.5 mc-call should be made approx 30 mi out.
Shelton, Mason County(N)	2.5 NW; hwy ENE	278	2	h53-L4	F2	CIVIL FACS ONLY.
Silverdale, Apex Arpk	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
Skykomish(PC)	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish Airfld	0.9 SW; RR, riv N	16	2	27-S4	F3	Rgt tfc SSE, S. NNW blkd; p-line N, S, SSE.
South Bend, Willapa Harbor	2.5 NNW; riv SW	16	1	h30-S1	F2	
Spanaway	1.3 S	385	1	25-L4-S5	F4	Unlgtd p-line S.
Spokane, Felts Fld(P)	4.9 ENE; riv N	1953	2	h45-BL4-S5-U-W	F4	ARPT OF ENTRY. 1800' exn avail. NE end NE/SW strip. Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.
Spokane, Geiger Fld (AF, NG) •	6. WSW; hwy N	2372	2	h90-BL4, 6, 7a-W		2-way rdo rqrd; rgt tfc rnwys 3, 7; use rnwys. Jet barrier rnwy 3-21 mil use on req only. Caution, cables across overruns 135' beyond threshold lgts rnwy 3-21.
Spokane, Ox Meadows	5. S	2350	1	25		Unattended.
Sprague	0.7 NE; RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld. Unattended. Fuel emerg only.
Tacoma	4.4 W	375	1	h24-L2-S5-U	F4	Both ends of NNE/SSW strip drop 20'. Use rnwy.
Tacoma, City View	5. 0 NE	445	1	23-(S2)		P-line SW.
Tacoma, South Tacoma	2.9 SW RR E	250	1	34-*L4-S5-U	F2	Trees & Hill N. Rgt tfc S. Keep W of rnwy.
Tekoa, Willard Fld	1.5 ENE; RR NW	2503	1	19-S5	F3	
Toledo-Winlock Mun	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	Use rnwys only; farming opern unsurfaced areas.
Tonasket Mun	1.9 NNW; riv E	1340	1	42-S3	F2	P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Trout Lake, Hollenbeck Airstrip	0.7 NNE	1620	1	17		Trees SE. Cattle on fld. Unattended.
Twisp	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen Fld	4.8 ESE; hwy S	310	2	27-S5	F2	
Vancouver, Pearson Arpk	1.8 SW; RR S	26	2	40-L4-S5-U	F3	Enter only from SW, SE blkd-dike. 600' overrun each end E/W rnwy.
Walla Walla-City-County (P) •	3. NE; RR S, E	1205	3	h72-BL4, 6-S5-W	F5	Rnwy 7-25 clsd ngts. Farm equip on fld.
Washtucna	1 S; RR SE	1000	1	41-(S1)	(F3)	Caution-fld surd by mtns.
Waterville Mun	1 NE; hwy S	2460	1	23-S5	F2	Caution, deep draw near E end of rnwy.
Wenatchee, Pangborn Fld(PC) •	5 ESE; hwy S	1245	3	h46-BL4-S5-W	F4	Hill E.
Westport	0.7 NNE	5	1	14		P-line NW. Clsd winters. Unattended.
White Salmon	0.7 NW	850	1	18		No storage. Unattended.
Wilbur	2. WSW; RR SE	2175	1	30-S5-U	F3	P-line NE.
Wilbur, Kunz Airstrip	5.2 NE; hwy W	2375	1	16		Land NE, tk-off SW. P-line N. Rolling.
Winthrop, Intercity USFS	4 SSE; riv SW	1650	1	32		Unattended. Snow on fld Nov-April.
Woodland	0.4 SE; riv E	35	1	25		Floods when riv high. Trees, bldgs NNW apch. Unattended.
Yakima Mun (P) •	2.8 SSW; RR E	1077	3	h55-BL4, 6, 7a-S5-W-X	F4	P-line N, S. Due non-visibility twr unable ctl tfc on N/S taxiway for 800' southern extremity.
WEST VIRGINIA						
Ansted, Massey	3. E	1700	1	12-(S1)	(F1)	Unattended.
Beckley, Raleigh Co. Mem'l(PC) •	3.5 E; RR NNE	2504	1	h50-BL4-S1	F3	
Bluefield, Mercer Co. (PC) •	4.0 NE	2857	1	h47-BL4-S5-W	F4	
Buckhannon, Lewis Fld	2.0 W	1435	1	16-(S3)		4' hi fence around fld. Unattended.
Burlington, Baker's Arpk	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Hilltop	4.9 SW	900	1	36		P-line WNW. Unattended.
Charleston, Kanawha County(NG)•	3.ENE; riv W	981	2	h56-BL4, 5, 6-S5-W-X	F4	Tfc on SW and SE ends loading ramp and ANG hangar area not ctld by twr. ANG transient facs avail only 1300Z-2100Z Tues thru Sat.
Clarksburg, Benedum(PC) •	6.7 ENE; hwy S	1209	2	h37-BL4-S5-U	F4	No ngt tk-offs rnwy 16-34; Unicom daylgt hrs only.
Clarksburg, Patton Fld	7. S	1000	1	14	(F1)	Unattended.
Cowen, Smith		2450	1	18		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
WEST VIRGINIA (Continued)						
Elkins Mun (P) •	2.7 S; bet RR, hwy	1987	2	h45-BL4-S3-W	F4	P-line SE, SW. Use rnwy with ctn. 110 oct. avail.
Fayetteville, Fayette	1.6 SW; hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Fairmont Mun	3. SSW; rd S, E	1080	1	38-S1	F2	Ridge E. Unattended.
Huntington	SEE: Chesapeake, Ohio, Huntington Arpt.					
Huntington, Tri-State(P) •	6.8 SW; RR W	828	1	h53-BL6-S5-U-W	F4	After 2400 lgts on req only by ctcg UNICOM or HTW rdo. Use pavement only.
Keyser, Miller Fld	3.4 SSW; hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Martinsburg Mun (NG) •	4. SSW; hwy NW	556	2	h70-BL4, 6, 7-S3-W-U	F4	Use rnwys. 1000' overrun rnwys 8 & 26. All jet tfc use rnwys 8-26 regardless of wind direction. All other tfc land according to the wind direction indicator lctd adj to NE taxiway running from civil taxiway to rnwy 26. Ctc MBR twr for lndg instr entering the ctl zone. Ctc MBR rdo when twr is not in opern.
Morgantown Mun (P) •	2.8 ENE; hwy N	1256	3	h36-BL2-S1-W	F4	
New Cumberland, Herron	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
New Martinsville, C. A. P.	3.0 N	620	1	22		Unattended.
Parkersburg Stewart Arpk	2.6 N; RR W	602	aw	33-S5-U	F4	
Parkersburg, Wood County(P)	7 NE; bet hwys	856	3	h44-BL4-S3-W	F4	
Pence Springs, Hinton-Alderson	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	1.2 WSW; riv N	945	1	27-BL2		
Philippi	4 S; hwy S	1900	1	15	F1	
Princeton Mun	1.7 SW; hwy E	2450	1	27-S5-U	F1	Unmrkd row of lgts S edge of strip.
Russellville, Rader		2350	1	14		Soft when wet. Unattended.
Sleepy Creek, Potomac Arpk	4.6 WNW; riv N	400	1	28	F1	Rgt tfc.
Spencer, Roane County	1. SE; hwys N, S	953	1	18-S1-U	(F1)	Atnd wk-ends only.
Summersville	4. NE	1840	1	18-(S1)		P-line N. Unattended.
Sutton, 21, CIN-DCA	3.6 ENE; rd E	1264	1	31-BL2		P-line SW.
Taplin, McDonald Fld	0.5 WNW; riv N	680	1	30-S5	(F1)	Use only if familiar with fld. Unattended.
Terra Alta, Forman Fld	1. N	2750	1	18		P-line N. Unattended.
Weirton	2.0 E	1145	1	h23-S4	F2	
Welch Mun	3.0 SE	2118	1	22-L4-(S1)	(F1)	Bcn & lgts oper SS-2245. Unattended.
Wheeling-Ohio County(P) •	5.0 N	1195	3	h50-BL4, 6-S5	F4	Stay on hard surface.
White Sulphur Springs, Greenbrier (PC)	2.3SW; bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft. 5000' strip avail. Ctn using sod ext durg thaws. Ctc Greenbrier U for info.
Wiley Ford, Cumberland (PC)	SEE: Cumberland, Maryland, Cumberland Arpt.					
WISCONSIN						
Antigo Mun	2 ENE; hwy N	1483	4	h28-L4-S5	F4	Unattended.
Appleton, Outagamie Co. (PC)	2.2 ENE; RR S	750	4	h37-BL4-S5-U	F4	P-line NW.
Ashland Mun	2. S	826	2	h36-BL4-W	F2	Unattended.
Baldwin	1.0 W	1100	1	26	(F1)	P-line S. RR N end.
Baraboo, Bell Aero Service	4. NNW; hwy W	980	2	35-S1	F2	Use strips only.
Barron Mun	1.1 ENE; riv W	1110	2	26	(F2)	P-line E. TV Twr W.
Beaver Dam	1.7 W; lk N, E, W	885	2	27-S5	F2	Rolling.
Black River Falls, Jackson Co.	2. E; RR W	855	4	28-(S1)	(F1)	Surrnd by p-lines.
Boscobel	2. NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	1.6 NNW; lk W	1665	2	39-*L2-S1-U	F4	Clsd winters. Use strips.
Boyceville Arwys, Inc.	0.5 E; hwy W	948	1	24	(F2)	
Briggsville, Norlings	1.3 SW; lk N	830	1	24		Attended summers only.
Cable-Union(PC)	2.5 SE; riv N	1351	2	33-W	F4	
Cambridge	1.8 SE; hwy N	920	1	16-S1	F2	
Cassville	1.0 ESE	627	1	25	(F2)	Use tfc pat over riv.
Cedarburg, Grob	2.3 N; hwy S	875	3	29-(S1)		P-line S. Use only if familiar with fld.
Chetek	1.5 SE; lk N	1050	3	22	F2	N, NW, SE blkd.
Clintonville Mun (PC) •	1. ESE; hwy N	828	3	h38-BL4	F3	No tk-offs, lndgs rnwy 4-22. P-line SW.
Cochrane, Gleiter	5.E	750	1	18-(S1)		
Coloma Mun (PC)	3. NW; hwy 1.2 E	1100	3	31	(F2)	
Cornell Mun (PC)	2.E	1143	1	22		Unattended.
Crandon Mun	3. SW	1628	2	h31		
Crivitz Mun	3.3WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd. Clsd winters.
Cumberland Mun (PC)	3 SE; lk NE	1230	3	22		Unattended.
DePere, Nicolet	2 E	600	2	40-*L1-S3	(F2)	
Dodgeville, Wayside	1.0 N	1250	1	27	(F2)	Unattended.
Drummond, Sorenson	11. W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser Fld	2.4 NNW; hwy SE	800	2	26-S5	F2	Unattended Sundays.
Eagle River Mun	1.3 NW; riv N	1644	2	h30-L1	F2	P-line NE. 3600' strip avbl, not maintd winters.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
WISCONSIN (Continued)						
East Troy Mun	1.5 NE	845	1	21	(F2)	
Edgerton, Tobacco City	2.7 N; hwy E	850	1	26-(S1)	(F2)	N blkd. Use strips. Unattended.
Eau Claire Mun (P) •	3.5 NNE; riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
Ephraim-Fish Creek(PC)	2.SW; hwy NW	775	2	24		CLOSED WINTERS, Rolling.
Fifield, Boyd's Mason Lk Resort	13. WSW; lks E, S	1410	2	40	F2	Trees N. NW, SE blkd. Clsd winters.
Fond du Lac-County	1. W	806	2	h36-BL4-S5-U	F4	
Ft. Atkinson Mun (PC)	3. NNE; riv E	799	1	20	(F2)	
Glidden Mun	0.6 S; hwy E	1540	1	22		P-lines SE.
Grantsburg Mun	2.0 NE	927	2	42-BL4-W	F3	Unattended. Ruf.
Green Bay, Austin-Straubel (P) •	5.7 WSW	694	3	h52-BL4, 7a-S5-W	F4	Use rnwys. 40' lgtd ant. 400' S of centerline NE/SW rnwy.
Hales Corners	0.7 SSE; hwy W	770	1	21-*L4-S3	F3	Use strip. P-line W, E blkd.
Hales Corners, Rainbow		720	4	23-S5-U	F2	P-line W.
Hartford Mun	2.0 NW	1052	1	h30-L4-S5	F2	
Hayward Mun	2.0 NE	1200	2	h36-L1-S1	F2	
Iola, Central County	4.8 E; hwy N	900	4	22-(S3)	(F1)	P-line E.
Iron River, Union	2.2 WNW; lk S	1100	1	22		
Janesville-City	1.8 NNE; RR NW	880	4	23-B*L1-S3-U	F2	
Janesville, Rock County (PC) •	4.5 SSW; hwy E	808	3	h54-BL4-S1-U	F4	
Kenosha Mun	5.0 W	730	2	h36-S3	F4	NE/SW strip ruf.
Kohler(PC)	1.N; hwy S	647	2	36-*L-S5	F4	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
La Crosse Mun (P) •	5.NNW; riv N	653	3	h53-BL4-S4-W	F4	
Ladysmith, Bush Fld	1.0 W	1300	1	25-S3-U	F2	P-line NW.
Ladysmith, Rusk County (PC)	5.5 ENE; riv NW	1230	2	30-L4-S5-U	F2	Rnwy lgts turned off 3 hrs after SS. Not maintd winters.
Lake Delton, McBoyles Dells	0.8 SE; hwy E	910	2	h23-S3	F2	P-lines NE & SE; open May-Nov.
Lake Tomahawk, Dolhun's Resort	1.8 WNW; hwy N	1550	1	26-*L4-S5	F4	P-line N. Bcn on req. Clsd winters.
Land O'Lakes, King's Land O'Lakes	0.5 SSE; RR W	1706	2	h36-BL4-S1	F3	Clsd winters.
La Pointe, Madeline Island(PC)	1.2 ENE; hwy NW	646	1	28		Unattended.
Lodi-Lakeland	0.5 NE	870	1	26	F2	
Lone Rock, Tri-County	2.NNE; hwy S	717	2	36-L4-S5-W	F2	Code bcn.
Madison, Blackhawk	2.0 E Oregon	900	1	27-S3	F2	P-line N.
Madison, Morey	7.WNW; hwy 1 E	928	4	33-*L4-S5-U	F4	S blkd.
Madison, Truax Fld (AF, NG)	5.NE; RR W	859	4	h76-BL4, 6, 7a-S5-W	F5	Rds E, NE. 2-way rdo rqrd. Unlgtd TV ant. N, trees SW. Overrun lgts. Use extreme caution passing vcnty Truax Fld. Jet tfc making 360° overhead apchs to N/S rnwy. Jet tfc pat. alt 2500' MSL. Practice flame-out apchs are being made on rnwy 36 or 18 when reported wea is at least 12,000' ceiling and 5 mi visibility. Acft will remain within a 5 s mi radius of Truax Fld from gnd to 11,000' MSL when making practice flame-outs. Caution-crossing hiwy lndg rnwys 22, 26, 31.
Manitowish Waters(PC)	1.2 SSE; hwy NE	1610	2	36-*L-S3	F4	
Manitowoc Mun •	1.6 NNW; RR W	647	2	h38-BL4-S4-U	F4	P-line W.
Marshfield Mun (PC)	2.3 SSW; hwy E	1253	2	h28-*L4-S5-U	F5	
Mauston	2.3 SE; hwy N	880	1	19	(F3)	P-line E.
Mauston, Woodside Rch	5.E; riv S.	880	1	25		P-line N. Clsd winters.
Medford	1.8 NNE; hwy W	1410	2	13-S1	F2	Not mainted winter months. Use strips; SW blkd.
Menomonee Falls, Aero Park		820	3	27-S3	F2	Rgt tfc SW apch. N, S, SE, SW blkd; trees NW.
Merrill Mun	1.2 NNW	1280	1	h30-L4-S1	F2	Use paved rnwy.
Milwaukee, General Mitchell Fld (AF) •	6.S; RR E, W	698	4	h84-BL4, 5, 6-S5-W	F4	P-lines NE, SE, NW. Rgt tfc rnwy 1-7. Acft apchg fld with intentions to lnd durg VFR conditions and equipped with multiple rdo freq make the first ctc with MKE apch ctl on 124.9 mc at or before reaching a pt 15 mi out giving position and alt. 2-way rdo rqrd, xcpt emerg or prior twr approval.
Milwaukee, Timmerman (PC)	6.NW; riv W	745	5	h34-BL4-S5-U	F4	P-line E, ant. NE.
Monroe, Badger	1.8 SW; RR N	1080	2	19-*L-S5-U	F3	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myrland Sky Lodge	1.5 NNW; lk W	850	1	21	F1	Open May-Oct.
Neenah, Valley Airways	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
New Holstein Mun	1. W	993	2	h30		Unattended.
Niagara, Van Hulla Farm	W	1140	2	15		
Oakfield, Mammoth Springs	0.7 W	893	1	16	(F3)	
Oconto Mun	2.6 SW; riv N	602	2	31-*L-S3	F3	Use strips. E blkd.
Ojibwa, Rainbow	1.0 E	1265	1	35	(F2)	Open May-Oct.
Osceola Mun (PC)	0.5 SE; hwy SW	894	2	h24-L1-S1-U	F3	NE end NE/SW rnf. Use strips. Unattended.
Oshkosh, Winnebago Co. (PC) •	2.SSW; RR E	790	4	h48-BL4-S5-W-U	F4	P-lines N, NE, E; rgt tfc tk-offs rnwys 4, 9. Use rnwys. Use only N/S & E/W rnwys winter months.
Palmyra	0.5 NW; hwy E	854	1	21	(F2)	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
WISCONSIN (Continued)						
Pewaukee, Capitol Drive	4.4 E; hwy S	830	3	21-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
Phelps, Township Mun	10. E; lk S	1700	1	29		Open Apr-Nov.
Phillips Mun (PC)	1.2 N; RR W	1475	2	35-*L4-S1-U-W	F3	
Plymouth, Carm	1.9 NW	925	2	22-*L4		Use strips.
Plymouth, Chaplins Arpk	1 NNW; RR W	868	1	22-S5-U	F2	P-line W; hill E. Use strip. 200' extra avbl for tk-of to the W.
Portage, Mael	1.6 NW; hwy W	820	3	35-S3	F2	P-lines S, W, NE blkd.
Prairie Du Chien, Crawford Co.	2.1 SE	660	1	30		
Princeton, Bed-Ah-Wick Fld	0.5 E	880	1	18		Use at own risk. Fuel, scvg in emgcy.
Racine, Horlick-Racine	2 N; RR E	665	3	h44-BL4-S4-W-U	F4	Use rnwys. Sod unsafe.
Reedsburg	1.0 E	880	1	22	F2	P-lines, bldgs N.
Rhinelander, Oneida Co. (PC) •	2.2 WSW; riv SE	1599	2	h39-BL4-S3	F3	Use rnwys.
Rice Lake, Arrowhead	2.SSE; lk S	1190	2	24-*L-U	F4	Rolling.
Rice Lake Mun	3.9 NNE; Lk W	1150	3	35	F4	Use strips.
River Falls	1.0 SE	911	1	22-(S1)	(F1)	
Sauk City, Sauk Prairie	6.NW	800	1	20	(F2)	
Sextonville, Richland	0.2 NW; hwy W	722	2	22-L4-S1	F2	Use strips.
Seymour, Flying Club Inc.	3.6 SE; hwy W	780	1	20		
Shawano Mun (PC)	2.3 ENE; RR S	813	3	40-L4-S5-U	F2	E, SE blkd. TV ant. W Ruf. Use strips.
Shell Lake Mun	1.2 SE; lk N, E, S	1210	3	28-(S1)	(F2)	P-line NE. Ant. N. Clsd winters.
Shullsburg	1.1 S; hwy N	1090	2	17-(S1)	(F1)	
Siren, Burnett County(PC)	2.6 NNE; hwy E	988	3	h39-BL4-S1	F4	W blkd.
Solon Springs	3.S; hwy E	1100	1	26	F1	
Spooner	5.N; lk NW	1072	3	26-S3	F1	Use strips. Rolling.
Spooner Mun (PC)	5.NE; RR NW	1103	3	22		
Stevens Point Mun (PC) •	3.NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
Stoughton	1.0 SE	880	1	22	F2	Uattended.
Sturgeon Bay, Cherryland(PC)	2.0 WSW	718	3	35-*L4-S3-U	F2	
Sturtevant, Air City	0.6 SE; hwy N	633	4	26	F2	N, E, W, ENE blkd; p-lines NW, WSW.
Sturtevant, Sylvania	3.0 W	700	1	24-S3	F3	P-line E.
Sturtevant, Univ. of Lawsonomy	2.8 SW	750	1	27		P-line N. Unattended.
Superior, Bong(PC)	2.3 S	674	2	33-L4-S5-U	F4	P-line NE. Use strips.
Three Lakes Mun	2.9 ESE	1637	1	34		Unattended.
Tomah	1.E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Drott	10. ENE	1500	2	30-U		P-lines NW. Lakes E & W.
Tomahawk, Forest Protection	0.5 WNW; riv N	1450	2	h32		Rgt tfc W. RR crosses center of rnwys. SE blkd. Poles E.
Union Grove, Horner		770	2	22	F1	P-line N, S.
Walworth, Big Foot Airfld	2.5 W	949	2	32-(S3)	(F2)	P-line N.
Washington -Island	0.5 S	656	2	25	(F2)	P-line NE.
Waterford, Lewislynn Farm	5.SE	780	1	24		Poles N. Long grass summers.
Watertown Mun	1.2 S; riv W	820	2	h28-BL4-S5-U	F4	NW blkd.
Waukesha-County	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F4	S blkd.
Waunakee	1.S	910	1	23-S5	F2	Unattended.
Waupaca Mun (PC)	4.ESE; RivN, E	860	4	28	(F2)	Unattended. E, SE blkd.
Waupun- Flying Service	2.WSW; hwy N	940	3	24-S3	F2	P-line N. Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
Wausau Mun (P) •	2.5 S; riv SW	1205	3	h44-BL4-S3	F4	
Wautoma Mun (PC)	2.3 SSW; lk S	858	3	28		Unattended.
West Bend Mun	2.5 E;riv S	880	2	h30-BL4-S5-U	F2	Rolling. Use strips.
Wisconsin Rapids, Alexander Fld-South Wood County	1.0 S	978	2	h48-BL2, 4-S5-U	F4	P-line N, S.
Withee, Owen-Withee	**1.0 S**	1265	1	**26**	(F2)	**P-line E.**
Woodruff, Lakeland Mun	**3.0 W**	1600	2	38-S3	F4	**P-line E. Trees W, N. Open May-Nov. Fuel** avbl winters on request.
WYOMING						
Afton	1.0 S; hwy E	6230	1	44-S5	F3	Rgt tfc S. Ctn-ditch W. N blkd. Cattle on fld.
Alpine, Flying Saddle	1. E	5650	1	58		
Baggs Airstrip	1.4 S; hwy E	6390	2	26		P-line E.
Big Piney Mun	3.0 N	6900	2	64		
Buffalo, Lake De Smet-Sensy Pt.	9.0 N; lk W	4630	1	23		
Buffalo Mun	2.6NNW; crk SE	4900	2	40-BL2-S3	91	Strips ruf.
Casper-Air Terminal (A, NG) •	7.5WNW; hwy SW	5348	4	h10S-BL4,6,7a-S5-W-X	F4	1000' ext each end rnwy 3-21 not lgtd. Duc obstns twr unable observe gnd tfc along approx 800' rnwy 12-30 & taxiway NE of pink hangar & white shops.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(12 April 1960) REMARKS
WYOMING (Continued)						
Cheyenne Mun (NG) •	1.0 N; hwy W	6156	3	h86-BL4,6,7-S5-W-X	F5	Avoid hospital E. Overrun lights. Caution-mil jet operns & practice instr apchs vcnty of fld-0700-2200. Twr ctld jet arresting barrier rnwys 8 & 26.
Clareton, A U 7 Rch	32. S Newcastle	4000	1	37	(F1)	
Cody Mun (PC) •	2.0 ESS; hwy S	5096	2	h54-BL4-S5-U	F4	
Cokeville	2.5 SSW; riv E	6250	3	47		Cattle on fld.
Cowley, Lovell-Cowley-Byron-Co.	2.0 NNE	4050	2	h46-(S1)	(F2)	
Douglas, Converse County (P) •	1.0 E	4870	1	h50-BL2, 4-S5-W	F3	
Dull Center, Sherwin Fld #1	8.4 NE; riv S	4176	1	33-S1	F4	
Dwyer, Twin Pine Rch	24. NW Wheatland	6100	4	28		
Evanston, Unita County	12. SE	7615	2	58-U	F2	
Ft. Bridger, 9, SLC-OMA	5.0 N; hwy E	7016	2	51-BL2		
Gillette Mun (PC)	4.5 NNW; hwy E	4338	3	50-BL4-S5	F4	Ctn-peak W. Use rnwys only. Soft when wet. N 2000' N/S strip ruf-emerg only.
Greybull, Big Horn Co. (PC) •	2.0 NW; hwy S	3932	2	h50-BL4-S5-W	F4	
Guernsey	1. SE	4375	2	38		Water twrs W.
Jackson	9.0 N	6444	1	h63-BL4-S1	F4	Wea info & rnwy avbl Jun 15-Sept 15.
Kemmerer Mun	1.5NNW; RR S	7282	2	71-BL2		Unattended. Clsd winters.
Lance Creek, Cow Creek Rch	15. N	4400	2	15		
Lander, Hunt Field	1.5 S; riv W	5586	1	h49-B*L2-S5-W-U	F4	
Laramie, General Brees Fld (P)	4.0 W; hwy N	7273	2	h63-BL4-S5-W	F4	
Lost Cabin	.5 E	5460	1	40		
Lusk Mun •	2.9E; RR, hwy S	4960	1	h47-BL4-S5-U	F4	
Medicine Bow	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
Newcastle, Mondell Fld (PC)	6.2 WNW; RR N	4165	4	h47-BL4-S5-U	F3	P-lines N, E. Clsd to all acft over DC-3 gross.
Pinedale, Wenz Fld	6.0 SSE; hwy N	7050	3	60-S1	F4	Unattended.
Powell Mun (PC) •	8.0 NNW; rd NE	5094	3	h62-BL4-S1-U	F1	
Rawlins Mun (P) •	2.3NE; RR, hwyS	6784	2	h55-BL4-S3-W	F4	Rgt tfc NE. Ngt tk-offs SW only.
Riverton Mun (PC) •	3.8 NW; hwy SW	5493	2	h62-BL4-S3-U	F4	
Rock River, Gibbs Fld.	.4 NE	6905	2	26		P-line W.
Rock Springs Mun (P) •	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	0.5 S	6900	3	78-BL4-U	(F4)	P-line E. Hill S,SW. Lgts dusk to 2400 May thru Nov
Savageton, Little Buffalo Rch	36. SSW Gillette	5100	2	40	(F1)	
Sheridan-County(P) •	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Shoshoni Mun	.5 N	4820	2	40		
Sundance, Schloredt	1.8 SW	4855	2	17		
Thermopolis Mun	1.0 N; hwy E	4535	2	47-(S1)	(F2)	Hill SW.
Torrington Mun	1.0 E	4204	2	h52-BL4-S5-U	F4	Tfc departing NW are req to clear W side of town before making tfc pat.
Verse, Tillard Rch	14. SW	4820	2	20		
Weston, White Rch		3500	3	36-(S1)	(F2)	
Wheatland, Phifer Fld	1.2 E	4775	1	40-BL2	F1	
Worland Mun (PC) •	3.3 S; canal NW	4201	2	h52-BL4-S1-U-W	F3	5600' strip avail.
Worland, Wostenberg Aux	3.0 E; hwy S	4200	2	34		P-line S. Unattended.
PUERTO RICO						
Arecibo Airfld	3.5 SE; rd S	49	1	h40-S1	F1	
Dorado •	2.5 W; RR S	75	1	h35-S3-U	F4	Use rnwy. No storage.
Mayaguez Airfld •	4.0 N; RR W	29	1	h36-L4	F4	
Ponce, Mercedita •	3.0 E; rd S	25	1	h32-*L4	F4	FEE.
San Juan, Isla Grande	Adj W	9	1	h52-PL4-S5	F3	Area leading to apch end of rnwy 9 four ft belo rnwy level. Rnwys not mrkd. Vehicles on road crossing at close proximity to apch ends of both rnwys at all hrs. No twr ctl over vehicles and pedestrians on lndg & taxiing areas. Depressions 3000' down rnwy 9, E and W end of E/W taxiway, thruout length N/S taxiway. Water stands in all depressions after rain. Unmrkd trucks & trailers off E side of N/S taxiway. Extreme S portion Coast Guard/Navy ramp, ramp area E of Coast Guard hangar, extreme E end rnwy 9 and ramp N side J. Mack Aero hangar not visible to twr. Pilots will assume full responsibility for avoiding tfc in blind areas. Acft lndg and deptg fld shall avoid Puerto Rico Intl Arpt tfc patn unless in ctc with San Juan twr.
San Juan, Puerto Rico Intn'l •	6.0 ESE; Ocn N	9	1	h78-BL6-S3-W	F5	ARPT OF ENTRY. Due to non-visibility, twr unable to ctl tfc S portion of taxi strip leading to ANG ramp and ANG ramp area. Pilots will assume full responsibility for avoiding all tfc in blind area. Caution-parking circles 2, 3, 4 & 5 on N depart. ramp not fully visible from twr. Acft lndg and dptg should avoid Isla Grande Arpt tfc pat. unless in ctc with Isla Grande Twr.

CITY AND AIRPORT NAME	LOCATION	ELEV	PAVED	LONGEST RNWY FACILITIES	FUEL	REMARKS
PUERTO RICO (Continued)						
Santa Isabel Airfld	1.0 E: RR S	27	1	h40-BL4-W	F1	
Santa Rita	1.0 W: RR W	50	1	30		W blkd.
VIRGIN ISLANDS						
St. Croix, Christiansted Hamilton	6.5 SW; Sea S	62	1	h50-BL4-W		ARPT OF ENTRY. Rct tfc pat.
St. Thomas, Charlotte Amalie, Truman	2.0 W	1	1	h42-BL4-SS-W	(F4)	Hills N, E, S. Last 1500' E end rnwy 9-27 lmtd 1500 lbs wheel loading; 200' E end rnwy clsd. Do not lock wheels when turning. ARPT OF ENTRY.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: ALBERTVILLE ARPT: 150' lgtd temp twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)

ANNISTON RADIO: About June 6, VOR class will be chgd to L-VOR and freq changed to 108.8 mc. (3-24)

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.

BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200'-1/2.

FORT RUCKER SPECIAL NOTICE: May 1 thru 15, U. S. Army Aviation Board will conduct tests of a Personal Rescue Rdo Set on 243.0 mc with voice and tone tsmtns at 75 milliwatts pwr durg hrs 0900-1200 and 1800-2100 within 100 mi radius. (3-16)

GADSDEN RADIO: About May 5, VOR will be comsnd. Freq: 112.0 mc. Ident: GAD. Lctd lat 33-58-33, long. 86-05-05. Class: M-VORW. (2-24)

GADSDEN ARPT: 150' unlgtd temp twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)

HUNTSVILLE RADIO: About May 23, VOR class will be chgd to L-VOR and freq changed to 108.2 mc. (3-24)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)

✱MOBILE, BATES FLD TOWER: ILS glide slope relctd to lat 30-41-36, long. 88-14-41. Dist from end rnwy 14-32 is 750'; from end rnwy 14-32 to touchdown point 500'. Elev at end rnwy 216'; at glide slope site 211.5'. Glide slope angle: 2.94°. Elev OM/H facil 220'; alt over OM/H 1400'; procedure turn over OM/H facil 1400' MSL. (3-31)

MOBILE, BATES FLD: 900' extn rnwy 32 open to tfc btwn hrs SR-SS only. (11-25)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable - acct severe scalloping. (7-10)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

MUSCLE SHOALS RADIO: DMET operg test basis; channel 33. (8-12) About May 1, VOR freq will be chgd to 116.5 mc; TACAN channel chg to 112; class chg to M-BVOR. (3-24)

SCOTTSBORO, WORD FLD: 115'(785'MSL) lgtd twr being erected approx 1500' SE (135°T) at lat 34-41-10, long. 86-00-07. (3-28)

**TROY ARPT: 215'(745'MSL) lgtd twr erected 5.8 nmi SE(156°T) at lat 31-46-40, long. 85-58-30. (3-22)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-33-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apche Power Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)

CLIFTON, GREENLEE CO ARPT: N/S strip clsd acct ruf and rocky. (11-20)

ARIZONA: COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longtest rnwy & facils 40-S5. Fuel: F3.

GRAND CANYON, S RIM ARPT: Hazardous due mud & snow, Nov thru Apr, land at own risk. Info concerning arpt conditions may be obtained fone Grand Canyon 05F-1-3.

**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor /Arpt. (12-12)

PEACH SPRINGS RADIO: TACAN operg on test basis, unmonitored; channel 117. Not synchronized with VOR ident. About May 1, M-VORTACW will be comsnd.

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc; Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112°-35'W. (6-1)

PHOENIX, AIRHAVEN ARPT: Clsd all acft over 6000 lbs gross wt. (2-4) Effective Apr 1, thru May 1 clsd to all tfc, will be abandoned May 1. (3-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy under constr with gravel surface and 2' windrows. Exstn not to be used. (2-17)

ST. JOHNS RADIO: TACAN operg on test basis; channel 70. (10-9) About May, VORTAC will be comsnd. TACAN channel 70. Class: M-BVORTAC. Lctd lat 35-25-26, long. 109-08-34. Mag var.: 13°46'E. Elev: 6860' MSL. (4-6)

SAFFORD MUN ARPT: Const in progress, men eqpmt working sides of rnwys, txwys and areas btn rnwys. (11-17)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, cont daily. (6-4)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)

TUCSON, DOWNTOWN ARPT: Inactive.

WINSLOW RADIO: TACAN operg test basis; channel 81. (9-10) About April 25, LF rng will be shut down until aprx Apr 29 - twr modernization. (4-8)

YUMA-MCAAS/YUMA CO ARPT: Rnwy 17-35 clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-21 only. 2-way rdo rqrd. (4-6)

ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Both strips hazardous. N/S clsd. E/W strip emgcy only.

EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FAYETTEVILLE, DRAKE ARPT: N/S txwy W side hard surfaced rnwy under constr; use hard surfaced rnwy only; open trenches within 50' both ends hard surfaced rnwy. (9-11)

FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)

ARKANSAS: HOT SPRINGS MEM'L ARPT: Bcn inop. (4-4)
LITTLE ROCK, ADAMS FLD: North E/W taxi strip open to acft less than 45,000 lbs.
MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)
MONTICELLO ARPT: New NE/SW strip under constr. (2-27)
PARAGOULD MUN ARPT: E W rnwy clsd. (2-16)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.
CALIFORNIA: AGNEW-RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF DF coverage 40 nmi at MEA excp 030°-040°, 11,000';040°-060°, 12,000';060°-090°, 13,500'. (8-9) ILS LMM voice feature gnd checked only.
BAKERSFIELD-MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx May 1-relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (12-4)
BAKERSFIELD, MEADOWS FLD: Rnwy 12-30 open present length 4450', rnwy 30 threshold aprxly 3600' from bndry, use caution on apch to rnwy 30 due 15' cranes with men and eqpmt working 300' SE of threshold and unlgtd apch lgt standards from 0' to 2700' from bndry. Ngt tkofs rnwy 16 & ngt lndgs rnwy 34 authorized for all acft. (11-10)
BELMONT, SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)
BLYTHE RADIO: DMET test operns inop-channel chg. (4-4)
BURBANK-LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000';075°-090°, 30 nmi below 9000';090°-265° below 6000';265°-290° below 9000';290°-015° below 13,000'. (1-15) April 8, ILS-lclzr & glide slope inop until aprx Apr 13-reconstr. (4-9)
**BUTTON WILLOW-KERN COUNTY # 15 ARPT: Low intensity rnwy lgts comsnd Apr 4. (4-5)
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported. Lat 33-53, long. 117-36; Lctn: 2.5 NW. One oil strip 2000' x 100'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)
DAGGETT RADIO: TACAN operg on test basis, without synchronous keying; channel 79; (7-20) About Apr 20, VORTAC will be comsnd. TACAN channel 79. Class: M-VORTACW.
DAGGETT ARPT: 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of centerline of rnwy 3 and 940' N centerline rnwy 7. (3-30)
EL CENTRO RADIO: TACAN operg test basis; channel 86. (9-21)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE RADIO: TACAN operg on test basis; channel 72. (10-14) About Apr 29, VORTAC will be comsnd; TACAN channel 72. Class: M-BVORTAC. (3-18)
FORTUNA RADIO: VOR has lgt to moderate scalioping beyond 26 nmi. Only awys radials flt-checked. (10-6)
FREMONT, CENTER FLD: Caution-extsv glider activity conducted every Wed thru Sun.
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) About June 1, ILS LMM and MM will be shut down until aprx July 5 - relctn to 0.68 smi from the apch end of rnwy. (3-21)
FRESNO-AIR TERMINAL: Neon bar apch lgtg system lined up with left edge rnwy 29 tmpry decmsnd. Caution-men, eqpmt working in jet overrun and 3000' of rnwy 29. (3-10)
FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag var.: 16°23' E. Elev: 2350' MSL. Montrg category(1). Ctld from Fresno CS/T. Class: M-BVOR. (3-28)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
HAYWARD MUN ARPT: Due non-visibility twr unable to ctl tfc on main N/S taxi strip on E side of fld. (4-16) 65' twr under constr 800 yds/065° from int rnwys 28R and 22.
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)

CALIFORNIA: HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)
LINDEN RADIO: TACAN operg on test basis; channel 102. (11-2)
LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
✱LONG BEACH ARPT TOWER: About May 2, ILS glide slope will be shut down until aprx May 8-glide slope angle will be chgd to 2.75°. (3-22) ILS lclzr course width 4°. (4-8) VHF/DF freqs 126.18/143.64 mc inop indef. (4-7)
LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct constr of perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bests cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down until aprx June 4-(4-4)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Min ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope on rnwy 25R. Other components remain aligned rnwy 25L or 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 7R-25L clsd to all operns, due resurfacing. Hi-intensity lgts, sequence flashers and threshold lgtg rnwy 25L, westerly extsn under constr. Constr 8' blast wall in progress threshold rnwy 25L portions of rnwy 7R-25L avbl for taxiing, ctc ctl twr for instrs. Rnwy 6-24, 8925' long, now avbl for use from SR-SS under VFR to the following types acft; all single and twin eng prop type acft, Electras and Viscounts. During period when rnwys 7L-25R are clsd or acft emgcy conditions exist this rnwy, 6-24 avbl in both directions to all type acft all hrs. After dark rnwy tmprly lgts upon 10 min notice. No overrun area W end this rnwy, normal operns limited to lndg toward the E and tkofs to the W only. Use caution, men, eqpmt along edges of all pavements. Use same tfc patns as outline for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction of tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end & 8' fence 206' from E end rnwy. All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline of this rnwy to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the sand dunes aprx 1.0 mi beyond the W end of this rnwy. 8' blast wall erected threshold rnwy 25R. (4-8)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8)
MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on the folg dates: May 8, June 12, July 10, Aug 12, Sept 11, Oct 9, Nov 13 and Dec 11. Rmwy 12-30 will remain open. (3-7)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 and V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)
MONTEREY RADIO: DMET operg test basis; channel 87. (2-23)
MONTEREY-PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one half percent. Lndg acft non-reversible props caution during hours of darkness. (3-2)
MOUNTAIN VIEW MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' during stratus conditions. (10-27)
NAPA RADIO: DMET shut down. (3-4) About April 22, VORTAC will be comsnd. TACAN channel 45. Class: M-BVORTAC. (3-17)
NEWHALL RADIO: About Apr 11, Hollywood Fan Mrkr will be shut down until aprx Apr 23, modification. (4-6)
NORCO, SWANSON FLD: New arpt reported. Lctn: 2.0 S; lat 33-55, long. 117-34; elev: 590'; one rnwy, 1700 bare; Fuel: F2; maj svc; lgts flares; remarks; road crosses rnwy E. P-line E,W. Atnd days. (5-4)

CALIFORNIA: OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND RADIO: No auto change over eqpmt provided for TACAN. (6-15) Transcribed wea best operg on test basis (LF rng 352 kc). (4-7)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17)

★OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030 -040°, 7000'. UHF/DF coverage 350 -040°, 7000' at MEA. (5-30) Apch ctl freq 362 kc perm decmsnd.

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (2-19)

OCEANSIDE RADIO: Apr 11, VOR shut down until aprx Apr 23- constr. Durg this period following route structure & MEAs inefct: Unusable Awys: V23, V165 LGB-SAN. Unusable Reporting Points: Victa, Valley Center, Dana Pt., Surf, Mt. Dad, Sargo, Jamul, Natilus, Rancho, San Marcos, Barrett Lake, Bachelor, Hemet & Stardust. Usable Awys: (Tmpry redesignated as follows with published MEAs & MCAs unless otherwise indicated): V208 LAX-OCN via LAX R170° & 085° brg to OCN H facil; V208 OCN-Mesa Grande Int, via 264° brg to OCN H facil, MEA 9000' E-bnd, 7000' W-bnd. Usable Reporting Points: Avalon Int - LGB R185° & 085° brg to OCN H facil; Catalina Int - LGB R208° & 085° brg to OCN H facil; Pacific Int - SAN R305° & 085° brg to OCN H facil, Mesa Grande Int - SAN R029° & 264° brg to OCN H facil; Redfin Int - SAN R305° & 344° brg to OCN H facil; Triton Int - SAN R305° & 030° brg to OCN H facil; Palomar Int - ONT R125° & 244° brg to OCN H facil.

ONTARIO INTL ARPT TOWER: ILS touchdown lctd 2500' from apch end rnwy 25. (1-12) ILS lndg minimums (rnwy 25) ceiling 300' visibility 3/4 mi until apch lgts recomsnd. (2-11) About April 25, ILS will be shut down until aprx June 3, - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi. (3-16)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoidor use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif., alts 11,000' MSL & below to the S edge of V64, 4,000'MSL & above S of V64 to Fallbrook. Hrs of opern: cont daily. (6-4)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Men, eqpmt and open ditches E of the apch end of rnwy 25. (4-4)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

RED BLUFF RADIO: About April 11, LF rng Z mrkr will be shut down until aprx Apr 23- modernization. (3-25)

RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Efctv Apr 23, clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RICE RADIO: TACAN operg test basis, channel 124. (4-25)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000' MSL btn the Riverside LFR & a point 4 s mi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at the below 15,000' MSL on V137 btn the N bndry of Green 5 & S bndry of V 8/21.

RIVERSIDE MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064°-077°. (3-18)

RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V200 btn E edge of V23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

SALINAS RADIO: TACAN test operns inop until aprx May 25. (3-26)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO RADIO: About Apr 18, LFF will be decmsnd. LF awys Amber 1 from DEG to Oceanside and Red 9 DEG to Campo Int., including all inst procedures and associated ints will be cancelled. (4-11)

SAN DIEGO, LINDERBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

SAN DIEGO-MIRAMAR NAS RADAR AIR TRAFFIC CONTROL: About Apr 15, rcvr 122.1 mc will be discontd & rcvr 122.7 mc will be comsnd. (3-28)

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R.

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130' rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi intensity apch lgt lane including strobe lgt operg. Apch lgt terminating bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy centerlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppresion only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' hi-and 4' wide at base, painted international orange, set up on test basis next 25 days on concourse B. Fence angled SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. (3-26)

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' & 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075 -180° below 7000'; 180°-220° below 8000'; 220 -295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

SAN LUIS OBISPO RADIO: TACAN operg on test basis; channel 71.

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high preformance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. Acft use txwy only. Survey team working adjt rnwy 3-21- days. (3-30)

SAUSALITO RADIO: TACAN operg on test basis, channel 41. (6-5) About Apr 22, VORTAC will be comsnd. TACAN channel 41. Class: L-VORTACW. (3-23)

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn near Shingletown; 1 dl surfaced rnwy, 2400'. No lgts or other facil avbl; Remarks: Warning - a rise at the NE end of the rnwy. (9-14)

CALIFORNIA: STOCKTON RADIO: TACAN operg test basis; channel 107 (11-2)
SUNSET BEACH ARPT: E/W rnwy clsd. (7-22)
THERMAL RADIO: TACAN operg test basis; channel 114. (5-18)
TWENTY-NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21)
UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.
VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000'MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (2) at or below 9,000'MSL btn V-137 and V -117 on V08 awy; (4) at or below 12,000'MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 258° radial restricted below 5200'- acct scalloping. (4-6)

COLORADO: ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)
**ASPEN, SARDY FLD: Acft equipped to guard 122.8 mc must do so when operg on arpt & while in tfc patn. (2-19)
DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB
DENVER RADIO: TACAN operg test basis; channel 110. About May 1, VORTAC will be comsnd. TACAN channel 110. Class: M-BVORTAC. (3-21)
DENVER-STAPLETON FLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500'; 154°-180° and below 16,000', 181° thru 243°. VHF/DF bearings reliable in these areas.
**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwy 12-30 and 3-21 rough , loose gravel; use only at pilot's discretion. (10-9)
DOVER CREEK RADIO: TACAN operg on test basis; channel 91. (6-27)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)
GILL RADIO: About Apr 25, VOR will be shut down until aprx May 6-freq chg to 108.2 mc and class chg to L-BVOR. (4-4)
GRAND JUNCTION RADIO: TACAN operg test basis; channel 71. (10-29)
GUNNISON RADIO: DMET operg test basis; channel 96. (6-24)
HANOVER RADIO: H facils bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.
KIOWA RADIO: TACAN operg test basis; channel 89. (6-9)
KREMMLING RADIO: DMET operg test basis; channel 85. (6-22)
LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days /wk in following undld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR: on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int except for that part of the 25 s mi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000'MSL and and including 23,000'MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst. (7-3)
LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)
MEEKER RADIO: DMET operg test basis; channel 104. (6-29)
PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsiblity for avoiding surface tfc in blind areas.
TOBE RADIO: TACAN operg on test basis; channel 81. (6-11)
TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 s mi ENE from Trinidad, Las Animas Co. Arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (1-14)

CONNECTICUT: GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
HARTFORD RADIO: About Apr 18, VOR will be shut down until aprx Apr 23 - freq chg to 114.9 mc. (3-9) See page 115 for substitute route structures & MEAs durg shutdown.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000'MSL. (10-28)

CONNECTICUT: WINDSOR LOCKS-BRADLEY FLD TOWER: About Apr 20, gnd ctl freq 275.8 mc will be chgd to 379.9 mc. (3-8) About May 20, ILS will be shut down until aprx May 29-eqpmt modernization. (4-7)
WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (9-21) Aresting barriers on rnwys 6 and 24 for mil use only.

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd- dangerously ruf, soft.
WILMINGTON-NEW CASTLE CO. ARPT TOWER: April 4, ILS lclzr glide slope shut down until aprx April 14-modernization. (4-4)
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet oper ns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 99.
WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9 , 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14) About Apr 15, freq 353.7 mc will be decmsnd at Green Bay, Va. peripheral site; 120.5 mc will be decmsnd at Falls Church, Va. peripheral site; freq 119.7 mc will be decmsnd & freq 125.2 mc & 125.8 mc will be comsnd at Dunn Loring, Va. peripheral site. (3-1) About Apr 29, freq 120.8 mc will be decmsnd Bucks Elbow, Va. and freq 285.5 mc will be decmsnd Raleigh, N. C. peripheral site. (3-23)
WASHINGTON (CHANTILLY, VA), DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Apr 20, freq 125.1 mc will be decmsnd; freq 119.7 mc will be comsnd. (3-7)
WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)
WASHINGTON MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt.

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar.". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial on Ft. Meyers VOR direct 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)
CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into Warning Areas 497-A, B, and C, and Restricted Area R-162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns in these areas consist of missile firing, bombing, and aerial gunnery. These activities extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation of CARs. (7-2)
COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW/SE rnwy under constr. Use caution E end. (8-25)
FT LAUDERDALE, BROWARD CO INTL ARPT SPECIAL NOTICE: Navy Ordnance Drops will take place 4.2 nmi ENE 25 March thru 10 June from 7000' and under in area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E Port Everglades entrance. Drops will be made btn 1430 and 2100 under VFR conds only. Specific target area will be mrkd by a line of white smoke pots when drops are imminent or in progress. Area under radar surveillance. (3-31)

to 114.9 mc. (3-9) See page 115 for substitute route structures & MEAs during shutdown

MADISON, (BRISWOLD) ARPT: Constr and grading on NW end of rnwy (10-15)

will be made btn 1430 and 2100 under VFR conds only. Operation under [illegible] by a line of white smoke pots when drops are imminent or in progress. Area under radar surveillance. (3-31)

FLORIDA: FT. LAUDERDALE-BROWARD CO. INTL ARPT TOWER: Ctl twr operg E side of arpt. Tsmts 272 kc; tsmts & revs 121.3, 121.5, 243.0, 257.8, 348.6 mc. Rcvg: 3023.5 kc. 122.5 mc. Freq 121.7 mc for gnd ctl. Class: C(g.7). (3-22)

FT MYERS, PAGE ARPT: 210'(230'MSL) lgtd twr being erected 4 nmi NNE(37°T) at lat 26-38-17, long. 81-49-09. (3-28)

GAINESVILLE STENGEL ARPT: 218.5'(384.5'MSL) lgtd twr being erected 3.5 nmi NE(59°T) at lat 29-39-03, long. 82-19-45 and 200'(348'MSL) lgtd chimney will be erectdd 3.5 nmi ENE(71°T) at lat 29-38-46, long. 82-19-12. (1-11)

**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

JACKSONVILLE, IMESON ARPT: 267'(283'MSL) lgtd twr being erected 5.8 nmi S(195°T) at lat 30-19-51, long. 81-39-47. (1-11) Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/2 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

KEYSTONE HEIGHTS-KEYSTONE AIRPARK: 330'(510'MSL) lgtd twr being erected 3.8 nmi E(91°T) at lat 29-50-03, long. 81-58-43. (1-11)

LAKE CITY ARPT: 278'(435'MSL) lgtd twr being erected 23.9 nmi WNW (311°T) at lat 30-26-35, long. 82-58-16. (1-11) 166'(361'MSL) lgtd twr being erected 3.2 nmi W(277°T) at lat 30-11-17, long. 82-38-18. (2-11)

LAKELAND, DRANE FLD: 35' unlgted power lines erected 2200' NW of rnwy 13-31. (2-15)

MIAMI INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 346.8 mc. (9-28)

MIAMI INTL ARPT: 660'(670'MSL) lgtd twr being erected 27.5 nmi WNW(304°T) at lat 26-03-09, long. 81-42-08. (3-12) Caution extsv ditching, paving and constr; men eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flgts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result, IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. (3-9)

ORLANDO RADIO: DMET operg test basis; channel 59.

ORLAND MUN ARPT: Rnwy 13-31 & 7-25 clsd. (3-29)

PAHOKEE RADIO: TACAN operg on test basis; channel 71. (8-26)

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

PANAMA CITY-TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8) Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Excercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being

FLORIDA: constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

* ST. PETERSBURG RADIO: Apr 9, H-BVOR-TAC comsnd. TACAN channel 111. Too late for ANFA.

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

TALLAHASSEE: New arpt under constr aprx 2.5 mi SSE of Dale Mabry Arpt, unusable.

TALLAHASSEE, DALE MABRY ARPT TOWER: Mar 30, ILS glide slope shut down until aprx Apr 17 - modernization. (4-5)

TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (1--23)

* TAMPA INTL ARPT TOWER: Apr 7, ILS lclzr course width chgd to 4°. (4-8)

TAMPA-INTL ARPT: Rnwy 32 clsd to lndgs acct constr and other activity near apch end. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 & perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14 not visible from ctl twr. N/S txwy btn end of rnwy 14 and end of rnwy 9, partially obscured from ctl twr view. (3-9) Caution, soft when wet; grass area N of trml ramp approved for parking twin Beechcraft and smaller, dalgt hrs only. (3-15)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: VOR operg on test basis; Freq: 109.6 mc, Ident: TAY. Lctd lat 30-30-14, long. 82-33-12. Montrg category (I). Voice ctl from Valdosta, Ga. FSS. Class: BVOR.

TITUSVILLE-COCOA ARPT: 400'(424'MSL) twr being erected 2 nmi SSE(167°T) at lat 28-29-39, long. 80-47-01. (3-1)

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)

VERO BEACH MUN ARPT: 260'(317'MSL) lgtd twr being erected 20.1 nmi WSW(246°T) at lat 27-31-39, long. 80-46-53. (1-15) All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT: 240'(260'MSL) lgtd twr being erected 15 nmi NW(323°T) at lat 26-52-55, long. 80-15-44 and 300'(320'MSL) lgtd twr being erected 6.8 nmi SSW(207°T) at lat 26-27-56, long. 80-09-52. (1-18) Two 206'(211'MSL) lgtd twr array being erected 7.5 nmi SSE(179°T) at lat 26-27-21, long. 80-05-58. (2-4) Jet acft flgt training not permitted without Port Authority approval. (1-14)

GEORGIA: ALBANY ARPT: Bdnry lgts inop.

ATHENS RADIO: TACAN operg test basis; channel 33. (11-27)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)

ATLANTA ARPT: Transmissometer inop. (1-25) Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out. (3-23)

BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.

BUTLER ARPT, SITE 14, TLH-ATL: Closed, constr; usable in emgcy. (10-9)1

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

COLUMBUS MUN ARPT: Rnwy 12-20 clsd, repairs. (3-4)

DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing int N/S and E/W rnwys. (10-10)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)

ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'- acct interference. (9-27)

SAVANNAH, TRAVIS (CHATHAM) SPECIAL NOTICE: Acct operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory sery. (1-21)

** SAVANNAH, TRAVIS(CHATHAM) FLD: Transmissometer comsnd. (3-11)

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

THOMASVILLE, ROSE CITY ARPT: 254'(484'MSL) lgtd twr being erected 18.2 nmi SSE (161°T) at lat 30-32-48, long. 83-52-06. (2-12)

GEORGIA: TOCCOA RADIO: DMET operg on test basis; channel 35. (11-27)
VIENNA RADIO: DMET operg on test basis; channel 108. (6-15)
**WINDER, 4, ATL-LGA ARPT: 1017' (2049' MSL) lgtd twr erected 10 nmi SSE (168°T) at lat 33-49-24, long. 83-37-45. (2-17)
IDAHO: BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.
**BOISE AIR TERMINAL: Rnwy 7-25 clsd to all tfc excp taxiing; men eqpmt on or near all rnwys at various times. (10-19) Ceilometer comsnd vcnty ILS MM. (12-1)

MALAD CITY RADIO: TACAN operg on test basis; channel 121. (12-4)
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
★ POCATELLO MUN ARPT TOWER: Apr 7, ILS lclzr course sensitivity adjusted to 4°. (4-8)
POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)
ILLINOIS: **SPECIAL NOTICE: Flt Test Area described as follows: beginning at Wilmington, Ill. 13 mi S of Joliet extending SW along railroad tracks to Dwight, Ill. then E along railroad tracks to Reddick, then NE along railroad tracks to Symerton, then W along paved road to Wilmington. Hours: dalgt. Altitude: from surface to and including 5000'. Expires 11 May 1960. (3-25)
AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' (745' MSL) - not mrkd or lighted. (12-6)
BELLEVILLE-SCOTT AFB-SPECIAL NOTICE: Caution within 5 mi radius from ground to 1700'. Extensive jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)
BENTON ARPT: 153' (603' MSL) lgtd twr being erected 1.5 nmi SE (138°T) at lat 37-59-40, long. 88-54-50. (3-10)
CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twr and one ant pole extending 30' AGL (775' MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left rurns depending on tfc. Use caution while in area, heavy local tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hours. Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp. (3-30)
CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet aircraft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)
CHICAGO RADIO: Multiples all courses LF rng. (10-30)
CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)
CHICAGO, MEIGS FLD: Caution - S end rnwy distance from threshold lgts to seawall 90' Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11)
CHICAGO-MIDWAY ARPT: Rnwys 27R-9L clsd for tkofs and lndgs. Tmpry gate positions set up on rnwy immediately in front numeral 27R, area can be cleared within one hr and reopened for tkofs and lndg. (4-3)
✱CHICAGO-O'HARE INTL ARPT TOWER: Audio interference may be encountered between ILS OM serving both ILS systems to rnwy 14R and 14L, caution advised. ILS glide slope inop. Lclzr may be unreliable if constr eqpmt operg within 1000' lclzr antenna. (4-3) Lclzr relctd 3677' from SE end existing rnwy (14R).
CHICAGO-O'HARE INTL ARPT-SPECIAL NOTICE: An opernl evaluation of simultaneous radar turn-on procedures in VFR conditions has started to rnwys 14L & 14R at O'Hare Fld.

ILLINOIS: All pilots on IFR flts within the O'Hare apch ctl area are encouraged to participate For the purpose of this evaluation, pilots need not be on an IFR flt plan, or lndg at O'Hare but should be willing to accept a vector from one of the feeder facils (Northbrook VOR, Spring Lake and/or Morton Ints.) In order to simulate a simultaneous turn-on and ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch. Additional details are available from O'Hare apch ctl. See chart page 100
CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. (2-7)
CHICAGO HEIGHTS RADIO: Mar 31, TACAN test operns shut down until aprx May 31 - modernization. (4-1)
DANVILLE, VERMILION CO. ARPT: Caution - constr, eqpmt on NE/SW rnwy. (7-22)
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)
JOLIET RADIO: TACAN operg on test basis; channel 70, not synchronized with VOR ident.
JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)
LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E Hrs opern: 1530-2230Z Mon thru Fri. (1-18)
MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men eqpmt crossing rnwys. (5-21)
MOLINE RADIO: TACAN operg on test basis; channel 75; not synchronized with VOR ident.
MOLINE, QUAD CITY ARPT: Some lgts 1400' from threshold on apch lgt system not visible until glide slope descent to 256' AGL has been made. (6-24)
NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
NORTHBROOK RADIO: TACAN operg on test basis; channel 77. (8-27)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
PEORIA, GREATER PEORIA ARPT: 161.5' (676' MSL) lgtd 300,000 gal tank being erected 11.9 nmi N (21°T) at lat 40-51-14, long. 89-34-52. (3-7) 5' unlgtd fence apch end rnwy 22 Rnwy 18 clsd to sked air carriers ngt lndgs. (1-21l) E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking Air National Guard jet acft. ANG ramp clsd to all operns durg constr. (3-29)
PEORIA, MT. HAWLEY ARPT: Constr in progress with 150' unlgtd derrick 0.8 mi from apch end of rnwy 4. (12-12)
PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.
POLO RADIO: TACAN operg test basis; channel 85; not synchronized with VOR ident. (8-13)
ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.
ROCKFORD RADIO: TACAN operg on test basis; channel 45.
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on obth sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (12-30)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination point. (11-3)
SPRINGFIELD CAPITAL ARPT TOWER: About Apr 27, ILS lclzr and glide slope will be shut down until aprx May 18 - major maintenance. (4-5)
SPRINGFIELD CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000', Jet lndg patn to rnwy 4-22 are flown 2300'
STERLING, ROCK FALLS-WHITESIDE CO. ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.
WAUKEGAN MEML ARPT: Clsd constr & repairs. (3-29)
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)
INDIANA: SPECIAL NOTICE: The Atomic Energy Comm requests all pilots to maint a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
AUBURN ARPT: NE/SW and N/W rnwys open; balance of fld clsd.
EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

INDIANA: ***EVANSVILLE, DRESS MEML ARPT:*** *Caution, constr in progress; men, eqpmt on fld.* ***Rnwys 3-21 and 18-36*** *clsd intermittently. Shoulder areas all rnwys & txwys soft.* ***Rnwy 9-27 clsd*** *to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.*

FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.

FT. WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above & visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)

FT. WAYNE, BAER FLD: Caution lnd beyond the acft arresting barrier installed 75' NE of threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)

FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr mrkd.

HUNTINGBURG ARPT: E/W turf area under const; caution men, eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.

INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown.

INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due to non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy. 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.

KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwys

KNOX RADIO: DMET operg test basis, channel 118.

KNOX, STARK COUNTY ARPT: About 16 May, 228'(938'MSL) lgtd twr will be erected aprx 1.0 nmi NW (333°T) at lat 41-17-46, long. 86-37-20. (3-24)

KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)

LAFAYETTE RADIO: DMET operg on test basis, channel 51. (10-10)

RENSSELAER, JASPER COUNTY ARPT: W bndry lgts inop. (11-25)

SCOTLAND RADIO: TACAN operg test basis, channel 49. (8-12)

SEYMOUR, FREEMAN FLD: 300' (908'MSL) lgtd twr being erected 1.8 nmi NNE(27°T) at lat 38-57-20, long. 85-53-03. (3-18)

SOUTH BEND RADIO: TACAN operg test basis, channel 101.

SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable due roughness. Glide slope not flyable from MM to touchdown.

SOUTH BEND, ST. JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)

TERRE HAUTE, COX FLD: Closed. (1-25)

TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and not maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bars. (11-2)

WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)

WEST POINT RADIO: DMET operg test basis, channel 41. (10-9)

IOWA: AMES MUN ARPT: NW/SE rnwy under constr, use present hard surfaced portion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surfaced rnwy acct seeding. Closed ngts.

BETTENDORF ARPT: About 25 April, 982'(1649'MSL) lgtd twr will be erected 2.3 nmi E (103°T) at lat 41-32-50, long. 90-28-36.

CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)

CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off.

**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq.

DES MOINES, NORTH FLD: Rnwy lgts inop-due to thawing and poor rnwy condition.

GUTHRIE CENTER ARPT: Closed. (3-25)

IOWA CITY RADIO: DMET operg on test basis, channel 123. (10-6)

LAMONI RADIO: About Apr 15, J facil will be decmsnd. (3-9)

LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; rmks: Bldg W. Fuel-80 oct avbl on request.

MARSHALLTOWN, NIEDERHAUSER ARPT: Rnwy lgts inop until further notice.

NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.

OTTUMWA RADIO: TACAN operg test basis, channel 53, not synchronized with VOR ident.

RED OAK MUN ARPT: Bcn inop.

SIOUX CITY RADIO: DMET operg test basis, channel 112.

SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn 2600' MSL. Tetrahedron not controllable. (7-24) Due non-visibility twr unable to ctl ramp tfc in front admin bldg on portions ramp and txwy NE of AF hangars and first 1500' rnwy 22. (10-24)

STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)

WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct: for all flts 15,000' & above: V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN test operns shutdown until aprx June 7.

WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars.

WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800' 2 rnwys; lngst rnwy 2200', turf; P-line N and E.

WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy - 2300'; fuel: F2. (3-10)

KANSAS: CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd -repairs. N/S & NW/SE sod strips soft & hazardous when temperature above freezing. (2-11)

DODGE CITY ARPT: 183'(2716'MSL) lgtd twr being erected 4.2 nmi ENE (79°T) at lat 37-46-51, long. 99-52-32. (1-30)

EL DORADO ARPT: 273'(1662'MSL) lgtd twr being erected 6 nmi WNW (301°T) at lat 37-49-36, long. 96-55-23. (3-3)

GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.

HAYS MUN ARPT: New airport reported. Lat 38-51-00, long. 99-16-30, lctd: 3.0 ESE; Elev: 1998. 2 turf strips, 16-34, 4200 x 300', 3-21, 2450 x 250'. Rnwy lgts on 16-34 SS-SR, rotg clear and green bcn, 100/130 octane fuel, major repairs, unicom. Old Mun Arpt clsd transient acft. (4-8)

HILL CITY RADIO: About April 15, J facil will be decmsnd. (3-9)

★HUTCHINSON RADIO: April 1, North Fork Fan Mrkr perm decmsnd. (4-6)

KANORADO, WINTER ARPT: 142.9'AGL (4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy at lat 39-19-55, long. 102-01-30. (4-8)

LIBERAL RADIO: DMET operg on test basis, channel 113. (11-1)

MANKATO RADIO: DMET operg test basis, channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) at lat 39-49-48, long. 100-42-04. (8-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flgts drg VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)

OTTAWA, HILL HOUSE ARPT: New arpt reported, lctd 2.0 mi SW; elev: 1100' one sod strip NE/SW 2000' long, fuel: 80/87. NE bkd.

OTTAWA MUN ARPT: Bcn inop.

PHILLIPSBURG MUN ARPT: Rnwy lgts inop.

PRATT MUN ARPT: Caution work in progress on all rnwys, NE/SW and 4000' NW end NW/SE rnwy clsd. (11-24)

KANSAS: RUSSELL RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SALINA RADIO: About Apr 15, J facil will be decmsnd. (3-9)
SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500 feet MSL. Forbes tfc patn altitude 2,600 feet MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys and txwys only. Sod areas unusable.
TOPEKA, WILSON ARPT: 253'(1303'MSL) lgtd twr being erected 3.5 nmi E(104°T) at lat 39-03-02, long. 95-49-13. (3-16)
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness & badger holes.
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)
**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces-sod unsafe. (10-12)
WINFIELD-ARK CITY-STROTHER FLD: Caution work in progress on rnwys & taxiways days. (4-4)

KENTUCKY: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FORT KNOX SPECIAL NOTICE: 12.2 nmi NW(4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd: 3/4 mi N; 2-strips 3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tie downs.
HARRODSBURG, MERCER ARPT: New arpt reported. lat 37-48, long. 84-51. Sod strip-3000'. 80 & 100 oct fuel. Mechanic service. Rnwy lgts operg SS-2400E, other hrs on request; fone 1355 or 638. (11-12)
LEXINGTON RADIO: TACAN operg test basis; channel 106. (3-31) About Apr 26, VORTAC will be comsnd. TACAN channel 106. Class: H-BVORTAC. (3-10)
LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end of rnwy 4-22. (2-26)
LONDON RADIO: DMET inop indef. (3-15) About Apr 18, VOR will be shut down until aprx May 16-grading and cable installation. (3-9) See page 115 for substitute route structures and MEAs during shutdown.
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)
NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.
WEST POINT AIRPARK: Closed until further notice. (4-4)
YORK RADIO: About May 2, VOR/DME will be shut down until aprx May 7-freq chg to 116.2 mc/channel 82. See page 114 for substitute route structure, tmpry MEAs & reporting points during shutdown. (3-17)

LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip-sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A & E mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)
BATON ROUGE, RYAN ARPT TOWER: About May 2, ILS glide slope will be shut down until aprx May 14-antenna work. (3-28)
BATON ROUGE-RYAN ARPT: About Apr 10, constr will begin on ramp N of center txwy, center txwy and new txwy 300' S of and parallel to rnwy 13-31 SE and NW of center int. Trucks will cross 500' off apch end rnwys 4 and 35. Eqpmt and trucks cross ramp S of trml bldg and use center txwy. Eqpmt parked on fld S of rnwy 13-31 and clear of all rnwys-lgtd at ngt. (3-25) S txwy btn rnwy 4 & 35 clsd acft Class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of the hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (3-4)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; lat 30-46, long. 90-10; one sod strip E/W-2600 x 150'. (2-23)
LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and threshold lgts ngts.
LAKE CHARLES, CHENNAULT AFB/MUN ARPT RADIO: About Apr 18, ILS glide slope & MM will be shut down until aprx May 9-relctn. (4-2)

LOUISIANA: LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MANY, HART ARPT: April 1, fld will be clsd until aprx April 15-extsv repairs. (3-15)
MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas on the E side of the cntr taxi strip clsd. (7-16) 136' AGL lgtd obstn, center line of rnwy 17-35 aprx 4000' S of the threshold. (2-11) First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area. Pilots tkof rnwy 31 requested not to use blind area unless needed. (3-7) 400'(404'MSL) lgtd twr being erected 4.9 nmi E(112°T) at lat 30-00-28, long. 89-56-08. (12-4) 87.1'(97.65'MSL) lgtd storage elevators being erected approx 1 nmi E(95°T) at lat 30-02-00, long. 90-02-00. (2-3)
NEW ORLEANS, MOISANT INTL ARPT TOWER: ILS glide slope inop-rnwy extension.
NEW ORNEANS, MOISANT INTL ARPT: West end of rnwy 10-28 6' hi-raised area of dirt extending from pt 600' W of rnwy end to pt 900' W of rnwy end into apch to rnwy 10 will exist will further notice. Obstn marked with orange flags for day and flashing hazard lgts at night. Avbl length of rnwy 10-28 now full 7000'. 45' boom now operating in apch zone to rnwy 10 not less than 1100' from end of rnwy will be operg durg dalgt hrs and is marked by orange and white flags. Use caution on apch to rnwy 10 and tkof from rnwy 28. (4-1)
OPELOUSAS, ST LANDRY PARISH ARPT: Bcn inop. (7-25) 328'(393'MSL) lgtd twr being erected 1.8 nmi SE(154°T) at lat 30-32-07, long. 92-05-04. (3-28)
SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. - 053° BAD H facil & E course of SHV LFR; Forbing Int. -233° BAD H facil & S course SHV LFR. (6-6)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)

MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-20)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N.H. borders and V-93. (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline. (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 mi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400' MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of field. (6-30)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE.
HOULTON INTL ARPT: Rnwy 1-19 clsd winters. (1-4)
LIMESTONE-LORING AFB RADIO: USAF VOR course errors exist beyond 20 mi up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch rad... 001 is 3-1/2° off mag. course. (5-27)
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy & bndry lgts 16-34 inop. Rnwy 11-29 plowed winters, rnwy 16-34 suitable for skis only. Caution snow banks at int with rnwy 11-29. (11-19)
PORTLAND INTL ARPT TOWER: ILS LOM shut down indef. (1-27) ILS lclzr unusable beyond 15 mi due roughness. (2-24) About Apr 15, ILS LOM freq will be chgd to 394 kc.
OLD TOWN MUN ARPT: Rnwy lgts inop. (4-6)
PERU, LINNELLS ARPT: Inactive.
RANGELEY MUN ARPT: NE/SW rnwy clsd and marked. (7-28)
ROCKLAND MUN ARPT: Rnwy 3-21 plowed winter months. Rnwy & apch lgts inop remainder of winter. (1-27)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)

MARYLAND: BALTIMORE-FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400'. inside MM to touchdown - acct roughness. (6-29) About May 31, ILS will be shut down until aprx June 9- modernization of eqpmt. (4-7)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrd customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo-jet or turbofan due noise complaints. (3-1) Constr work on fld durg dalgt hrs shoulder paving txwy E and holding block rnwy 28. Perm lgts in constr area replaced with flasher lgts and / or reflectors. (4-5)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
**BALTIMORE, PIER 4 HELIPORT: Efctv Dec 30, heliport perm clsd; lctd Pier 4, Pratt St; lat 39-18, long. 76-36; elev: 10', size 100 x 72'; air mrkd; no lgts or svcg.
BLOSSOM POINT-SPECIAL NOTICE: Day and ngt calibration runs are made by naval acft within a 9 mi radius Mini-track Station (lat 38-25-50, long. 77-05-12) at alts of 5,000', 10,000', 15,000', 20,000' and 25,000' VFR only. (7-13)
CUMBERLAND MUN ARPT: Clsd 1200 noon May 12 until 0800 May 16 - sport's car races.
GRANTSVILLE RADIO: DMET operns tmpry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress, men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.
POTOMAC RIVER SPECIAL NOTICE: A hazardous amt. of electromagnetic radiation exists in vcnty of parabolic antenna situated near Stump Neck, lctd aprx lat 38-33, long. 77-12; area extends up to 1,000' within 1/2 mi radius. The radiation is definitely dangerous to personnel, acft, power service and / or insts. Helicopter pilots are warned against hovering in the vcnty and should avoid apchg closer than 1/2 mi. (7-12)
MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON RADIO: About Apr 20, VORTAC will be comsnd. TACAN channel 124. Class H-*BVORTAC. (4-5)
BOSTON BEDFORD (HANSCOM) ARPT TOWER: About May 3, Twr freq 118.9 mc will replace 123.7 mc. (3-21) About Apr 20, ILS glide slope will be shut down until aprx Oct 20, - arpt constr. (3-22) About May 1 ILS will be shut down until aprx May 10-eqmpt modernization. (3-24)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300'MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqpted with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About April 20, neon apch lgts will be shut down due constr.
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R shows red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgts system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches maximum depth at int rnwy 22R & txwy A after hvy precipitation. Transient mil opern restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG Base Commander. No transient mil flts will be accepted from 2100-1200Z. (2-2)
CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)
**DRACUT, RICHARDSON ARPT: Delete; private fld. (3-29)
EDGARTOWN, KATAMA AIRPARK: Clsd indefinite period. (12-31)
HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, 71-02-00; Lctn: 3.0E; Longest rnwy - (6-24) 1150' turf; fuel, hangars, repairs avbl. Rmks: Rgt patn lndgs & tkofs to E.
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc UNICOM. (8-12)
**LEICESTER ARPT: Delete; Private fld. (3-29)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)
NANTUCKET MEML ARPT: Hi-intensity apch lgts bgng rnwy 2 inop. (1-5) 55' tmpry unlgtd ant pole 400' W of lndg area. (1-12)
ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily ltd and air tows.
WESTFIELD-BARNES ARPT TOWER: UHF DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 11,000'MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar. 21 thru Oct 28, 1960 estabi within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' MSL. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)
ALMA MUN ARPT: Caution, 80' crane lctd above 1000' off end rnwy 26. (3-11)
ANN ARBOR MUN ARPT: Use rnwys & txwys only. During thawing periof fld & rnwy lgts are inop. (3-15)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145°-155° clockwise-due scalloping and / or roughness. (12-16)
BAY CITY, CLEMENTS ARPT: 154' (752'MSL) water tank being erected 2.1 nmi NNE (39° T) at lat 43-34-40, long. 83-52-20. Durg constr, erection eqpmt will extend 180' (778' MSL). (3-10)
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
CADILLAC MUN ARPT: Clsd ngt operns. (12?)
DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old fld clsd to lndgs & tkofs. Bldg constr in front of and along side main trml bldg.
DETROIT WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15)
EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg, category (1) 0800-2000, Montrg category (3) 2000-0800.
FLINT BISHOP ARPT: Due to deterioration of twr cab windows twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and las hr before sundown. (3-22)
GLADWIN RADIO: BMH facil usable dist limited to 15 mi- 190°-280° clockwise due interference. (2-26)
GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy.
GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)
GULLIVER ARPT: Closed, constr. (12-6)
HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

MICHIGAN: HOUGHTON-COUNTY MEMORIAL ARPT: Disregard 10' bamboo poles with mixed red & black flags which are lctd on various parts of fld. Only rnwy 13-31, ramp and NE txwy maintd winter months. All other rnwys clsd durg winter months. (11-20)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
JACKSON, REYNOLDS MUN ARPT: Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° right after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway.
KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under const at trml site. (12-30)
LANSING-CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi-interference;unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)
LITCHFIELD RADIO: TACAN operg test basis channel 55. (7-17)
LUDINGTON, MASON COUNTY ARPT: Snow removal on N/S rnwy only. (12-23)
MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.
MUSKEGON CO ARPT TOWER: About May 1, ILS will be comsnd. Lclzr freq 109.9 mc with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc Lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623' MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected centerline and 3314'(0.63 smi) from apch end rnwy 32. Elev: 630' MSL. LOM freq 219 kc., ident: MK. OM/LOM lctd on projected centerline and 22,847'(4.3 smi) from apch end rnwy 32. Elev: 610' MSL. (4-6)
OWOSSO CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)
PLAINWELL, OTSWGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)
PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.
PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.
PLYMOUTH, NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3) (Formerly carried under Wayne, Mich.)
PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)
PULLMAN RADIO: TACAN operg test basis; channel 58; not synchronized with VOR ident.
ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.
SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on request. (3-23)
SALEM, RADIO: TACAN operg test basis; channel 125; not synchronized with VOR ident.
STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)
MINNESOTA: AUSTIN RADIO: Feb 8, State owned VOR voice feature inop. (3-16)
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)
COOK MUN ARPT: NE/SW rnwy clsd. (7-3)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
DULUTH ARPT TOWER: ILS BC unusable for apchs. (1-7)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs. Blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**FARIBAULT ARPT: 328'(1393'MSL) lgtd twr erected 11.7 nmi WNW(300°T) at lat 44-25-43, long. 93-33-56. (3-18)
GRAND RAPIDS RADIO: Feb 20, state-owned VOR operg on test basis; Freq: 111.4 mc. Ident: GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13)
HECTOR ARPT: 550'(1649'MSL) lgtd twr being erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10 (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)

MINNESOTA: MARSHALL MUN ARPT: All rnwys clsd excp NW/SE, until further notice.
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.
MINNEAPOLIS-ST PAUL INTL(WOLD CHAMBERLAIN)FLD TOWER: ILS (ident APL) glide slope inop. (3-1) ILS (ident MSP) inop. (3-8)
MINNEAPOLIS, ST PAUL INTL(WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MORA MUN ARPT: NW/SE rnwy clsd, usable with skis exercise caution. N/S rnwy open to wheels or skis, ridges of snow along edge of rnwy. (1-9)
MORRIS MUN ARPT: Clsd wheeled acft. (1-4)
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on tewt basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER, LOBB FLD SPECIAL NOTICE: LFR procedures, Amdt. 10, eff 4/23/60, designation Stewartsville Int. should read: R-065 RST VOR and S crs. RST LFR; designation Spring Valley should read: R-100 RST VOR and S crs. RST LFR. (3-28)
ROCHESTER, LOBB FLD MUN: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts;clsd.
ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)
STANTON, CARLETON ARPT: Bcn and rnwy lgts inop. (11-18)
WINONA RADIO: VOR unusable beyond 14 mi-course instability (3-20)
MISSISSIPPI: BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
COLUMBIA ARPT: 400'(605'MSL) lgtd twr being erected 2 nmi SSW(212°T) at lat 31-16-00, long. 89-50-03. (1-21)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12)
HATTIESBURG RADIO: VOR operg unmonitored. Soon, VOR will be comsnd. Freq: 110.6 mc. Ident: HBG. Lctd lat 31-25-05, long. 89-20-24. Class: VORW. (2-20)
LAUREL MUN ARPT: 130'(365' MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)
MERIDIAN RADIO: Voice on VOR portion of VORTAC. (5-22)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men, eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.
NATCHEZ-ADAMS CO ARPT: 355' MSL lgtd twr being erected 12.3 nmi WSW(269°T) at lat 31-36-06, long. 91-32-10. (1-27)
**NATCHEZ, AIRPARK ARPT: 315'(815'MSL) lgtd twr erected 26.8 nmi E(94°T) at lat 31-33-57, long. 90-50-28. (3-30)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwys N/S-2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700 CST and 0700 CST. (3-29)
BUTLER RADIO: About April 15, J facil will be decmsnd. (3-9)
CAPE GIRARDEAU MUN ARPT: NW/SE sod strip clsd. (9-8)
FARMINGTON RADIO: TACAN operg on test basis; channel 104. (1-1) About April 15, J facil will be decmsnd. (3-9)
GRANDVIEW, RICHARDS GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)

Lctd lat 44-08 51, long 93-59-04. Monitrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: T. VOR (3-16)

MISSOURI: *JOPLIN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope.* (10-28)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73; not synchronized with VOR ident. (11-1)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, alt freq 121.20 mc at Emporia, Kans, peripheral site and freq 120.00 at Kirksivlle, Mo. peripheral site tmepry decmsnd. (12-29)
KIRKSVILLE RADIO: TACAN operg test basis; channel 21. (12-10)
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
MALDEN RADIO: About Apr 15, J facil will be decmsnd. (3-9)
MAPLES RADIO: DMET operg on test basis; channel 89.
MARSHALL RADIO:DMET operg on test basis; channel 33. Bearing indicator inop. (6-26)
MARYLAND HEIGHTS RADIO: TACAN operg test basis; channel 45. (9-5)
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ST JOSEPH SPECIAL NOTICE: Caution - TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Jospeh VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air Nationa Guard Jet acft will be operg VFR in St. Joseph local tfc pat and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Jospeh rdo or Rosecrans twr for advisories and clearances. (2-8)
ST. JOSPEH, ROSECRANS MEM'L ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)
ST. LOUIS, LAMBERT FLD TOWER: VHF/DF shut down indef - relctn. (7-28) Caution - lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About Apr 18, lcl ctl freq will be chgd to 118.5; apch ctl freq will be chgd to 118.1 mc. (3-22)
ST. LOUIS, LAMBERT-ST. LOUIS MUN: Due non-visibility twr unable to ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE first 1000' of rnwy 6. Constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd; concrete surface on rnwy 6-24 slippery when wet. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness.

VERSAILLER MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)
WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102' Lctd: 2.5 NW, one 2300' sod strip NW/SE. Rmks; Land at own risk. Fuel: 80 oct.
MONTANA: BILLINGS, LOGAN FLD: Final apch to rnwy 22 in excess of 2 mi from end of rnwy and last half of a base leg for rnwy 22 obscured from twr vision by const atop new admin bldg. Two ctl twr structures on Logan Fld, active twr lctd on S side of fld atop SW hangar. Twr structure on admin bldg not comsnd. First half of right base leg for rnwy 27 not visible Due non-visibility twr unable to provide visual ctl of tfc in these areas. Pilots will assume responsibility for separation from other acft in this portion of ctl zone. Extreme caution advised. Due non-visibility twr unable to ctl tfc on ramp N and NE of admin bldg. Approx 700' of second 1000' and that portion from 3500-4200' of apch end rnwy 27 not visible from twr. Pilots will assume responsibility to determine rnwy is clear of obstns when using first 4200' rnwy 27.
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (2-18)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)
CHESTER ARPT: Clsd- constr, bcn remain lighted. (4-5)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)
GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
MISSOULA SPECIAL NOTICE: Ctn parachute jumping dalgt hrs, times indefinite; Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U. S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10, Obrien Creek 46-55, 114-11; Hayes Creed 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)

MONTANA: MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rmwy 29 unusable for acft over 26,000 lbs.
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR and LF rng.
NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts & new constr. All rnwy lgts inop. Fone for other info.
BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)
**CHADRON SPECIAL NOTICE: Effect Nov 1, civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V182 btn CDR and CGW, V-247 btn DGW and the Ross Int ay lats 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one the of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)
COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)
FAIRMONT-STATE ARPT: NE/SW rnwy clsd. (6-29)
GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW(301°T) at lat 41-01-43, long. 100-21-24. (3-14)
GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55-37, long. 98-20-32. (3-14)
HAYES CENTER RADIO: TACAN unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness.
HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.
LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S(187°T) at lat 40-42-02, long. 99-47-18. (3-16)
OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. (9-11)
SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev; 1100'; one 4000 x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown, maj & minor repairs, 80 and 100 oct fuel. Rmks: Windcone on req. (10-10)
THEDFORD ARPT: New arpt reported, aprx 3 mi E; 1 sod strip, 2800' long. Fuel avbl.
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: COALDALE RADIO: VORTAC usable dist: 300° to 15° and 60°-80° limited 25 nmi at MOCA.
ELKO RADIO: TACAN operg test basis; channel 92. (3-15)
FALLON NAAS SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GABBS ARPT: Lgts inop. (3-22)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop. (3-10)
LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR direct to the NE corner of Caution Area C-436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48N, 114-15 W to 35-58N, 115-30W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This ares is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-27) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)
LAS VEGAS RADIO: DMET operg on test basis; channel 116. About April 29, VORTAC will be comsnd. TACAN channel 116. Class: H-BVORTAC. (3-17)

NEVADA: LAS VEGAS, THUNDERBIRD FLD: E/W rnwy only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only. (1-26)
MORMON MEAS RADIO: TACAN operg on test basis; channel 23. (4-23)
RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-31-00, long. 119-46-00; 270' off E edge & 850' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (3-19)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri (fone Concord, Capital 5-6611, ext 211) or FAA FSS, Concord Mun Arpt anytime (fone Capital 5-6151 acft in flt call Concord Rdo.)
CLAREMONT MUN ARPT: Rnwy lgts inop.
CONCORD RADIO: DMET operg on test basis; channel 113. (3-30)
LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6)
LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)
NEW JERSEY: ★ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd. April 11, VOR TAC comsnd. TACAN channel 39. Class: L-VORTAC. Revd too late for inclusion ANFA page About Apr 25, UHF H facil will be shut down until aprx May 5 - relctn to HW site, lat 39-22-00, long. 74-27-00. (3-31)
ATLANTIC CITY-POMONA (NAFEC) ARPT TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. About Apr 21, twr will tsmt LF voice on 278 kc in place of 275 kc. (3-8)
ATLANTIC CITY (POMONA) NAFEC ARPT: GCA practice apchs avbl VFR conditions only. Mon, Tues, Wed and Thurs 1300-2000Z. First 3000' apch end rnwy 31, first 1000' apch end rnwy 13 and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lights installed first 2000' rnwy 13. Experimental electronic and lighting eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv fld maint. (4-9)
BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flts.
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. (3-3) Constr NW end rnwy 14-32, 4000' usable from SE end. (2-11)
CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)
COLTS NECK RADIO: Soon, DME will be recomsnd. (2-23)
COYLE RADIO: DMET operg on test basis; channel 81. (11-20)
NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.
NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090°.
NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy elev, 1250' E of threshold lgts mrkd by red & white panels & obst lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' above gnd boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men and eqpmt on fld. (3-17)
RED BANK ARPT: VOR rcvr gnd check point unusable. (9-3)
ROBBINSVILLE RADIO: DMET operg on test basis; channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOLBERG RADIO: About May 18, TACAN portion of VORTAC will be shut down until aprx June 17 - stn modernization. (4-7)
SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)
STILLWATER RADIO: TACAN test operns tmpry suspended. (3-23)
TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of center txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)

NEW JERSEY: TRENTON, MERCER CO. ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)
WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution, extsv jet operns durg VFR & IFR wea up to 20,000'. VFR tfc ctld by radar up to 3000' wthin 7 mi radius of acrp and 5 mi both sides of centerline from McGuire (LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mcs and rcv on 134.1 mcs. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF FM 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (3-28)
NEW MEXICO: A LAMOGORDO MUN ARPT: New arpt reported; lat 32-51, long. 105-59; elev: 4200'; one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.
ALBUQUERQUE, KIRTLAND AFB/MUN ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a reaised position for a tmpry period due to wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilots discretion. (12-31)
ALBUQUERQUE SPECIAL NOTICE: Until May 2, 1961, "cratering-uncased explosives" tests will be conducted 0800 Mon, Wed, Fri. These cltd firings are conducted only durg VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (11-12)
★ALBUQUERQUE-KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°. ILS lclzr course width changed to 4°. (3-30)
ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque/Kirtland AFB hi-density trml area: (1) All E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° and not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time crusing alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000' MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 10 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68 and C68S. (6-18)
BACAVILLE RADIO: DMET ppe rg test basis; channel 29. (2-12)
CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (25 nmi of airdrome) is saturated with hi speed jet tfc. For safety consideration, flt should be planned to avoid this area durg dalgt hrs. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8 , 126.18 or 118.7 mc.
COLUMBUS RADIO: DMET operg on test basis; channel 85. (2-16)
**EL MORRO, SITE 60, LAX-AMA: Mar 26, bcn site recomsnd., with wix red & white flashes per minute. Concurrently bcn site 60 A, lctd 8 mi W of El Morro LF rng perm discontd.
**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)
FARMINGTON MUN ARPT: Rnwy 11-29 clsd from SE end to int rnwy 7-25.
FT. WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from 28 Mar thru 30 June daily Mon-Fri 0730M to 1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28 on E by long. 108-36, on S by lat 35-26, and on W by long. 108-38.
LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N and the terrain rises considerably from the N end of rnwy.
LAS VEGAS RADIO: TACAN operg on test basis; channel 120. (9-2)
**ROSWELL, WALKER AFB SPECIAL NOTICE: Jet test durg dalgt hrs conducted in the following described area: bgng at Corona, N. Mex VOR to Socorro VOR; to Albuquerque VOR; Anton Chico VOR; Tucumcari VOR; Texico VOR; Roswell VOR to point of beginning. (11-14)
SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)
TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)
[redacted]: BATAVIA ARPT: Use at pilot's own risk during inclement weather. (2-8)

NEW YORK: **BETHPAGE, GRUMMAN BETHPAGE ARPT SPECIAL NOTICE: Flgt Test Area described as follows: within those portions of Warning Areas 105 & 106 lying N of the Atlantic ADIZ (lat 40-15 , long. 73-15; 40-23, 73-15; 40-33, 73-02; 40-40, 72-30; 40-42, 72-04; 41-10, 70-13; 41-05, 70-10; 40-15, 73-15. Hours: 0600-1800 daily with intermittent operns after 1800 hrs, Sat, Sun and holidays. Alts: from sea level to 50,000'. Used by Republic Aviation Corp., and Grumman Acft Engineering Corp. Expires 31 March 1962. (3-18)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt. TACAN operg test basis, channel 88. (7-1) About May 30, VORTAC will be comsnd. TACAN channel 88. Class: M-BVORTAC. (4-7)

BUFFALO ARPK: Snow removal NE/SW rnwy only, snow banks each side of rnwy. Use rnwy only. Ctc UNICOM for lndg info.

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 mi until obstns are removed in apch area (10-24) 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr.

**CALVERTON, GRUMMAN PECONIC ARPT SPECIAL NOTICE: Flgt Test Area described as follows: within those portions of Warning Areas 105 & 106 lying N of the Atlantic ADIZ (lat 40-15, long. 73-15; 40-24, 73-15, 40-33, 73-02, 40-40, 72-30, 40-42, 72-04, 41-10, 70-13, 41-05, 70-10, 40-15, 73-15). Hours: 0600-1800 daily with intermittent operns after 1800 hrs, Sat, Sun and holidays. Alts: from sea level to 50,000'. Used by Republic Aviation Corp., and Grumman Acft Engineering Corp. Expires 31 March 1962.

CICERO ARPT: Closed transient acft, constr.

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

COOPERSTOWN-WESTVILLE ARPT: Snow operns, ctc fld prior to lndg for wheel acft.

DUNKIRK MUN ARPT: Rnwy and threshold lgts inop.

ELMIRA, CHEMUNG CO. ARPT: Due non-visibility twr unable to observe tfc from point 1000' N to apch end rnwy 19; trml bldg constr.

**FARMINGDALE, REPUBLIC ARPT SPECIAL NOTICE: Flgt Test Area described as follows: within those portions of Warning Areas 105 & 106 lying N of the Atlantic ADIZ (lat 40-15, long 73-15; 40-24, 73-15; 40-33, 73-02; 40-40, 72-30; 40-42, 72-04; 41-10, 70-13; 41-05, 70-10; 40-15, 73-15. Hours. 0600-1800 daily with intermittent operns after 1800 hrs, Sat, Sun and holidays. Alts: from sea level to 50,000'. Used by Republic Aviation Corp., and Grumman Acft Engineering Corp. Expires 31 March 1962. (3-18)

FARMINGDALE, REPUBLIC ARPT: Pvt.Offl bus only, hrs opern, Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315° beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305 -315 ; beyond 30 nmi 315°-320° beyond 25 nmi from 320 -325 , beyond 30 nmi 325 -350° at MOCA.

GLENS FALLS.WARREN COUNTY ARPT: Ramp and txwy lgts inop.

GRANVILLE ARPT: Fld plowed and open to wheel eqpd acft winter months.

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

LAKEVIEW ARPT: Reported reopened: Lctd 1.5 mi E, elev: 750'; 1 rnwy, 2600'; 80 oct fuel avbl wk-ends and evenings. (8-22)

LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MALONE-DUFORT ARPT: Closed - due snow and ice. (3-22)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution-hi-preformance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L.I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V30, V16 and G5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

✈ NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 29, freq 124.5 mc will be decmsnd Philipsburg, Pa. peripheral site. (3-22) Apr 11, freqs 283.7, 285.6, 313.4 mc comsnd Millville, N. J. peripheral site.

NEW YORK: NEW YORK CITY SPECIAL NOTICE: Eff April 15 to June 1, 1960, steady burning lgt S Con on Empire State Bldg 1502' MSL will be extinguished from midngt lcl time til sunrise. (4-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt. Mitchell AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt aneam SE of Floyd Bennett VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution ship tfc. Pier A Manhattan Heliport No. 2 CLOSED.

NEW YORK INTL (IDLEWILD) ARPT TOWER: Nov 16, VHF/DF shut down - relctn. (3-28) About Apr 29, gnd ctl freq 121.65 mc will be comsnd in place of 121.6 mc (3-10) About May 1, ILS (rnwy 22R) will be shifted to rnwy 22L. Lclzr will be lctd 460' from 4R end rnwy 22L; lat 40-37-27, long. 73-46-19. Elev: 10'MSL. Glide slope will be lctd 400' left centerline & 750' apch end rnwy 22L. Apch brg: 223°, Mag. var.: 12 W. MM will be lctd 3464' (0.66smi) apch end rnwy 22L & 14' left of extended centerline. LOM freq: 392 kc, Ident: IW, lctd lat 40-43-30, long. 73-41-35. Only alternate opern of either rnwy 4R or 22L. Simultaneous operns not avbl. (3-24) OM will be lctd 33,630' (6.37 smi) from apch end rnwy 22L and on extended centerline.

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: About May 2, surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 will be shut down for modernization. Rdo equipped sweeper machine operg all active areas. About May 1, apch lgtg system with sequence flashers serving rnwy 22R will decmsnd, concurrently apch lgts system configuration A with sequenced flashers serving rnwy 22L will be comsnd, including semi-flush lgts at green threshold bar btn rnwys lgts which may be obscured during adverse wea conditions. Due non-visibility twr unable to ctl tfc on txwy DD btn P and Q and that portion of Q btn CC and DD txwy P from a point half way btn CC and DD extending to the NW and including the northernmost half of the runup block serving rnwy 13R. Txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point. Txwy I btn txwys R and a point half way btn txwys S and T. Txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I. Txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. Const eqpmt working 1200' off apch end of rnwy 13R and 300' S of centerline rnwy 13R-31L. Const eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE of apch end rnwy 31L, obstn lgtd & flagged. Pavement dip & rolling action on surface of rnwy 13R-31L lctd 5400' from apch end of rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy T to the Unit Terminal ramps.

NEW YORK-LA GUARDIA FLD TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by ctcg Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015 -100°, 3000'; 100°-110 , 2000'; 110 -260° , 2500'; 260 -280 , 3000'; 280°-360°, 4000'; Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1800. About Apr 21, substitute lclzr will be comsnd on pavement of clsd rnwy 4-22 at lat 40-46-18, long. 73-52-56; NE of SW end rnwy pavement. Brg 044° to arpt for use incircling apchs to rnwy 13-31 only. Use of lclzr BC uncertain. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway barricades.

NEW YORK LA GUARDIA FLD SPECIAL NOTICE. Bridge constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390'MSL. (12-3)

NEW YORK, LA GUARDIA FLD: Caution-constr adjt N side of rnwy 13-31, eqpmt 24' MSL sand piles parallel to rnwy, 210' from cntrline of rnwy 13-31, mrkd day & ngts, Last 500' of apch lgtsn and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilots guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 miles. Sequence flasher lgts may be turned on at pilots request or by controller when visibility warrants. When approach and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28)

NIAGARA FALLS MUN ARPT: Jet barrier in up position rnwy 28R; use rnwy at own discretion

NEW YORK: PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
RIVERHEAD RADIO: TACAN operg test basis; channel 119. (2-27) About May 3, VORTAC will be comsnd. TACAN channel 119. Class: M-BVORTAC. (3-24)
ROCHESTER, HYLAN ARPT: Rnwy 14 closed.
ROCHESTER, MONROE CO ARPT TOWER: ILS shut down until aprx May 9-rnwy constr. Lclzr will be relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long. 77-40-45. Elev: 546' MSL. (3-28)
ROCHESTER MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr. Men, eqpmt off W end rnwy 28 dalgt hrs excp Sat & Sun.
SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.
SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)
SPITFIRE LAKE: No seaplane facils avbl.
STORMVILLE ARPT: Caution, spring mud and ruts, red flags point danger spots. (3-3)
SYRACUSE RADIO: TACAN test operns tmpry suspended. (3-6) About Apr 25, VORTAC will be comsnd. TACAN channel 117. Class: H-BVORTAC. (3-10)
SYRACUSE HANCOCK ARPT TOWER: UHF/DF inop. (2-10)
SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)
UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)
UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.
WARWICK ARPT: Open to ski operns only durg snow conditions. (12-4)
WATERTOWN MUN ARPT: All txwys mrkd with 4' flags aprx 10' off edge of txwys for snow removal purposes. (10-27)
WHITE PLAINS-WESTCHESTER CO ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)
NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis; channel 71. (4-6)
ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)
ASHEVILLE, HENDERSONVILLE ARPT: Twr unable to ctl tfc on rnwy 4-22 SW of Int. of rnwy 12-30-trees obscuring twr view of rnwy. (4-8)
BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)
CHARLOTTE, DOUGLAS MUN ARPT: 60'(773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)
COFIELD RADIO: DMET operg test basis; channel 109. (5-18)
ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test operns tmpry suspended. (3-24)
FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)
FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)
FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)
GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)
HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)
KINSTON RADIO: About May 5, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Class: L-VORW. (2-24)
LIBERTY RADIO: About June 30, VOR will be comsnd. Freq: 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Class: VORW. (3-24)
LUMBERTON RADIO: About Apr 29, VOR will be shut down. (4-8)
LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.
MAYVILLE ARPT: 303'(1179'MSL) lgtd twr erected 22.5 nmi E(112°T) at lat 47-20-51, long. 96-50-46. (2-12)
MONROE, SHUTE MUN ARPT: Clsd Suns. 1300-dark, parachute jumps, lndg permitted btn jumps. (9-6)
RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)
WILMINGTON, NEW HANOVER CO ARPT TOWER: Soon, freq 396 kc will be chgd to 323 kc. (3-31) ILS lclzr unusable from MM to end rnwy. (3-31)
WILMINGTON, NEW HANOVER CO ARPT: 133' MSL(102'AGL) lgtd radar twr being erected 400' NW of trml bldg.
WINSTON SALEM-SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable.
NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to night operns, excp taxiing. (4-12)
FARGO RADIO: About Apr 29, West Fargo FM will be discontd. (3-24)
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S and E/W taxiway under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
WESTHOPE ARPT: Caution, NW/SE strip soft due grading.
WILLISTON RADIO: About Apr 11, VOR will be shut down until aprx May 2-modernization and retuning. (3-16)
OHIO: AKRON RADIO: About May 2, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (3-10) DMET operg on test basis; channel 21. (3-14)
AKRON, CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown-acct roughness. (8-19) ILS BC unusable. (1-14)
AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. (3-15) Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. (3-10) Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt.
AKRON MUN ARPT: Tetrahedron unctbl and flasher not oper. Obstn lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (3-15)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: About April 15, VOR will be comsnd. Freq: 115.6 mc. Ident: AIR. Lctd lat 40-01-04, long. 80-49-03. Elev: 1288' MSL. Mag var: 3°40' W. Montrg category (1), voice, ctl & montrg Wheeling, W. Va. Class: M-BVOR. (3-10)
CHAGRIN FALLS ARPT: Caution durg winter months, fld occasionally unusable due to soft fld or deep snow. (12-2)
CHARDON RADIO: TACAN test operns tmpry suspended. (9-10) About April 30, VORTAC will be comsnd. TACAN channel 35. Class: L-BVORTAC. (2-2)
CINCINNATI RADIO: TACAN test operns tmpry suspended. (2-2) About Apr 20, VORTAC will be comsnd. TACAN channel 76. Class: M-BVORTAC. (4-4)
CINCINNATI GREATER CINCINNATI ARPT TOWER: About May 8, ILS glide slope will be shut down indef-arpt constr. (4-8)
CLEVELAND RADIO: TACAN test operns tmpry suspended. (3-28) About May 30, VORTAC will be comsnd. TACAN channel 83. Class: M-BVORTAC. (4-7)
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About June 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W-120.8 mc primary; 125.8 mc secondary. Acft arriving from E-124.6 mc primary; 125.7 mc secondary. About April 29, freqs 125.9, 323.2 mc will be decmsnd Warren peripheral site. (4-6)
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, sedond ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (2-9)

OHIO: CLEVELAND, HOPKINS ARPT: Rnwy 14-32 clsd. Taxiing permitted btn rnwy 36R & 9L. S txwy clsd. (2-1) 4' snow fence erected 100' W of txwys T, U, W and S hangar line and in W executive parking mat btn txwys R and S lgtd ngts, flagged days. All acft equipped with proper freq may expedite their handling by ctc apch ctl on apch ctl freq regardless of wea. (10-30) 4' unmrkd snow fence erected aprx 200' from apch end of rnwy 5L and 20' NW side of rnwy, extends to and ends at rnwy 14-32. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (3-9) Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (3-21)

COLUMBUS-SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000' Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)

COLUMBUS-PORT COLUMBUS-PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)

COLUMBUS, PORT COLUMBUS ARPT: N S rnwy 18-36 clsd to kS tkofs and N lndgs due to obstns S end of rnwy.

DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N-S rnwy. (3-3)

DAYTON, SOUTH DAYTON ARPT: N S rnwy clsd. (8-24)

DAYTON WRIGHT PATTERSON AFB-SPECIAL NOTICE: Extreme caution-extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. (8-1) USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flgt will be within 5 nmi either side selected route avoiding built up area & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17, to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS.

FINDLAY RADIO: Apr 12, DME shut down until aprx May 1 - relctn to VOR site and channel change to 2. About May 1, VOR freq will be changed to 108.2 mc and relctd to lat 40-57-18, long. 83-45-21. Mag var.: 1 30'W Elev: 821'MSL. Class: L-BVOR. (4-12)

HAMILTON ARPT: Caution, constr E end E W rnwy being extended and black topped when using ctc arpt on UNICOM 122.8 mc. (12-27)

JEFFERSON RADIO: TACAN operg test basis; channel 99. (6-12) About Apr 25, VORTAC will be comsnd. TACAN channel 99. Class: L-BVORTAC. (3-10)

★MANSFIELD ARPT TOWER: ILS glide slope angle 2.73. (4-6)

MARION-COUNTY ARPT: Durg winter mos and especially durg wet wea fld soft or covered with snow; pilots ascertain fld conditions by use of UNICOM, or ctc fld by fone prior to tkof.

MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800 to 1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.

PORT CLINTON MUN ARPT: 1600' of 2900' E W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.

RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri. Within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)

TOLEDO EXPRESS ARPT TOWER: Twr freq 396 kc unreliable beyond 5 mi due interference Golf H fac, ident G, freq 398 kc. (3-22)

WILLOUGHBY, LOST NATION ARPT: NE-SW rnwy clsd; men, eqpmt on rnwy. (8-31)

XENIA, PORT XENIA ARPT: Reported reinstated. Lctn: 3.0 mi E. Elev: 1050', one strip 2000' long, maj repairs and 80/87 oct fuel avbl. (11-24)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

ZANESVILLE MUN ARPT: E/W strip clsd. (12-4)

OKLAHOMA: BARTLES VILLE RADIO: Acft mayctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)

OKLAHOMA: BUFFALO ARPT: 255' (2912'MSL) lgtd twr being erected 36.3 nmi W (276° T) at lat 36-53-47, long. 100-23-54. (12-9)

**ENID, VANCE AFB SPECIAL NOTICE: Local Flying Area described as follows: beginning at Arkansas City, Kans; E to Bartlesville, Okla.; SE to Claremore; S to Okmulgee; SW to Chickasha; W to Sayre; N to Shattuck; NE to Protection, Kans; E to Anthony, Kans and E to Arkansas City, Kans. Extending outside these lines and included as part of the lcl area is the airspace within the circle arc having radii of 25 nmi centered on the VOR's at Gage, Anthony, Ponca City and Tulsa. Inst trng from Vance AFB takes place within this area 20,000' and above durg dalgt hrs, Mon-Fri. Intsv VFR jet student tfc Mon-Fri, to 10,000' MSL within a 5 mi radius of Kegleman AF Aux. lctd 23 nmi NW of Vance AFB, durg dalgt hrs Mon-Fri. Acft should detour these areas durg times listed. It is recommended that VFR operations conducted within a 15 nmi radius of Vance AFB or Kegelman Aux. remain at or below 2300' MSL. Tfc advisory svc avbl from Vance twr on 121.3, 126.18, 236.6, 275.8 or 368.8 mc. In addition to these areas, hvy student jet trng from Vance AFB takes place durg dalgt hrs Mon-Fri from 9300' MSL and above in an area enclosed by the S bndry V-190, W bndry of V-77, N bndry of V-140, N bndry of V-17 and E bndry of Green 4. Hvy student jet tfc durg dalgt hrs also takes place 9300' MSL and above in the area bounded by the E bndry of V-77, SW bndry of V-74S and N bndry of V-1518. (3-24)

GAGE RADIO: DMET operg on test basis; unmonitored; channel 103.

KINGFISHER RADIO: TACAN operg test basis; channel 89. (7-22)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 976' (1828'MSL) lgtd twr erected 9.5 nmi W (288° T) at lat 34-02-29, long. 96-48-04. (3-21)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

OKLAHOMA CITY RADIO: DMET operg on test basis; channel 97. (5-26)

OKLAHOMA CITY, TULAKES ARPT TOWER: About May 18, FAA ctl twr will be comsnd. Freqs: Tsmtg 391 kc; tsmtg & rcvg 118.1, 348.6, 379.9 m 121.5, 243.0 mc; rcvg only: 122.5 mc. Freq 121.7 mc for ctl mobile gnd tfc. Voice Call: Tulakes Twr. Class: C(g)

OKLAHOMA CITY WILL ROGERS FLD TOWER: About May 18, freq 122.5 mc will be decmsnd; freq 122.7 mc will be comsnd. (4-5)

OKLAHOMA CITY, WILL ROGERS FLD: First 1000' rnwy 35 clsd for lndgs and tkofs Rnwy 17-35 useable length 6400'; no tkofs to N permitted on clsd portion rnwy 35; full length rnwy 17 avbl for lndg roll to S. Only 1000' of yellow caution lgts avbl on rnwy 17. 18 inch drop at apch end rnwy 35 lgtd; same drop at E attendant txwy extsn lgtd and barricaded. Hvy constr machinery S of apch end rnwy 35 durg dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 clsd all operns (2-17) Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (2-24)

TULSA ARPT TOWER: About April 18, ILS LOM freq will be chgd to 338 kc. (3-16)

TULSA, BROWN ARPT: 190' (876'MSL) lgtd twr being erected 1.5 nmi NW (327° T) at lat 36-06-42, long. 95-54-00. (2-24)

TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2)

SHAWNEE MUN ARPT: 120.5'AGL (1211.5'AMSL) lgtd elevated water storage tank under constr E side of fld. (7-10)

STROUD MUN ARPT: N S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.

OREGON: BAKER MUN ARPT: Hazardous conditions exist when rnwy lgts are on due to high voltage lines several inches above ground parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)

BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

EUGENE, MAHLON-SWEET FLD: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N S rnwy. (12-1)

KLAMATH FALLS-KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis; only. (2-14)

LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)

OREGON: MEDFORD ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30° at 10,000'; 30°-57° at 11,000'; 120°-210°, at 13,500'; 315°-350° at 8000'; 350°-360° at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil. 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.

PENDLETON RADIO: TACAN operg test basis; channel 94. (7-31) About Apr 25, LF rng will be shut down until aprx Apr 29 - twr modernization. (4-5)

PENDLETON, WOODPECKER FLD: New arpt reported; lctd 2.5 mi NE; hwy W; Elev: 1110'; One 2500' rnwy, minor svc, 100/130 oct fuel avbl. (3-24)

PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)

PORTLAND INTL ARPT TOWER: VHF/DF inop. About Apr 20, apch ctl freq 250.4 mc will be chgd to 385.6 mc. (4-1)

UMPQUA RIVER-SCOTTSBURG TO REEDSPORT SPECIAL NOTICE: River Canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Eastern most crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr. (1-4)

PENNSYLVANIA: **ALIQUIPPA-HOPEWELL ARPT SPECIAL NOTICE: Flt Test Area described as follows: area bounded on E by long. 80-10, and on the W by long. 80-14-30. Bounded on N by lat 40-46-30 and on the S by lat 40-40-30. Hours: dalgt, Altitudes: max. of 2500' MSL. Used by Volaircraft Inc. Time: Mar 8, 1960 to June 6, 1960. (3-23)

ALLENTOWN RADIO: TACAN test operns tmpry suspended. (3-10) About Apr 25, VORTAC will be comsnd. TACAN channel 122. Class: M-BVORTAC.

ALLENTOWN-BETHLEHEM EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA. (10-7)

ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)

BEDFORD, WEIDMAN ARPT: New arpt reported. Lctn 2.0 N; lat 40-04, long. 78-30; elev: 1200' mono-strip NE/SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel & minor repairs avbl. (1-13)

BRADFORD RADIO: DMET operg on test basis; channel 113. (2-18)

BRADFORD, HARRI-EMERY ARPT: Closed to all tfc. (12-2)

CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-7)

COUDERSPORT, POTATO CITY ARPT: Closed, snow and soft rnwys. (12-10)

CRESSON ARPT: E/W rnwy clsd. (9-2)

DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)

DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice, ctl & montrg from Brookville FSS. (310-) About Apr 19, H facil ident will be chgd to DUJ. (3-21)

DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.

EBENSBURG ARPT: Caution, no snow removal. (12-14)

ELLWOOD CITY RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)

GALETON, CHERRY SPRINGS ARPT: Clsd until further notice to all transient tfc. (2-24)

GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.

GETTYSBURG, DOERSOM ARPT: Closed to all traffic - due to fld conditions, ctc UNICOM durg aforementioned months. (1-21)

GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)

HANOVER, DEVENER ARPT: Clsd to all tfc. - soft fld conditions.

HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140° beyond 30 nmi; 140°-165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN distance unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi; 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)

HARRISBURG-YORK STATE ARPT: Twr unable observe 900' S end txwy serving rnwy 2.

PENNSYLVANIA: Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. (2-5)

HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)

INDIANHEAD RADIO: Soon, VOR will be comsnd. Freq: 108.6 mc. Ident: IHD. Lctd at lat 39-58-30, long. 79-21-21. Elev: 2820' MSL. Mag. var.: 3°20' W. Montrg category (3). Class: L-VORW. VOR avbl for use on V196 Indianhead to Johnstown and Indianhead to Morgantown, W. Va. (3-22)

JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)

KUTZTOWN ARPK: Caution, men & eqpmt on N/S rnwy dalgt hrs durg Apr and May.

LANCASTER MUN ARPT: Caution, constr. (11-10)

LINESVILLE, MERRY'S PYMATUNING ARPT: Reported reactivated. Lat 41-40, long. 80-26; elev: 1200' No. of rnwys 2 sod, NNE/SSW-2250'; WNW/ESE-1675'; 80 octane. Lmtd service. (9-17)

MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.

MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable, men, eqpmt on fld. (7-31)

MIDDLETOWN OLMSTEAD AFB: GCA apchs for civil operators authorized with minima of 500-1 day and night. This supersedes notam in Airgi Vol 14, No. 24, dated Feb 2, 1960.

MT. POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd most activity will occur wk-ends from gnd to 12,500' observe white cross closing fld durg course of jumping activities.

from unknown source. (10-24)

PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl (8-14) ILS lclzr back course unusable. (1-29) About Apr 21, twr will tsmt LF voice on 371 kc in place of 278 kc. (3-8)

PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txways from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts; steam pile driver operg in vcnty of Scott Paper Bldg 3900' W of TWA hangar, aprx 88' hi, flagged days, lgtd ngts. Hvy constr eqpmt operg grass area bounded by txways 12-30 and rnways 4-22, 9-27. Mil jet acft arriving & dptrg fld, initial apchs to rnways 9 & 27 conducted at 2000' MSL. Tfc ptn alt 1500' MSL. All turns left. (2-29)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)

PITTSBURGH RADIO: DMET test operns tmpry suspended until aprx Apr 18. (4-4) About May 30, VORTAC will be comsnd. TACAN channel 121. Class: H-BVORTAC. (4-7)

PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: Soon, low alt freq 120.1 mc will be decmsnd at Moontownship peripheral site. (4-6) About May 16, ARSR-1 will be shut down until aprx July 15 - modernization. (4-7)

PITTSBURGH, ALLEGHENY CO. ARPT TOWER: About May 31, ILS will be shut down until aprx June 9 - eqpmt modernization. (4-7)

PITTSBURGH GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.

POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)

PROSPECT, CARNAHAN ARPT: Closed to all traffic.

PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)

READING-GENERAL SPAATZ ARPT TOWER: About Apr 19, ILS lclzr & glide slope will be shut down until aprx Apr 28 - modernization. (3-10)

ST. THOMAS RADIO: About Apr 13, VOR will be comsnd. Freq: 115.0 mc. Ident: THS. Lctd lat 39-56-00, long. 77-57-06. Montrg category (1). Mag. var.: 6°35' W. Elev: 2338' MSL. Voice ctl & montrg from Harrisburg FSS. Class: M-BVOR. (3-10)

SELINSGROVE RADIO: TACAN operg on test basis; channel 80. (3-24) VOR unusable beyond 26 nmi 105° clockwise to 115°; beyond 35 nmi between 210°-230°; 26 nmi from 250°-265°; 35 nmi 265°-285° at MOCA. (10-29) Soon, VORTAC will be comsnd. TACAN channel 80. Class: M-BVORTAC. (4-4)

STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)

STROUDSBURG-HAMLEN ARPT: Clsd to all transient acft until aprx April 5. (2-24)

TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.

PENNSYLVANIA: THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Arp 16 to Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
TYRONE RADIO: TACAN operg on test basis; channel 86. (2-19) About Apr 26, VORTAC will be cmisnd. TACAN channel 86. Class: M-BVORTAC. (3-10)
WAYNESBURG, GREENE COUNTY ARPT: Clsd transient acft. (1-7)
WELLSBORO, GRANDE CANYON STATE ARPT: Caution, snow & drifts; contact by fone or Unicom during winter mos for fld conditions. (2-24)
WEST CHESTER RADIO: TACAN test operns tmpry suspended. About Apr 26, VORTAC will be comsnd. TACAN channel 111. Class: M-BVORTAC. (3-10)
WILKES BARRE SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown - acct roughness. (2-10)
WILLAIMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and re-seeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
PROVIDENCE-GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°
PROVIDENCE, GREEN ARPT: Caution, extsv const, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft durg VFR conditions as follows: no lndgs rnwy 5L and no take-offs rnwy 23R. (8-15)
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmarked.
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)
SOUTH CAROLINA: BARNWELL-COUNTY ARPT: 266'(569'MSL) lgtd twr being erected 10.5 nmi NNE(28°T) at lat 33-24-55, long. 81-17-02. (2-29)
BARNWELL, COUNTY ARPT: Fld clsd May 14 and 15 for state-wide Jaycee teen-age Road-eo; NE/SW rnwy will be open for use. (2-4)
BEAUFORT MCASS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons system with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & opernl flgts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active; rnwy; turbulance may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
COLUMBIA SPECIAL NOTICE: Effective 4/4/60 VOR apch procedure turn alt raised to 1700' MSL due to obstruction. (4-6)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'. (7-25) Mar 14, ILS lclzr and glide slope shut down indef - modernization. (4-8)
COLUMBIA ARPT: 291' (700'MSL) lgtd twr being erected 12.8 nmi SSE(170°T) at lat 33-44-42, long. 81-04-25. (2-29)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
DILLON COUNTY ARPT: New arpt reported; lctd 1.7 nmi N; elev: 120; one rnwy, 3000' paved; rotating bcn and rnwy lgts; opers dusk-dawn. (1-15)
FLORENCE RADIO: VOR radilas 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
SOUTH CAROLINA: FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
GREENVILLE ARPT TOWER: ILS glide slope usable to MM only. (2-3)
**GREENVILLE MUN ARPT: Transmissometer comisnd. (4-15)
KLINE, WALKER ARPT: 291'(549'MSL) lgtd twr being erected 3.5 nmi S(187°T) at lat 33-01-56, long. 81-20-53. (2-29)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-12, long. 80-41; (1/4 mi W of old Hilton Head Arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl. (2-4)
ROCK HILL ARPT: New arpt reported. Lat 34-59, long. 81-03; aprx 5 mi N; elev: 666' One paved rnwy, NE/SW, 3500 x 100'. Rnwy lgts dusk-dawn, no servicing. (11-17)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
**SPARTANBURG ARPT: 183'(949'MSL) tank erected 9.9 nmi E(100°T) at lat 34-53-45, long. 81-45-00. (3-28)
SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy restricted to 4 tons or less; 200' N end clsd to all acft.
DUPREE RADIO: DMET operg on test basis; channel 115.
FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr being erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-21 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)
PIERRE MUN ARPT: N/S rnwy clsd winter months, no snow removal. (1-27)
RAPID CITY RADIO: Feb 29, TACAN shut down until aprx Apr 29 - installation montr eqpmt.
**RAPID CITY-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V89 between RAP and CDR, V182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Wllsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution - extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for approx 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.
TENNESSEE: **BRISTOL, TRI CITY MUN ARPT: Caution, constr in progress. Transmissometer comisnd. (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not open for service, mrkd at apch ends. (1-4)
CHATTANOOGA RADIO: TACAN operg test basis; channel 75. (12-31)
CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)
DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27) About April 18, H facil freq will be chgd to 251 kc. (3-18)
JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on the sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.
KNOXVILLE RADIO: TACAN operg on test basis; channel 111, without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; 35-54-17, long. 83-55-41. LF rng has moderate to severe multiples on N and NE courses.
MEMPHIS-SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)

TENNESSEE: MEMPHIS AREA-SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gimore Int. 11,000'; Gilmore Int. - Dell Int. V9 11,000'; V9E Ramsey Int.- Driver Int. 15,000'; Driver Int. -Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site(125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500;MSL 65 mi. (5-28)

★MEMPHIS ARPT TOWER: VHF/DF inop. (4-1) ILS lclzr course width chgd to 4°. (4-5)

MEMPHIS MUN ARPT: Caution, constr.

NASHVILLE-BERRY FLD: Use rnwys. 2-way rdo rqrd. Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working along both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Earth embankment S end rnwy 2R. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)

TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (12-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABILENE MUN ARPT: 308' (2003'MSL) lgtd twr being erected 7.2 nmi NW (330°T) at lat 32-31-11, long. 99-45-26. (1-27)

ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots civil & mil are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500'MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & btn 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing taxiways. 75' AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

AUSTIN RADIO: TACAN operg on test basis; channel 72. VOR radials 131° clockwise to 139° and radials 311°clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flgts within a 2.5 nmi radius of Gergstrom AFB at or above 3500'MSL during VFR conditions due to hvy jet tfc in tfc patn. (4-15)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end txwy serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)

BEAUMONT, JEFFERSON COUNTY ARPT: 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW (345°T) at lat 30-04-30, long. 94-03-44. (3-25)

**BEEVILLE, TRAVLAND ARPT: 403' (900'MSL) twr erected 19.2 nmi NNW (345°T) at lat 28-44-02, long. 97-51-31. (3-28)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000, 5,000, 6,000 and 7000'MSL while crossing V-66 and at 6,000' and 7,000'MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will beopergin this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15000'MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest Pilots operg S of Big Spring in vcnty of described corridor increase in-flgt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btn R-554 and R-556. (3-30)

BIG SPRINGS RADIO: About Apr 20, VOR/DME will be shut down until Aprx Apr 23- ant rehabilitation. (4-8)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution- all alts above 4100' MSL intsv TEXAS: jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BRIDGEPORT RADIO: DMET operg on test basis; channel 112. (6-18)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)

CARRIZO SPRINGS-DIMMIT CO. ARPT: 41' (1098'MSL) lgtd twr being erected 4.3 nmi W (276°T) at lat 28-32-05, long. 99-53-30. (2-15)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325° M. Penetrations and climb-outs executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120° M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120' AGL (547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALHART RADIO: DMET operg test basis; channel 96. (2-18) About May 16, VOR class will be chgd to M-BVOR, Ident to 112.0 mc; TACAN channel to 57. (3-1)

DALLAS-LOVE FLD TOWER: ILS LMM unusable due interference. (2-23)

DALLAS, LOVE FLD: 310' (870'MSL) lgtd twr being erected 6.2 nmi SSW (205°T) at lat 32-44-50, long. 96-54-10. (3-28)

DENVER CITY-HUMBLE ARPT: 85' (3773'MSL) lgtd twr being erected 18.2 nmi SE (142°T) at lat 32-43-50, long. 102-37-45. (2-4).

EAGLE PASS MUN ARPT: Caution, constr in progress.

ELDORADO ARPT: 165' (2604'MSL) lgtd twr being erected 1.5 nmi ESE (124°T) at lat 30-50-53, long. 100-35-36. (2-10)

EL PASO RADIO: DMET operg on test basis; channel 92 .

**EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. (Rcvd too late for inclusion in the Directory of Airports.)

EL PASO BIGGS AFB RADAR APPROACH CONTROL: Mar 28, ASR & all freqs excp 363.8 243.0, 121.0, 126.18, 121.5 mc inop until aprx Apr 11- major constr work. (3-26)

FT McKAVETT-C-B RANCH ARPT: 328' (2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) at lat 30-39-24, long. 100-07-12. (2-4)

FORT STOCKTON RADIO: TACAN inop. (2-5)

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution- extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctn twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avbl RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GAINESVILLE ARPT: 310' (1090' MSL) lgtd twr being erected 3.9 nmi SSE (169°T) at lat 33-38-50, long. 97-07-35. (3-24)

**GALVESTON ARPT: 205'(210"MSL) lgtd twr being erected 6 nmi NNE (44°T) at lat 29-20-02, long. 94-46-06. (-5)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)

GREENVILLE -MAJORS ARPT: 40' (713'MSL) lgtd twr being erected 15.6 nmi SE (153°T) at lat 32-49-05, long. 95-55-05. (12-16) Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)

HAMLIN ARPT: 245'(1967'MSL) lgtd twr being erected aprx 1 nmi S (190°T) at lat 32-52-57, long. 100-07-37. (3-17)

HARLINGEN MUN ARPT: Clsd ngts , bcn and rnwy lgts inop. Extreme caution, men eqpmt on fld. (3-12)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and tkofs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

TEXAS: HOUSTON INT'L ARPT: 100'(145'MSL) lgtd twr being erected 1.8 nmi W(270° T) at lat 29-38-30, long. 95-18-30. (2-3) Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flgt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line;cntr line of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Exstv conventional & jet acft operns being conducted SW of Houston Intn'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing during VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-28)

HUMBLE ARPT: 260'(330'MSL) lgtd twr being erected 2.1 nmi ESE(131°T) at lat 29-57-53, long. 95-15-25. (12-21)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long. 97-09-45.

IRAAN ARPT: 300'(2995'MSL) lgtd twr being erected 20.6 nmi NNW(351° T) at lat 31-14-20, long. 101-57-10. (2-4)

IRVING, JAP LEE ARPT: Constr will begin about Apr 11 on N bndry; bldgs 40' AGL. (3-23)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld. (7-9)

KELLY RADIO: About June 2, LF rng will be decmsnd. (4-4)

LAREDO SPECIAL NOTICE: Efctv Feb 1, intsv VFR jet trng will be conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution due exstv jet trng. (1-22)

LIVINGTON, HENNINGTON ARPT: 403'(793'MSL) lgtd twr being erected 4.9 nmi NNE (44°T) at lat 30-43-26, long. 94-54-38. (3-28)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13 commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V62 S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corriror extending 5 nmi either side of U.S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)

LUBBOCK RADIO: TACAN operg on test basis; channel 111. (9-7)

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW(198° T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31)

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

MONUMENT RADIO: About May 5, MHW will be relctd to Pasadena, Tex. Ident: PDA. Lctd lat 29-42-09, long. 95-12-55. (3-24)

**MORTON, COCHRAN CO ARPT-SPECIAL NOTICE: Flgt Test Area described as follows: lat 33-52, long. 102-54; 34-02, 102-54; 34-04, 102-32; 33-55, 102-32. Hours: Dalgt. Altitude: Surface and 10,000' MSL. Used by: Sam Kelly. Expires 3 March 1961. (3-3)

OZONA ARPT: 180'(2689'MSL) lgtd twr erected 5 nmi E(103° T) lat 30-42-50, long. 101-06-40. (3-18)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PORT ISABEL, PADRE BEACH ARPT: New arpt reported. Lctd lat 26-04-11, long. 97-14-06; 2 turf strips, NW/SE 3200' & N/S 1800'.

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

TEXAS: **SAGINAW BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

SAN ANTONIO RADIO: About June 2, LF rng will be converted BHZ facil, on freq 254 kc

SAN ANTONIO-INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

SHERMAN PERRIN AFB SPECIAL NOTICE: Instv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following corrdinated: 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SE. Use extreme caution. (3-28)

TYLER, POUNDS FLD: 400'(982'MSL) lgtd twr being erected 7.5 nmi ENE(80° T) at lat 32-22-30, long. 95-14-40. (3-26)

WACO RADIO: TACAN operg on test basis; channel 100. (7-22)

WACO CONNALLY AFB RADAR APPROACH CONTROL: About Apr 15, UHF, freq 270.6 mc will be chgd to 263.0 mc. (3-17)

WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Caution, E/W txwy acct uncontrolled vehicular tfc. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24)

WICHITA FALLS, WICHITA VALLEY ARPT: Intermittent constr in progress on NW/SE rnwy. Portions of rnwys clsd on short notice, daylgt hrs. (7-23)

UTAH: **SPECIAL NOTICE: Caution -pilots flying within the borders of the state of Utah are to fly above 8,000 ft MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)

BRYCE CANYON ARPT SITE 45, LAX-DEN: Rnwy 12-30 open summer months.

DELTA RADIO: DMET operg on test basis; channel 123. (10-20) About Apr 11, LF rng will be shut down until aprx Apr 30 - modernization. (3-23) Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2 - ENP LF rng to SLC LF rng; Blue 22 DTA LF rng to Stansbury Int. (3-17)

HANKSVILLE RADIO: TACAN operg test basis; channel 102. Nov 23, DME shut dowm indefinitely - reconstr. About May 1, VORTAC will be comsnd. TACAN channel 102. Class: M-BVORTAC. (3-22)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14(

LUCIN RADIO: LF rng not monitored cont. (11-9)

NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.

OGEN RADIO: DMET operg test basis; channel 83. (10-20)

PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)

SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts.

SALT LAKE CITY MUN ARPT # 1: Two 307'(4544'MSL) lgtd twrs being erected 5.2 nmi SSE 347' apart on a line of 155° T at lat 40-41-35, long. 111-55-26. (3-18)

**SALT LAKE CITY MUN# 1 ARPT: Stay on rnwys, taxiways, and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered to overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in vcnty of Utah Central Arpt 3 mi S. (12-4)

VERNAL ARPT: Caution, men eqpmt working on extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

[redacted]: BARRE, MONTPELIER MUN ARPT: Rnwy 5-23 clsd. (12-14)
BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' to a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
BURLINGTON MUN ARPT: Soon, configuration A apch lgtg system with sequence flashers will be comsnd rnwy 15 concurrently, configuration B apch lgts will be decmsnd.
COLCHESTER, CHAMPLAIN ARPT: Tmpry pole and p-lines across S end N/S rnwy.
NEWPORT MUN ARPT: Avbl to ski equipped acft only. (1-11)
RUTLAND RADIO: State owned MHW facil unusable beyond 13 nmi from 215° clockwise to 245° at MOCA. (4-4)
RUTLAND MUN ARPT: NW/SE rnwy clsd. N/S rnwy plowed full length and width. (1-11)
[redacted]: BLACKSTONE RADIO: About May 16, LF rng will be shut down until aprx June 1- modernization. (4-6)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220° MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
CASANOVA RADIO: TACAN test operns tempry suspended. (12-21) About May 13, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)
DAHLGREN SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1800'; 80/87 oct fuel, maj scvg. P-line SW.
FALLS CHURCH ARPK: E/W rnwy very dangerous, int to W end; SE/NW rnwy very dangerous, int to NW end due to mud; no gas avbl until condition clears; use fld at own risk. (1-21)
FRANKLIN RADIO: DMET operns tmpry suspended. (2-9)
GORDONSVILLE RADIO: TACAN operns tmpry suspended. (3-31) About May 30, VORTAC will be comsnd. TACAN channel 100. Class: H-BVORTAC. Elev: 500'MSL.
HERNDON RADIO: DME restricted to 20 nmi all azimuths at MOCA. (4-1)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LYNCHBURG RADIO: TACAN test operns tmpry suspended. (10-2) About May 30, VORTAC, will be comsnd. TACAN channel 29. Class: L-BVORTAC. Elev: 875'MSL.
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300'MSL and 35 nmi 180°-210° at 6000'MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Natl Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW txwy beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)
✱NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 15, freq 125.2 will be demcnsd; freq 125.5 mc will be comsnd. (3-2) Apr 8, freqs 118.6, 269.4mc comsnd Matthews peripheral site.
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°; 26 nmi 275°-010°; 35 mi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis, channel 44.
RICHMOND SPECIAL NOTICE: Caution - lcl mil trng flgts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)
RICHMOND, BYRD FLD TOWER: March 28, ILS lclzr & glide slope shut down until aprx May 12 - lclzr antenna reconstr. (3-28)
RICHMOND, BYRD ARPT: Follow cntrline all txwys; overrun area rnwy 6-24 clsd. Unlgtd trees in apch zoneW of cntrline rnwy 6 removed 200' each side of cntrline of lgts.
ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)
SOUTH BOSTON RADIO: DMET operg test basis, channel 41. (2-12)
WINCHESTER MUN ARPT: Closed constr fld mrkd with X. (1-19)
[redacted]: BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end rnwy. (6-15)

[redacted]: BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500'MSL. Mar 21, VOR shutdown until aprx Apr 14-reconstr. (4-8)
DEER PARK MUN ARPT: Closed. (7-9)
ELLENSBURG RADIO: TACAN operg test basis, channel 126. (8-31) About Apr 15, VORTAC will be comsnd. TACAN channel 126. Class: M-BVORTAC. (4-8)
EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)
OLYMPIA RADIO: DMET operg test basis, channel 19. (11-24) Auto voice ident inop.
SEATTLE RADIO: TACAN operg on test basis, channel 92. About April 29, VORTAC will be comsnd. TACAN channel 92. Class: H-BVORTAC. (3-18) LF rng NW course has splits and multiples beyond 20 mi. (10-26)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and IFF bcn unavbl until aprx June 4.
SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of aprt 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due to non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Ctnr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)
SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.
SPOKANE RADIO: Rcvr 3023.5kc intermittently inop due severe lcl interference. (3-20)
SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)
SPOKANE, GEIGER FLD: SW txwy btn rnwy 3 & 7 clsd. (12-4)
TACOMA-McCHORD AFB SPECIAL NOTICE: Caution, hvy jet tfc in vcnty, from surface to 25,000'. (9-18)
WATERVILLE MUN ARPT: Clsd until April 15, due to snow and soft rnwy; use at own risk.
WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)
CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)
CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope operg on test basis only.
CHARLESTON, KANAWHA CO ARPT: Narrow beam txwy B mrkd by metal pipe and flags clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' fromend of rnwy 23.
CLARKSBURG, BENEDUM ARPT: N/S rnwy clsd.
ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor.
HENDERSON RADIO: TACAN test operns tmpry suspended. (1-14) Soon, VORTAC will be comsnd. TACAN channel 49. Class: L-BVORTAC. (3-23)
MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.
MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)
MORGANTOWN RADIO: TACAN test operns suspended until aprx Apr 11. About Apr 26, VORTAC will be comsnd. TACAN channel 74. Class: H-BVORTAC.
PARKERSBURG RADIO: TACAN test operations tmpry inop.
PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd.
SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)
WISCONSIN: GREEN BAY RADIO: About May 2, VOR portion of VORTAC will be shut down until aprx May 23, modernization & retuning. (12-31)
**GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req until further notice. 962' (1722'MSL) lgtd twr erected 10.8 nmi N (5°T) at lat 44-39-56, long. 88-07-47. (11-16)

WISCONSIN: *LA CROSSE RADIO: Multiples all courses LFR usable, except rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. 034°-070°, beyond 20 mi; 071°-160° beyond 25 mi; 190°-200°, beyond 25 mi; 220°-290°, beyond 18 mi; 300°-360° beyond 20 mi. (5-20)*

LONE ROCK RADIO: DMET operg test basis; channel 83.

MADISON-TRUAX FLD TOWER: ILS momentary erratic lclzr crs indications may be observed prior intercepting front crs on transitions from E. Tsmtr and rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)

MADISON-TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs until aprx Apr 15; flares at ngt. (2-29)

MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27) Mar 21, transcribed wea bcst operg (LFR 242 kc) test basis until aprx Apr 21. (3-21)

MILWAUKEE GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down - relctn. (9-11)

MILWAUKEE GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)

MILWAUKEE, TIMMERMAN ARPT: Caution, men, eqpmt NW end rnwy 15-33; use turf strip if possible. (7-21)

OSHKOSH RADIO: VOR unusable at Pine Grove Int above 15,000'MSL and at Nero Int above 14,000'MSL due interference. (1-20)

**PEWAUKEE-CAPITOL DRIVE ARPT: 687' (1549'MSL) lgtd twr erected 4.5 nmi SE (150°T) lat 43-01-56, long 88-07-54. (1-6)

PHILLIPS MUN ARPT: Rnwy lgts inop. NE/SW rnwy will be plowed and usable all winter.

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling of rnwy. (8-14)

WOODRUFF, LAKELAND MUN ARPT: N/S rnwy clsd, constr. (10-26)

WYOMING: **CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V89 btn RAP and CDR, V182 btn CDR and DGW, V247 btn DGW and the Ross Int at alts 10,000-23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo.; Chadron, Nebr.; Rapid City, S.D. During training periods, these stns will include and advisory message at the end of each wea bcst. (10-26)

CASPER RADIO: TACAN operg test basis; channel 109. About May 1, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (2-26)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice inst apchs during hrs 0700-2200 MST. Twr cltd jet arresting barrier in opern rnwys 8 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

EVANSTON ARPT: New arpt reported, 5 mi NNW; elev 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LFR. (1-16)

ROCK SPRINGS MUN ARPT: Rnwy 7 clsd ngts, due 6' unlgtd obstns 50' inside of threshold lgts 250' from edge of hard surface rnwy on W end. Hard surface on rnwy 7 begins 300' from threshold lgts. (1-22)

SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4)

PUERTO RICO: SAN JUAN INTL ARPT TOWER: Soon, apch ctl freqs 119.0, 269.2 mc will be comsnd. (2-26)

SAN JUAN, ISLA GRANDE ARPT: Txwy to Old Puerto Rico arwys trml bldg blocked by a 4' barbed wire fence. Use txwy lctd N side rnwy 9 aprx 650' from threshold rnwy 9. 4' barbed wire fence being constrd along N side of txwy aprx 100 yds from extreme E end of txwy to aprx 1500' W, fence mrkd by white flags on top of posts. All pilots using fld use extreme caution. All txwy lgts inop. (2-24)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be

WISCONSIN: GREEN BAY RADIO: About May 2, VOR portion of VORTAC will be [illegible] until aprx May 23, modernization & retuning. (12-31)

** GREEN BAY, AUSTIN STRAUBEL ARPT: Rnwy 18-36 restricted to 70,000 lbs GWT dual wheel, 50,000 lbs GWT single wheel until further notice. 994' [illegible]

PUERTO RICO: decmsnd. (8-10)

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity runway end identifier lgts lctd aprx 30' each side of apch end rnwy 7 cmsnd. Men, eqpmt working vcnty of apch end rnwy 25, 20' derricks will be erected, area obstn lgtd. (1-7)

VIRGIN ISLANDS: ST CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkof to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No run-off area avbl on E end.

ST THOMAS-HARRY S. TRUMAN RADIO: No coverage possible from N and E quads all VHF and UHF voice air/gnd channels, due terrain. (3-10)

ST THOMAS, CHARLCTTE AMALIE, TRUMAN ARPT: Use extreme caution lndg on that area of rnwy on which fresh seal coating applied, poor braking action and skidding; men & equipment working on rnwy, will be cleared for tfc. (2-25)

POST DEADLINE DATA

COLORADO: DENVER CENTER SPECIAL NOTICE: Radar Advisory Service for civil turbojet air carriers not avbl J90V from 33 nmi E of dptr to 120 nmi W dptr. Svc being resumed about April 24, 1960. (4-8)

MICHIGAN: **ROCHESTER-ROMEO-OXFORD AREA SPECIAL NOTICE: Flt Test Area described as follows: lat 42-41, long 83-08 to 42-48, 83-01 to 42-50, 83-16 to point of beginning. Acft will oper from McKinley Arpt, Fraser, Mich and along a corridor of a T crs of 337° to the flt test area. Hours: btn sunrise-sunset. Altitudes: 1000' and 4000' above gnd. Users: Joseph T. Benich & Florian E. Spiewak. Expires aprx 28 June 60.

MONTANA: HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel, 50,000 lbs GWT single wheel, rnwys 5-23 and 7-25 restricted to 10,000 lbs GWT. (4-5) (too late for inclusion in Directory of Airports)

OREGON: PENDLETON ARPT: Constr on apch lgts, men and eqpmt crossing aprx 75' E of rnwy 7L-25R; rnwy will remain open during constr. (4-7)

PENNSYLVANIA: SAYRE, CHEMUNG VALLEY ARPT: Clsd, due soft rnwys. (4-7)

TEXAS: McALLEN, MILLER INTL ARPT: 149' lgtd oil derrick erected 0.6 nmi E.

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2; 122.5G
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	134.1;335.8G
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8
San Diego(North Island NAS),	San Diego Apch Ctl	304.4G;126.18G

G - Guards

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

REMEMBER!

VFR CRUISING ALTITUDES ARE ODD THOUSANDS PLUS 500 FEET BETWEEN 0° AND 179° MAGNETIC: EVEN THOUSANDS PLUS 500 FEET BETWEEN 180° AND 359° MAGNETIC. CAR 60.32 (a)

WASHINGTON, D. C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D. C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U. S. Route 29 until past Falls Church. Departures proceed well right of U. S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Peneration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

✓ REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

NEW FSS FREQUENCY: Earlier plans for decommissioning 126.7 mc as a ground-to-air channel have been changed. To accommodate pilots favoring single channel simplex operation, 126.7 mc will remain available indefinitely as a ground-to-air channel. Pilots desiring reply on 126.7 mc must so state in initial call-up. 120.7 mc will continue to be used as the normal FSS ground-to-air reply to aircraft calls on 126.7 mc unless otherwise requested by the pilot.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-freqnency (200-400 kc) navigational aid (L/MF range or H facility.)

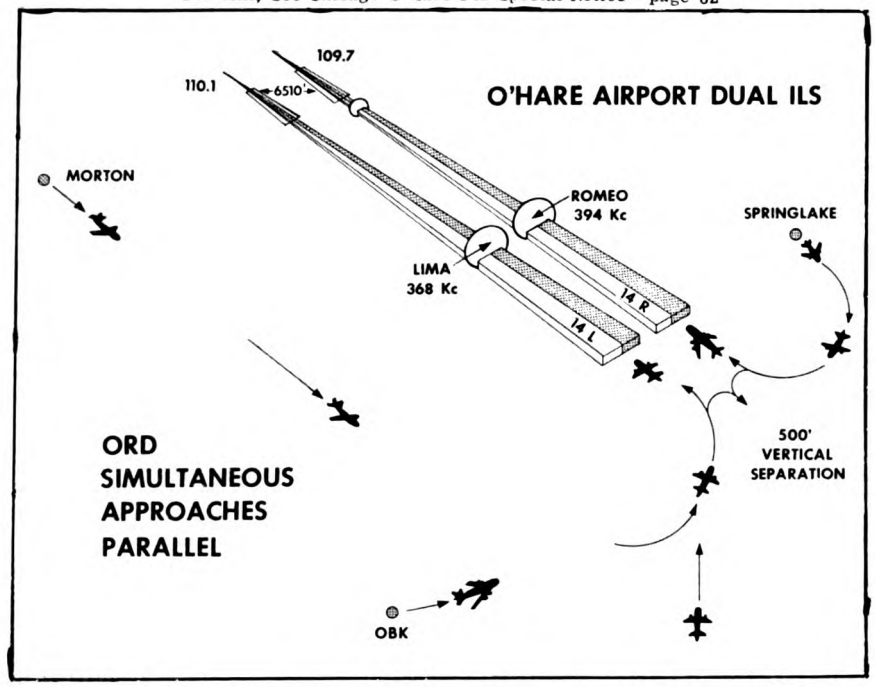
Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N. Y.	209 kc
Washington, D. C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
✓ Wichita, Kansas	332 kc
*Milwaukee, Wisconsin	242 kc

*Operating on test basis.

For text, see Chicago-O'Hare Fld-Special Notice - page 82



PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is April 24, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels,	Times(Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;82 Grants VOR 282°; 119 ✓	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	45-20;115-56 44-30;115-51 45-19;108-34 44-27;108-36	Boise VOR 353°;82 Sheridan VOR 257°;65	240-290	2030-0500 M - S
7	Drag Race	46-10;116-00 45-20;115-56 46-10;108-30 45-19;108-34	Spokane VOR 127°;128 Sheridan VOR 295°;82	240-290	1600-1800 M - F. 2200-2400 M - F. 0200-0500 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11		To be programmed at a later date.			
12	Kitty Cat	37-47; 99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	330-360 240-260	1400-1600 M - F. 0001-0400 T - S. 1800-2330 M - F

(Continued)

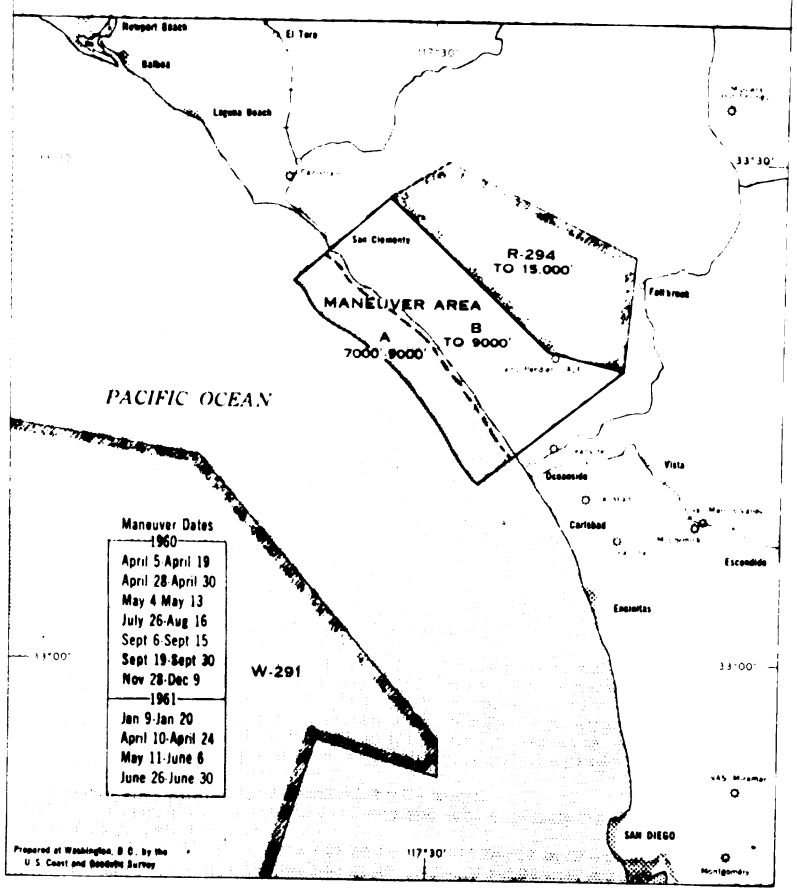
No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times(Greenwich), Days
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260	1600-2300 M -F. 0400-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340	1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 240-290	1430-1930 M - F. 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290	1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350	1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340	1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340	1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290	1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290	1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340	1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 310-340	1900-2400 M - F 0200-0500 T - S 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290	1500-2000 M - F 2300-2400 M - F 0000-0700 T - S

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times(Greenwich), Days
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S

SPECIAL NOTICE

CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact Oceanside, San Diego, Thermal, Long Beach, Ontario and Los Angeles FSS for information pertaining to air activity during daylight hours on the maneuver dates.



FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information, when possible, and with radar vectors when requested by the pilot. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Oakland, Calif.)
2. VOR/VORTAC Jet Route No. 1 (Oakland, Calif., to Seattle, Wash.)
3. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.)
4. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Chicago, Ill.) Nonradar Advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon. Eff. 4/24/60.
8. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.)(Dallas, Tex., to San Antonio, Tex.)
9. VOR/VORTAC Jet Route No. 22 (Lake Charles, La., to Gordonsville, Va.)
10. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Joliet, Ill.)
11. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.) Eff. 5/1/60.
12. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
13. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. of J33V with J31V.) Eff. 5/1/60.
14. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
15. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.) Eff. 5/1/60.
16. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
17. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
18. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
21. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V.)
22. VOR/VORTAC Jet Route No. 53 (Spartanburg, S.C., to Pittsburgh, Pa.)
23. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.) Eff 5/1/60.
24. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
25. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
26. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
27. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
28. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
29. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
30. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
31. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)
32. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N.Y.)
33. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
34. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
35. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
36. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 60 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.

(Continued)

VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
VOR/VORTAC Jet Route No. 87 (Dallas, Tex., to Houston, Tex.)
VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.) Effective 5 April 1960.

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.

2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)

3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)

4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.

5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.

6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.

7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.

8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.

9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.

10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.

11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.

12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.

13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.

14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.

15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.

16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.

17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.

18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area) Effective 15 November 1959.

19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B.C., Canada RR.

20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass. Effective 17 December 1959.

21 New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
Effective 17 December 1959.

22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR Effective 17 December 1959.

23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
Effective 17 December 1959.

24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.

25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 Ukiah, Calif., VOR; V-107 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.

26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.

27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.

28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S.-Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct ers from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 283° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex. VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct ers from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

RADAR - On page 29 of Flight Information Manual Volume 13, dated December 1959, replace subtopic Air Traffic Control Radar Beacon System (ATCRBS) with the following:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft-reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control(ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route-High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification.
7. Civil aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped civil aircraft entering a United States domestic control area from outside the United States will advise of availability of such equipment when making the first radio report to the United States air traffic control center by adding the word "transponder" to its identification.

ATC PROCEDURES - On page 80 of Flight Information Manual Volume 13(page 80 dated Feb, 29, 1960) add as a continuation of the first paragraph entitled RADAR TRAFFIC CONTROL: ATC radar procedures provide more expeditious service to IFR aircraft than can be provided by other means. At locations where such procedures are used all aircraft desiring to operate IFR are subject to control in accordance with radar separation standards. Non-radar procedures will be used when deemed advisable by Air Traffic Control

ATC PROCEDURES - On page 73 of Flight Information Manual Volume 13 dated December 1959, under first paragraph entitled POSITIVE CONTROLLED AIRSPACE add:
f. Information on observed radar targets will not be provided to aircraft operating within positive controlled airspace.

ATC PROCEDURES - Two Way Radio Failure - On page 74 of the Flight Information Manual Volume 13 (dated December 1959), under "En Route Procedures"- column 2-change paragraph 1 line 3 to read: "flight at the altitude(s) flight level(s) last assigned by Air Traffic Control,". Paragraph 2 (a) line 2 to read: "he will continue flight at the altitude(s) flight level(s) last assigned by Air Traffic Control,". Paragraph 2 (b) line one substitute word "approach" for "clearance".

ATC PROCEDURES - On page 83 of the Flight Information Manual Volume 13(dated December 1959) under paragraph titled "Airport Traffic Control Communications Procedures Aircraft Departing" column 2 amend 2nd and 3rd paragraphs to read:

"Tower: ATC CLEARS BEECHCRAFT ONE THREE ONE FIVE NINER TO THE CHICAGO MIDWAY AIRPORT, VIA VICTOR EIGHT, MAINTAIN EIGHT THOUSAND, OVER."

"Aircraft: BEECHCRAFT ONE THREE ONE FIVE NINER IS CLEARED TO THE CHICAGO MIDWAY AIRPORT. VIA VICTOR EIGHT. MAINTAIN EIGHT THOUSAND, OVER."

ATC PROCEDURES - On page 75 of the Flight Information Manual Volume 13 (dated December 1959), column I, amend paragraph 3 (b) to read: "Where approved military jet penetration procedures have been published for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude or flight level in accordance with the holding procedure depicted on the jet approach and landing chart for that airport."; and add the following: "NOTE"- Detailed approach and landing procedures, approved for military jet aircraft, are published in the U.S. Air Force-U.S. Navy "Flight Information Publication-Terminal--High Altitude" by the Aeronautical Chart and Information Center, St. Louis, Missouri."

ATC PROCEDURES - On page 75 of the Flight Information Manual Volume 13 (dated December 1959), under paragraph titled "Shuttle" amend sub-paragraph (b) to read: "Where approved military jet penetration procedures have been published for the airport of destination, military jet aircraft will descend to initial penetration altitude or flight level while executing the holding procedure depicted on the jet approach and landing chart for that airport."

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in B-47 and B-52 jet acft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

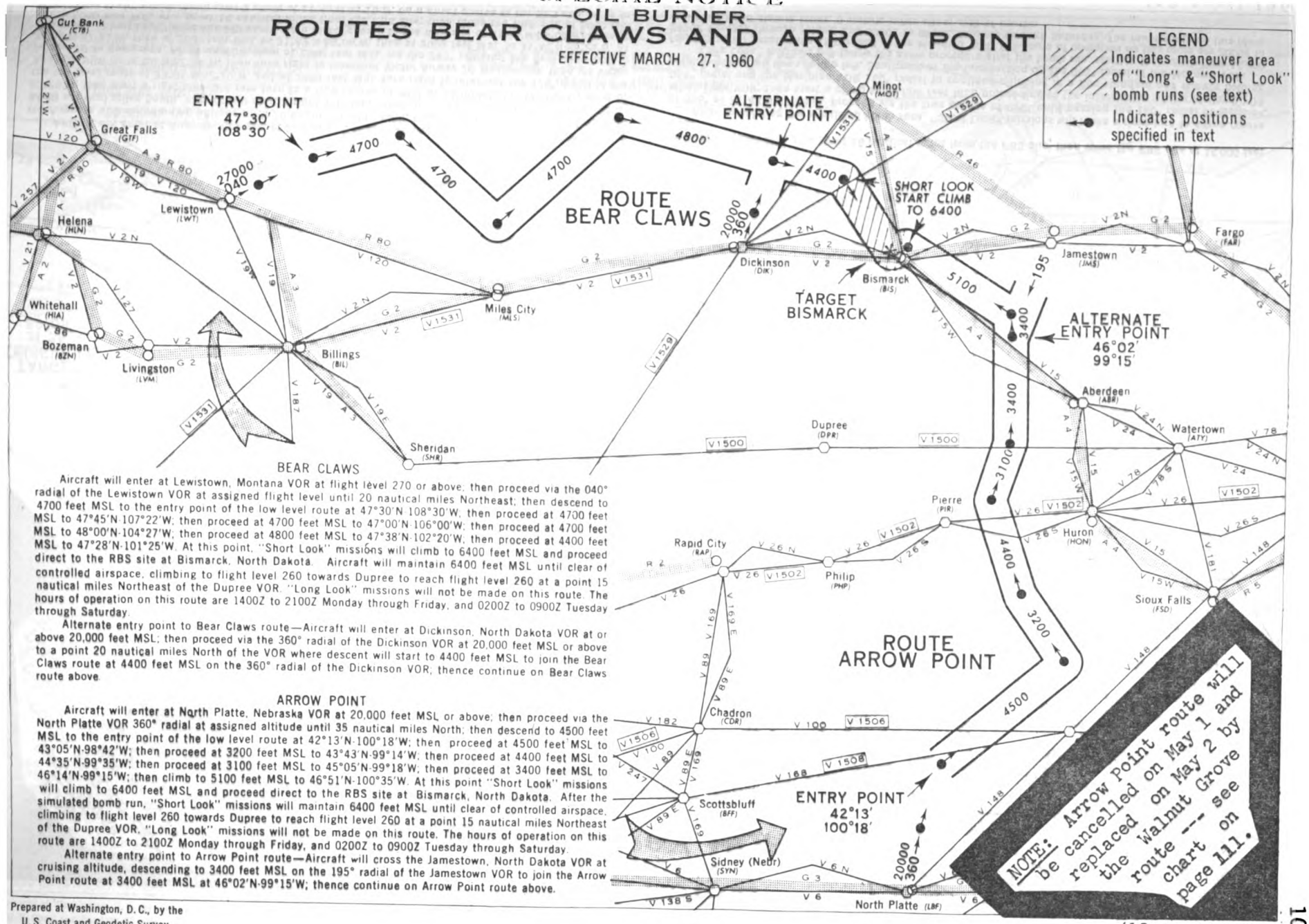
(12 April 1960)



f. Information on observed radar targets will not be provided to aircraft operating within positive controlled airspace.

[illegible] on a street which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look." The intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

SPECIAL NOTICE
OIL BURNER
ROUTES BEAR CLAWS AND ARROW POINT
EFFECTIVE MARCH 27, 1960



BEAR CLAWS

Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

ARROW POINT

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 360° radial at assigned altitude until 35 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°13'N-100°18'W; then proceed at 4500 feet MSL to 43°05'N-98°42'W; then proceed at 3200 feet MSL to 43°43'N-99°14'W; then proceed at 4400 feet MSL to 44°35'N-99°35'W; then proceed at 3100 feet MSL to 45°05'N-99°18'W; then proceed at 3400 feet MSL to 46°14'N-99°15'W; then climb to 5100 feet MSL to 46°51'N-100°35'W. At this point "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. After the simulated bomb run, "Short Look" missions will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Arrow Point route—Aircraft will cross the Jamestown, North Dakota VOR at cruising altitude, descending to 3400 feet MSL on the 195° radial of the Jamestown VOR to join the Arrow Point route at 3400 feet MSL at 46°02'N-99°15'W; thence continue on Arrow Point route above.

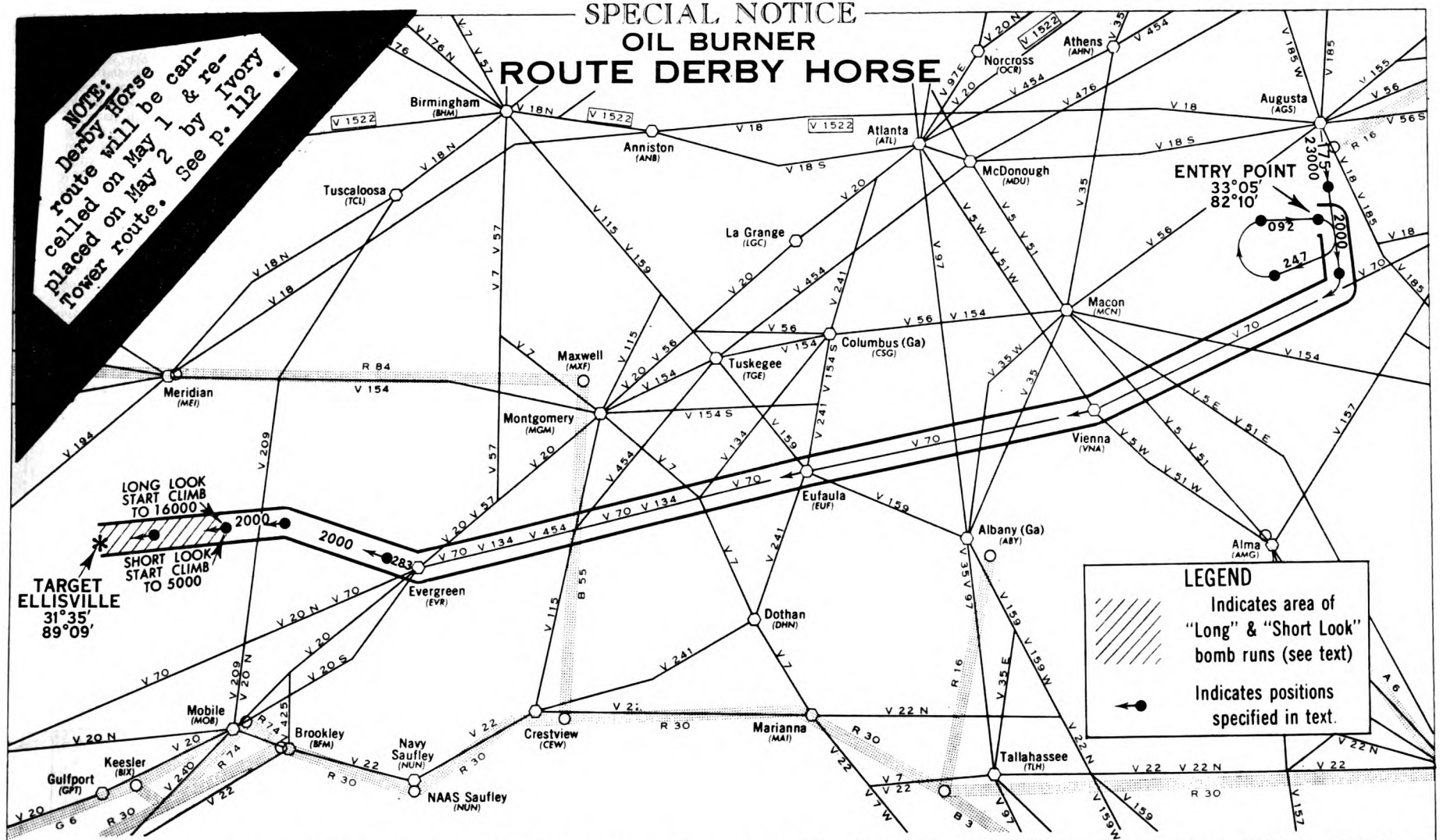
Prepared at Washington, D. C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE DERBY HORSE

NOTE: Derby Horse route will be cancelled on May 1 & replaced on May 2 by Ivory Tower route. See p. 112.



Aircraft will enter at Augusta, Georgia, at 23,000 feet MSL or above; then proceed via the 175° radial of the Augusta VOR maintaining altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49′N-82°26′W; then start a right standard rate turn to a true course of 092° at 33°06′N-82°30′W to entry point of the low level route at 33°05′N-82°10′W, and at 2000 feet MSL turn right to intercept the 175° radial of the Augusta VOR to 32°50′N-82°04′W; then turn right to intercept Victor Airway 70 Westbound; then via Victor Airway 70 to Evergreen, Alabama VOR; then at 2000 feet MSL via the 283° radial of the Evergreen VOR to 31°32′N-87°31′W; then at 2000 feet MSL to 31°42′N-88°06′W; then at 2000 feet MSL to 31°40′N-88°26′W. At this point, "Short Look" missions will climb, on a direct course to the RBS site at 31°35′N-89°09′W, so as to reach 5000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 5000 feet MSL. "Long Look" missions will start a climb at 31°40′N-88°26′W, on a direct course to the RBS site, so as to **reach 16,000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 16,000 feet MSL.**

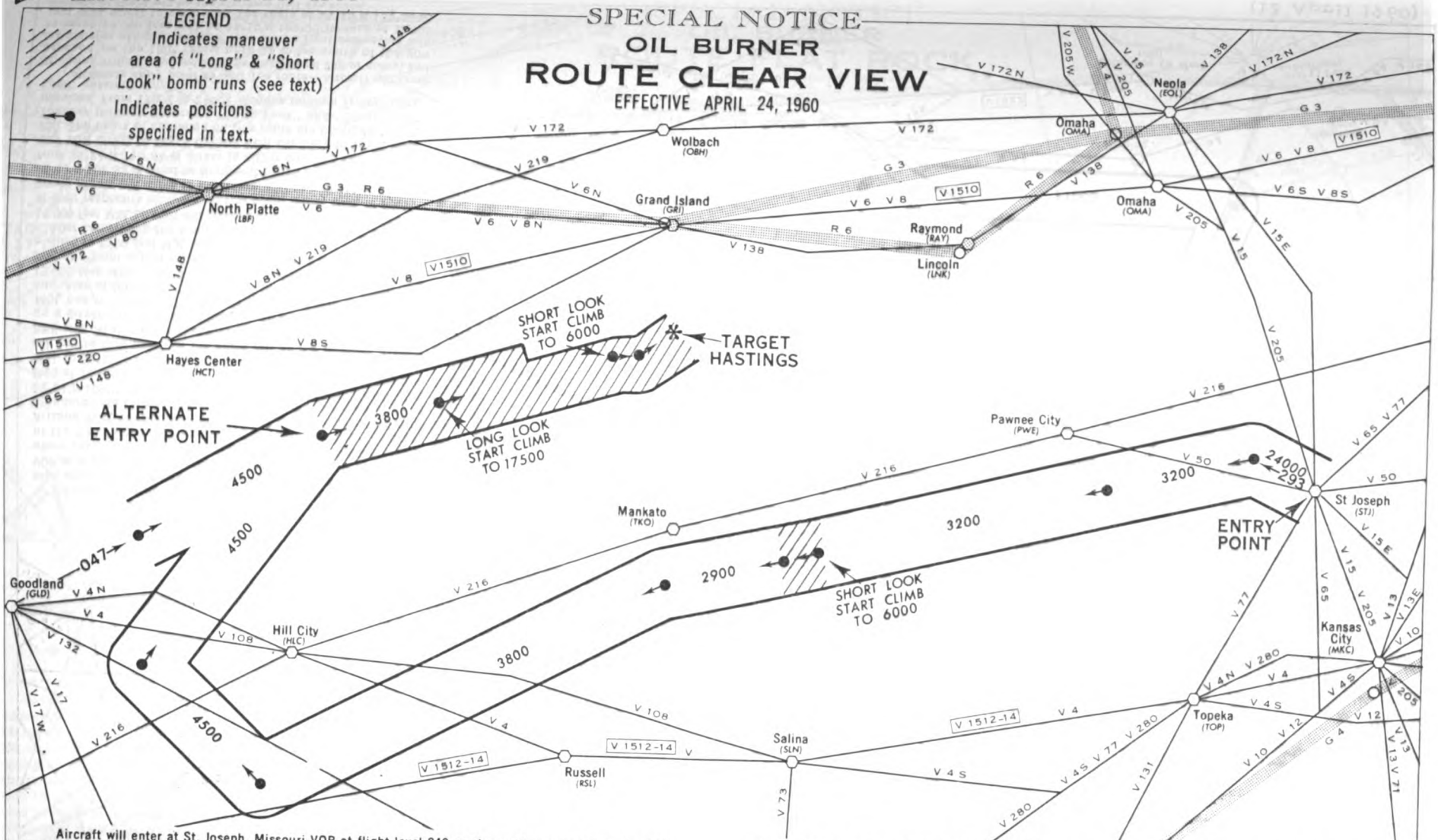
After completing the simulated bomb runs, "Short Look" missions will make a right turn to a true course of 096° at 31°43′N-89°09′W, proceed via the true course of 096° until passing the 180° radial of Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding to the intersection of the McComb VOR 068° radial and the Meridian VOR 160° radial to continue climbing in a non-standard one minute holding pattern making all turns to the left, Southwest of the intersection on the 068° radial of the McComb VOR.

"Long Look" missions will follow the same procedure after the bomb run, starting their climb from 16,000 feet MSL after passing the 180° radial of the Meridian VOR. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday. The route width on this route is limited to 10 statute miles, 5 statute miles either side of course.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(12 April 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE CLEAR VIEW
EFFECTIVE APRIL 24, 1960



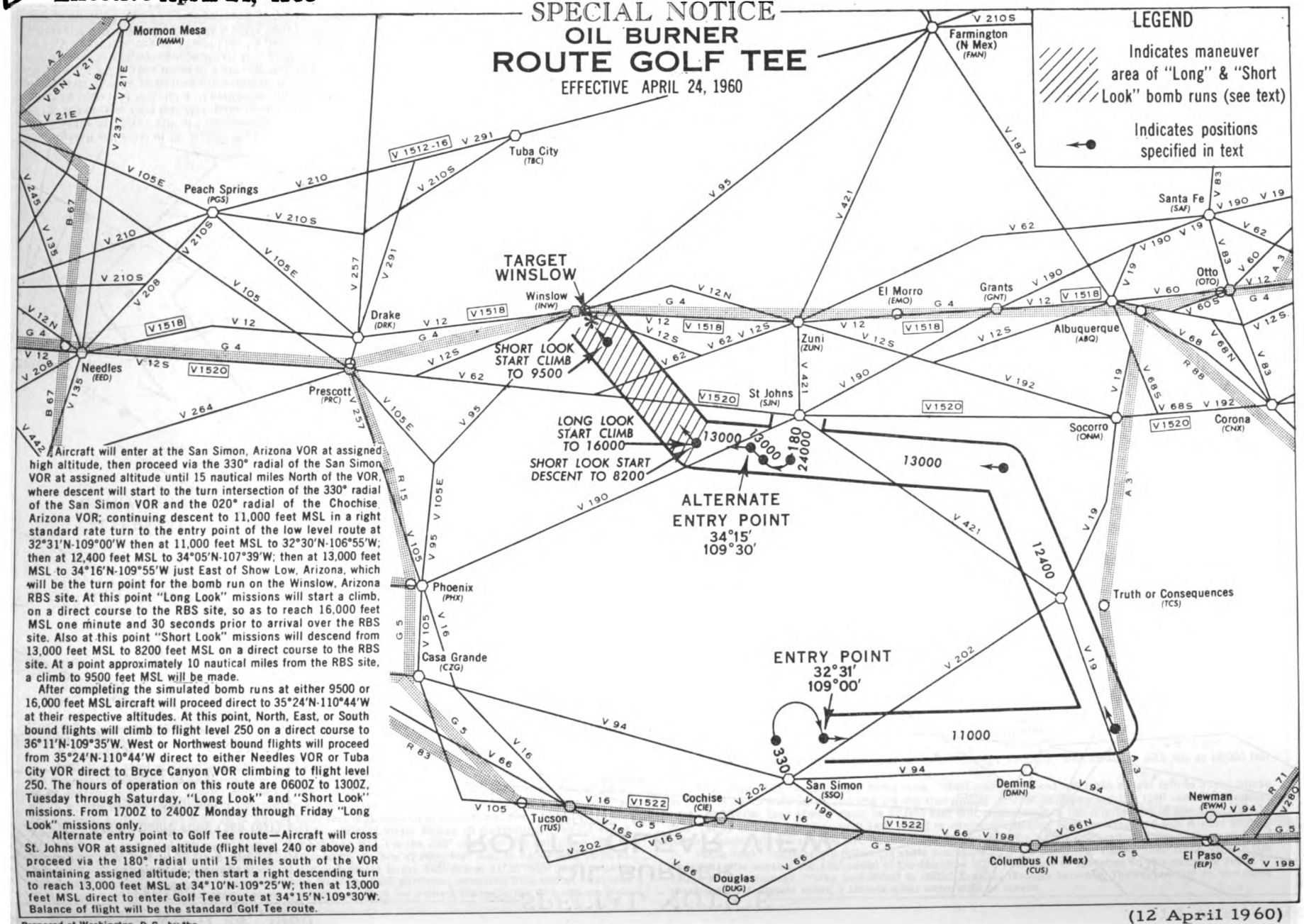
Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

✓ **Effective April 24, 1960**

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

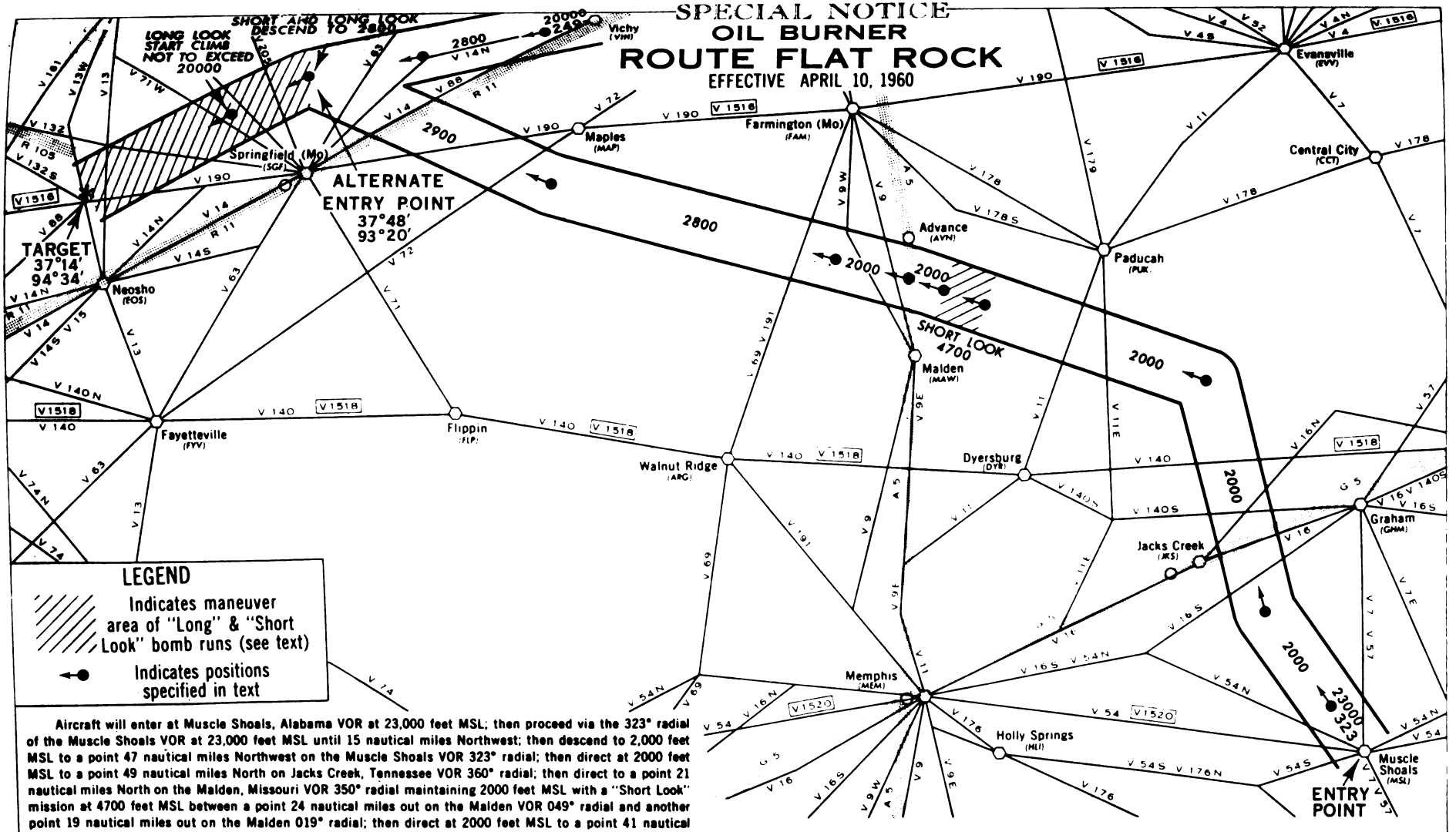
Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(12 April 1960)

OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE APRIL 10, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE APRIL 10, 1960



Aircraft will enter at Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR at 23,000 feet MSL until 15 nautical miles Northwest; then descend to 2,000 feet MSL to a point 47 nautical miles Northwest on the Muscle Shoals VOR 323° radial; then direct at 2000 feet MSL to a point 49 nautical miles North on Jacks Creek, Tennessee VOR 360° radial; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point, "Short Look" missions will proceed direct to the RBS site at 37°14'N-94°34'W, at 2800 feet MSL start a climb to 4700 feet MSL three miles North of the Joplin low frequency beacon (Waco Intersection) and cross the RBS site at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

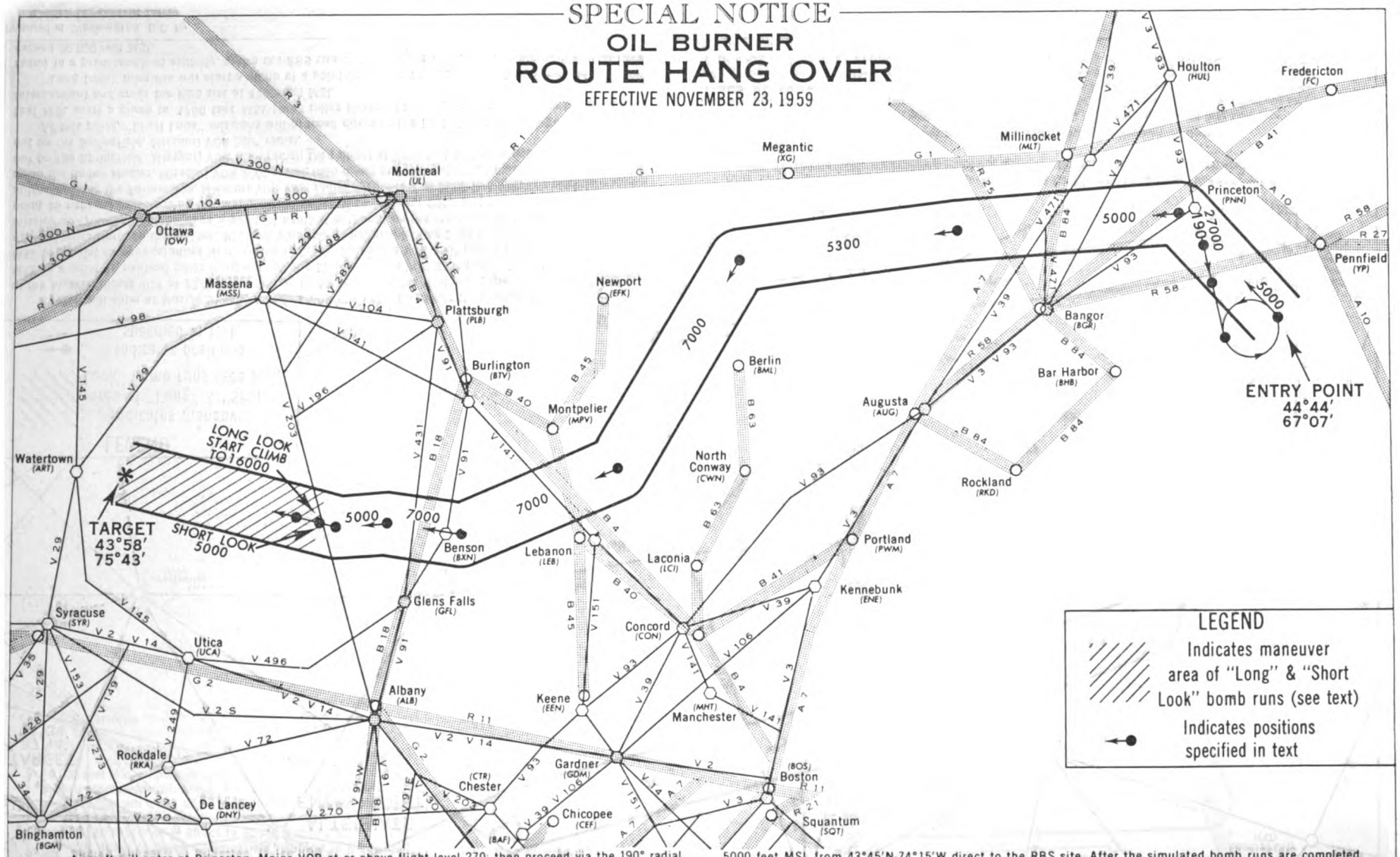
The hours of operation on this route are 0500Z to 1300Z, Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by
U. S. Coast and Geodetic Survey

(12 April 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE HANG OVER
EFFECTIVE NOVEMBER 23, 1959



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08'N-67°39'W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56'N-67°36'W at or above 20,000 feet MSL; then continuing descent to 44°39'N-67°32'W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44'N-67°07'W; then to 45°19'N-67°49'W at 5000 feet MSL; then to 45°16'N-69°30'W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08'N-71°09'W; then climb to 7000 feet MSL to 44°03'N-72°04'W; then to 43°42'N-73°12'W at 7000 feet MSL; then to 43°45'N-73°45'W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44'N-74°07'W; then to 43°45'N-74°15'W at 5000 feet MSL; then to 43°46'N-74°25'W at 5000 feet MSL; then to the RBS site at 43°58'N-75°43'W. "Long Look" missions will start climb at 43°45'N-74°15'W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45'N-74°15'W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(12 April 1960)

Effective May 2, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE MAY 2, 1960

NOTE: This route not effective until May 2 - meanwhile use the Arrow Point route.

ATTENTION: From May 2, 1960, thru June 3, 1960, B-47 jets flying over this route will increase their airspeed from 280 to 390 kts IAS at a point West of the Huron, S.Dak. VOR and will make their "Short Look" at 425 kts IAS.

LEGEND
Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)
Indicates positions specified in text.

SHORT LOOK START CLIMB TO 6100

TARGET 46°56′ 100°39′

ENTRY POINT 42°11′ 99°35′

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11′N-99°35′W; then proceed at 4500 feet MSL to 43°44′N-99°45′W; then proceed at 4500 feet MSL to 44°38′N-99°05′W; then proceed at 3500 feet MSL to 45°18′N-99°51′W; then proceed at 3500 feet MSL to 46°30′N-99°18′W; then proceed at 3500 feet MSL to 46°56′N-99°18′W; then proceed at 3500 feet MSL to 47°03′N-99°30′W; then proceed at 3500 feet MSL to 46°59′N-100°17′W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57′N-100°31′W; then proceed at 6100 feet MSL to the target at 46°56′N-100°39′W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

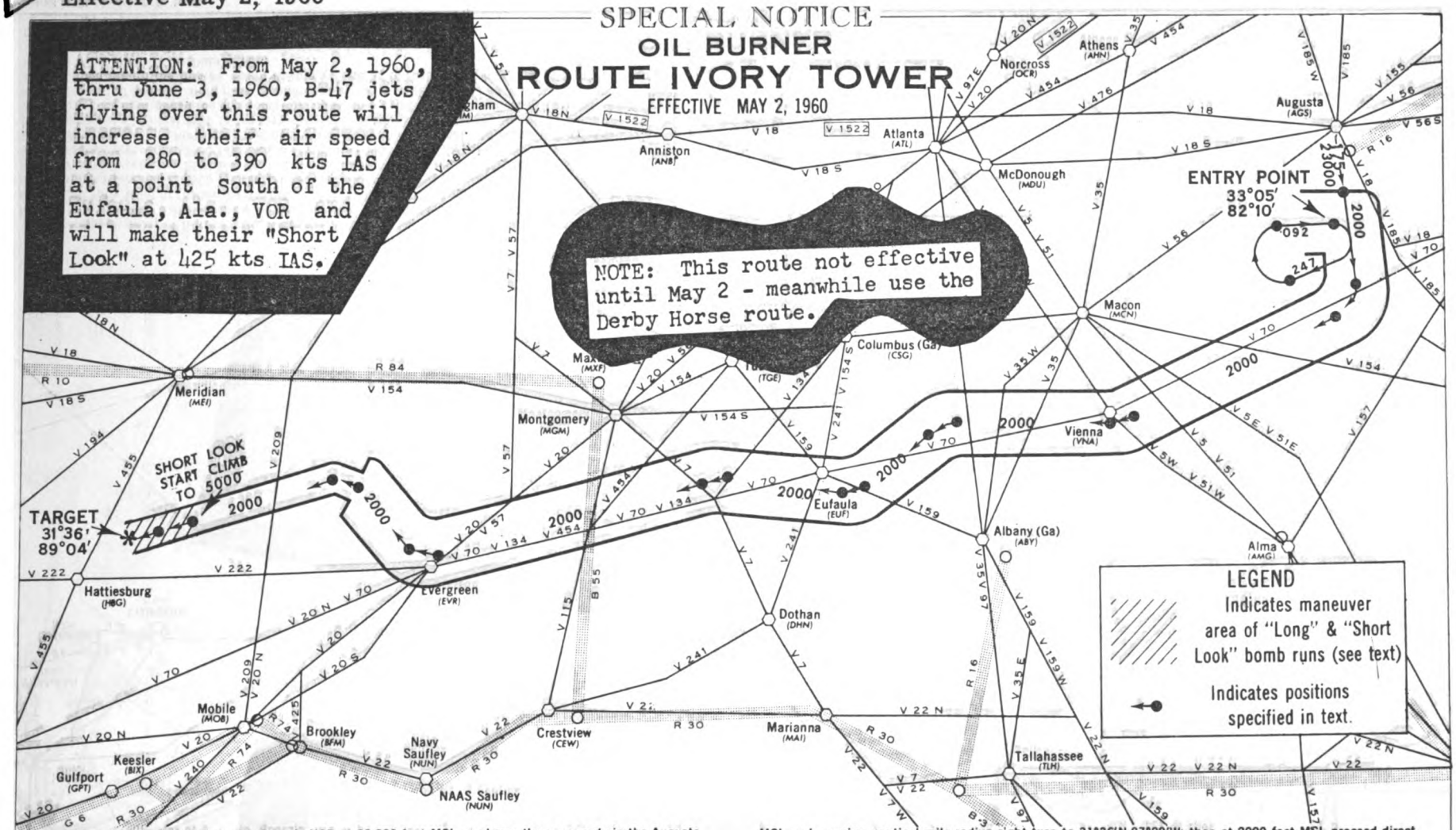
(12 April 1960)

Effective May 2, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE IVORY TOWER
EFFECTIVE MAY 2, 1960

ATTENTION: From May 2, 1960, thru June 3, 1960, B-47 jets flying over this route will increase their air speed from 280 to 390 kts IAS at a point South of the Eufaula, Ala., VOR and will make their "Short Look" at 425 kts IAS.

NOTE: This route not effective until May 2 - meanwhile use the Derby Horse route.



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 175° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°10'W, and at 2000 feet MSL, turn right to intercept the 175° radial of the Augusta VOR to 32°47'N-82°04'W. Aircraft will then make a nine nautical mile radius right turn to 32°37'N-82°12'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(12 April 1960)

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

Unless otherwise noted, all tracks will be flown at 360 knots true airspeed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Half-moon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Edwards Air Force Base, California

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	34-32-00 34-52-30	119-23-00 119-49-35	From 8 miles NW of Meiners Oaks to 7 miles SW of New Cuyama in San Rafael Mts.
23	36-19-40 36-20-00	118-04-50 118-42-25	From about 3 miles W of Cartago to about 3.25 miles SSW of Calhoun Pk. in Sierra Nevada range
23B	36-10-00 36-29-00	118-12-00 118-40-00	From 4 miles NW of Craig Pk to 2 miles E of Paradise Pk. in Sierra, Nevada range.
32	34-03-00 33-58-30	120-30-00 119-54-25	From 3.5 miles W of San Miguel I to about 3.75 miles beyond Santa Rosa I.
44	33-15-45 32-45-25	118-21-15 118-20-20	9 miles S of Long Pt. light to 4 miles S of Pyramid Head light.
51	35-04-00 35-10-00	117-19-00 117-56-00	From California City to the western tip of Harpers Dry Lake.
63	35-40-45 36-08-50	119-43-10 119-57-20	3.5 miles from Lost Hills Kern Co. Airport to about 4 miles WNW of Westlake Farms Airport.

Gust Plus Maneuver Round-Robin Flight (Edwards AFB)

Leg. No.	Distance (Nautical Miles)	Maximum S Speed (KTAS)	Description from Sectional Chart
1.	50	340	From Edwards AFB to 10 miles NE of the Fillmore Omni.
2.	15	500	From 7 miles SW of the Oxnard Rdo Bcn to the eastern point of Santa Cruz Island
3.	43	420	From the eastern point of Santa Cruz Island to the western point of San Miguel I.
4.	20	500	From the western point of San Miguel Island to 15 miles SW of Gaviota Omni.
5.	50	500	From 15 miles NW of the Gaviota Omni to 6 miles W of the Belridge (pvt.) Airport, and
	40	360	From 6 miles W of the Belridge (pvt.) Airport, via a point 5 miles W of the Lost Hills Airport to 7 miles E of Avenal Airport,
6.	70	340	From 10 miles east of Porterville to 10 miles S of Bishop.
7.	51	420	From 10 miles S of Bishop to the center of Owens Lake.
8.	88	260	From the center of Owens Lake to the Edwards AFB.

60. Flight between legs will be conducted in accordance with the Civil Air Regulations, Part 60. During the low-level operations, all airports will be avoided by 3 miles or more.

(Continued)

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

✓ DIRECT COMMUNICATIONS - ARTCC/PILOTS-"Monitor Procedures"-In lieu of standard "contact" procedures, ARTCC controllers may clear pilots to "monitor" the frequency of the adjacent sector within the same center. The time or point at which the frequency change is to be made will be specified in the clearance. A pilot receiving such a clearance is required by CAR 60.47 to continuously monitor the frequency he is on until the time or point to change to the newly assigned frequency. At the stated time or point, the pilot will change to the new frequency and continuously monitor the new frequency making only required reports. There being no reports required, the pilot need only acknowledge subsequent clearances. The clearance to "monitor" a specific frequency does not preclude the pilot from initiating a communications contact if the pilot is in doubt as to whether two-way communications capability exists, or if an additional clearance or other information is desired. The following phraseology has been authorized for this procedure:

"(Aircraft Identification) MONITOR (Name) CENTER ON (Frequency) (Time or point), OVER"

Example: "BEECHCRAFT TWO ONE BRAVO, MONITOR WASHINGTON CENTER ON ONE TWO FIVE POINT ONE AT ONE SIX THREE NINER, OVER"

The following table provides a plan by which pilots may determine the frequency they will be expected to use when the sector discrete frequency (Priority One) has been specified, either in "monitor" or "contact" procedures, and two-way communications capability does not exist on the sector discrete frequency specified.

ALTITUDES BELOW 24,000 feet MSL.

First Priority	Assigned Sector Discrete
Second Priority	Air Carriers - Company Radio General Aviation - FSS on 126.7/120.7 Military Aircraft - ARTCC on 301.4-FSS on 135.9/135.0
Third Priority	Air Carriers - FSS on 126.7 General Aviation - FSS on 272.7 or ARTCC on 3-1.4 Military Aircraft - FSS on 272.7; if unable 255.4

FLIGHT LEVEL 240 AND ABOVE.

First Priority	Assigned Sector Discrete
Second Priority	Air Carriers - Company Radio General Aviation - FSS on 126.7/120.7 Military Aircraft-ARTCC on UHF area discrete - FSS on 135.9/135.0
Third Priority	Air Carriers - FSS on 126.7 General Aviation - FSS on 126.7-122.1/122.2 or VOR Military Aircraft - FSS on 272.7 or ARTCC on 3-1.4

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

YORK, KENTUCKY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V45: LEX VOR-APE VOR	LEX VOR 060 M radial to Int. APE VOR 193° M radial direct APE VOR	8000
V44: FLM VOR-PKB VOR	FLM VOR 090° M radial to Int PKB VOR 241° M radial direct PKB VOR	8000
V174, V1516: FLM VOR-HNN VOR	FLM VOR direct HNN VOR	4000
V128: CVG VOR-CRW VOR	CVG VOR direct CRW VOR	8000
V128S: CVG VOR-YRK VOR	CVG VOR 120° M radial to Int FLM VOR 090° M radial thence via FLM VOR 090° M radial to Int PKB VOR 241° M radial	2500 to Int FLM VOR 090° M radial thence ✓8000' to Int. PKB VOR 241° M radial

During period of shutdown, the following temporary reporting points are established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Tyler	FLM VOR 071° M radial CVG VOR 105° M radial	8000
Rushtown	HNN VOR 278° M radial CRW VOR 305° M radial	8000
Vinton	HNN VOR 317° M radial PKB VOR 241° M radial	8000
Morehead	FLM VOR 130° M radial LEX VOR 079° M radial	4000
Bruin	None	----

✓ CONELRAD DRILL: On May 3, 1960, a Conelrad drill will be conducted between 1800-1830Z of all AM, FM, and TV stations within the continental U.S. (excluding Alaska). Aid to navigation from these stations will be unreliable during this period. All regular navigational aids (i.e., LF, OMNI and TACAN) will operate normally.

✓ NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 comprises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.



flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

their flight plan. ... TACAN (or DME) Equipped" in the remarks section of

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg), 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-Q-3: Entry point 35-18N, 88-00W (Entry reporting point -Jacks Creek Radio); 36-34N, 88-12W; 37-20N, 91-42W; 37-33N, 93-23W (end nav. leg); to target Joplin, Mo.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Entry point 33-19-30, 92-32-00; to termination point 32-39, 91-08.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

HARTFORD, CONN. VOR SHUTDOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V3: HFD VOR-Millbury VHF Int.	HFD/LMFR Amber 7 to Int Boston VOR 271° M radial	As published Amber 7, 4000 Westboro VHF Int.
HFD VOR-ILT VOR	HFD /LMFR Amber 7 to point of Int ILT VOR 072° M radial to ILT VOR	As published
V167: HFD VOR-Sterling VHF Int.	HFD/LMFR Red 13, V 16	As published
HFD VOR-BDR VHF Int.	HFD/LMFR Amber 7 Monroe, Blue 66 to point of Int. ILT VOR 109° M radial (BDR VHF Int.)	As published
V130: HFD VOR-ORW VOR	HFD/LMFR direct ORW VOR	2,000
HFD VOR-Colebrook VHF Int.	HFD/LMFR Green 2	3,000
V58: HFD VOR-Salem VHF	Salem LF Int, direct HFD L/MFR via HFD/LMFR 323° M inbnd brng	2,000
HFD VOR-Litchfield VHF Int.	Litchfield VHF Int. direct HFD L/MFR via HFD L/MFR 105° M inbnd brng	3,000
V292: HFD VOR-PUT VOR	HFD L/MFR Amber 7 to point of Int. PUT VOR 276° M radial to PUT VOR	As published

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Woodstock	PUT VOR 276° M radial ORW VOR 354° M radial	2,500
Salem	Use Salem LF Int.	2,000
Colebrook	BAF VOR 253° M radial CTR VOR 204° M radial POU VOR 072° M radial	4,000

LONDON, KY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V140, V1518: Highway VHF Int-LOZ VOR	Highway VHF Int direct LOZ Rbn	6,000
LOZ VOR-BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V140 S: BNA VOR-LOZ VOR	None	----
V140 N: Hillsdale VHF Int-LOZ VOR	LOZ VOR via BNA 041° M radial-Freedom Int., thence via BWG VOR 098° M radial & intercept V 140.	(MRA) 6,000
LOZ VOR		
V97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3,500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5,000

During the shutdown period, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3,500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5,000
Vincent	LEX VOR 129° M radial LOZ Rbn 210° M brng inbnd	5,000
Daley	TYS VOR 025° M radial TRI VOR 311° M radial	6,000
Westbourne	TYS VOR 351° M radial CSV VOR 045° M radial	7,000

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation invloves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude
I - Intermediate Altitude (Non-Radar Sector)
Ir - Intermediate Altitude (Radar Sector)
A - Center Area Discrete

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	126.90		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo. (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Lometa, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa. (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

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Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Rapid City, S.D. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	125.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		A

132.025-134.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I

Location	Freq. (Mc) New	Old	Function
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa. (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70 *	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans. (Kansas City ARTC)	133.45	121.00	H
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60 *	H
	134.65	120.85	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn.	132.35	120.20	H
(Memphis ARTC)	134.45	119.80	H
Grand Forks, N.D.	134.75	118.60	H
(Minneapolis ARTC)	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C. (Atlanta ARTC)	132.20 132.90	123.80 121.00	I I
Greenville, Miss. (Memphis ARTC)	132.50	124.40	I
Henryville, Ind. (Indianapolis ARTC)	133.75	124.40	H
Hickory, N.C. (Atlanta ARTC)	134.55 132.75	125.80 126.50	H H
Hobart, Okla. (Fort Worth ARTC)	133.00	124.10	I
Holland, N.Y. (Cleveland ARTC)	133.95	118.60	H
Horton, Ore. (Seattle ARTC)	133.65	125.00	H
Houghton, Mich. (Detroit ARTC)	133.55	124.80	H
Houston, Texas (San Antonio ARTC)	134.35	120.60	H
Jackson, Miss. (Memphis ARTC)	132.10 134.90	125.30 120.40	I H
Joplin, Mo. (St. Louis ARTC)	133.40	124.60	I
Julian, Calif. (Los Angeles ARTC)	133.40 134.55	124.60 120.40	I H
Kingsville, Texas (San Antonio ARTC)	134.70	124.80	I
Kirksville, Mo. (Kansas City ARTC)	134.70	120.00	H
Klamath Falls, Ore. (Seattle ARTC)	133.05	125.00*	H
Lafayette, La. (New Orleans ARTC)	133.65	125.00	H
Lake Charles, La. (New Orleans ARTC)	133.00	125.20	I
Lake George, N.Y. (Boston ARTC)	134.45 132.65	118.40* 124.00	H I
Lebanon, Mo. (St. Louis ARTC)	133.80	126.05	H
Longview, Texas (Fort Worth ARTC)	132.45 134.65	126.00 124.80	H H
Los Angeles, Calif. (ARTC)	133.80 134.20 132.95	124.10 119.60 124.95	I I H
Lubbock, Texas (El Paso ARTC)	133.35	118.40	H
Lufkin, Texas (Fort Worth ARTC)	134.80	119.20	I
Magna, Utah (Salt Lake City ARTC)	134.70	124.40	H
Mansfield, Ohio (Cleveland ARTC)	132.45	118.60*	H
Mason City, Iowa (Kansas City ARTC)	132.50	125.80	I
Mathews, Va. (Norfolk ARTC)	132.55	124.20	H
Melbourne, Fla. (Miami ARTC)	132.60	125.90	I
Miami, Fla. (ARTC)	133.75 134.35 134.95	125.80 125.40 125.00	H H H
Midland, Texas (El Paso ARTC)	133.10 133.95	124.60 125.40*	I H
Miles City, Mont. (Great Falls ARTC)	133.95	119.80*	H
Milwaukee, Wisc. (Chicago ARTC)	132.60	124.30	I
Mobile, Ala. (New Orleans ARTC)	132.60 133.30	124.60 124.20	I I
Moontownship, Pa. (Pittsburgh ARTC)	132.25	126.80*	H
Mountain View, Calif. (Oakland ARTC)	134.85	119.20	H
Myrtle Beach, S.C. (Jacksonville ARTC)	133.40	124.70	I
Nashville, Tenn. (Memphis ARTC)	134.80 133.50		I I
North Mountain, Pa. (New York ARTC)	132.95	118.80	H
Ogallala, Nebr. (Denver ARTC)	132.70	120.80	I
Oklahoma City, Okla. (ARTC)	132.10	125.40	I
Omaha, Nebr. (Kansas City ARTC)	132.95	125.00	H
Orlando, Fla. (Miami ARTC)	132.95	125.60	H
Pellston, Mich. (Detroit ARTC)	133.85 134.80	126.60 118.60	H I
Pensacola, Fla. (New Orleans ARTC)	134.75	126.10	H
Pierre, S.D. (Minneapolis ARTC)	134.45	124.80	H
Pine Bluff, Ark. (Memphis ARTC)	132.30	124.50	I
Pioche, Nev. (Salt Lake City ARTC)	132.75	120.00	H
Portsmouth, Ohio (Indianapolis ARTC)	133.45	125.00	H
Pueblo, Colo. (Denver ARTC)	132.80	126.60	I
Philipsburg, Pa. (New York ARTC)	133.80	121.20	I
Raleigh, N.C. (Washington ARTC)	132.40	125.60	I
Raton, N.M. (Albuquerque ARTC)	133.05	125.50	H
Red Bluff, Calif. (Oakland ARTC)	133.75	124.30	H
Redmond, Ore. (Seattle ARTC)	134.35	125.00 *	H
Redwood Falls, Minn. (Minneapolis ARTC)	133.65	121.00	H
Rock Springs, Wyo. (Salt Lake City ARTC)	132.55	124.40	H
Rocky Mount, N.C. (Washington ARTC)	133.85	119.40	H
Saddle Peak, Calif. (Los Angeles ARTC)	132.50 133.55 134.75	123.90 125.60 * 119.00	I H H
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas (ARTC)	132.15 134.95	126.40 125.80	H H
San Luis Obispo, Calif. (Oakland ARTC)	132.80	118.80	I
Santa Barbara, Calif. (Los Angeles ARTC)	134.40	124.00	I
Savannah, Ga. (Jacksonville ARTC)	132.50 134.70	119.80 124.60	I I
Scappoose, Ore. (Seattle ARTC)	132.80 133.90	125.30 124.10	I I
Seattle, Wash. (ARTC) (N)	134.95 132.45	120.60 123.80	H H
(S)	133.50 132.45	125.60 120.10	I H
Seligman, Ariz. (Phoenix ARTC)			
Ships Bottom, N.Y. (New York ARTC)	133.55	118.80	H
Sioux City, Iowa (Kansas City ARTC)	132.80	120.40	I
Sioux Falls, S.D. (Minneapolis ARTC)	132.10	120.60	I
Spokane, Wash. (ARTC)	134.75	126.40	H
Springfield, Mo. (St. Louis ARTC)	132.90	123.70	I
Sunnyside, Utah (Salt Lake City ARTC)	133.15 134.25 134.90	126.50 124.40 120.60	H H I
Tallahassee, Fla. (Jacksonville ARTC)	132.80 133.95	121.00 120.40*	I H
Thermopolis, Wyo. (Salt Lake City ARTC)	132.85	125.30*	H
Tonopah, Nev. (Oakland ARTC)	133.35	125.70*	H
Waco, Texas (Fort Worth ARTC)	133.30	120.80	I
Washington, Iowa (Chicago ARTC)	133.70	125.95	I
Wausau, Wisc. (Minneapolis ARTC)	134.25	118.85	H
Wichita Falls, Tex. (Fort Worth ARTC)	132.75 134.55	126.10 125.00	H H
Winslow, Ariz. (Phoenix ARTC)	132.70 134.35	126.00 123.70	I H
Woodstock, Conn. (Boston ARTC)	132.40 133.75	124.50 119.40	I I
Yakima, Wash. (Seattle ARTC)	134.65	125.50	H
Zuni, N.M. (Albuquerque ARTC)	133.65	125.70	H

* - Old frequency to be retained as Function A.

(12 April 1960)

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant SS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Charlotte, North Carolina	ED 2-7262	Hickory, North Carolina
Kerrville, Texas	CL 7-7295	Junction, Texas
Burbank, California	TH 6-0400	Los Angeles, California
Chico, California	FI 2-9074	Red Bluff, California
Long Beach, California	HE 2-9874	Los Angeles, California
Redding, California	CH 1-1661	Red Bluff, California
Colorado Springs, Colorado	ME 4-3127	Pueblo, Colorado
New London-Groton, Conn.	GI 3-3245	Providence, Rhode Island
Richmond, Indiana	RI 2-2508	Dayton, Ohio
Bedford, Massachusetts	CR 4-0050	Boston, Massachusetts
Beverly, Massachusetts	WA 7-1355	Boston, Massachusetts
Lawrence, Massachusetts	MU 3-1412	Boston, Massachusetts
Norwood, Massachusetts	NO 7-6644	Boston, Massachusetts
Newark, New Jersey	MA 2-0121	New York, New York(IDL)
Morristown, New Jersey	JE 8-2196	New York, New York(IDL)
Wildwood, New Jersey	WI 2-4642	Millville, New Jersey
Spring Valley, New York	EL 6-0021	Poughkeepsie, New York
Dayton, Ohio	BA 3-4571	Dayton, Ohio (Vandalia)
Middletown, Ohio	GA 2-5551	Dayton, Ohio (Vandalia)
Springfield, Ohio	FA 2-4562	Dayton, Ohio (Vandalia)
Pecos, Texas	4F2	Wink, Texas
Laredo, Texas	No. 21(Rural)	Cotulla, Texas
Tacoma, Washington	FU 3-4172	Seattle, Washington
Huntington, W. Va.	JA 9-4471	Huntington, W. Va.(Chesapeake)
Hot Springs, Arkansas	NA 3-9711	Little Rock, Arkansas
Lawton, Oklahoma	EL 5-1323	Wichita Falls, Texas
Hollywood, Florida	JA 4-0163	Miami, Florida
Ft. Lauderdale, Florida	JA 4-0163	Miami, Florida
Pompano Beach, Florida	JA 4-0163	Miami, Florida
Chicago, Illinois	BI 2-3111-2	Joliet, Illinois
Marianna, Florida	HU 2-2300	Dothan, Alabama
Lumberton, North Carolina	RE 9-3000	Florence, South Carolina
McAllen, Texas	MU 6-7211	Brownsville, Texas
Alamo, Texas	MU 6-7211	Brownsville, Texas
Edinburg, Texas	MU 6-7211	Brownsville, Texas
Mission, Texas	MU 6-7211	Brownsville, Texas
Pharr, Texas	MU 6-7211	Brownsville, Texas
San Juan, Texas	MU 6-7211	Brownsville, Texas
Merced, California	RA 2-0343	Stockton, California
Corpus Christi	TU 4-5712	Alice, Texas
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Clarksdale, Mississippi	MA 4-2364	Memphis, Tennessee

INTERPHONES Location	FSS Providing Service
Van Nuys Airport, California	Los Angeles, California
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, California
Clover Field, Santa Monica, Calif.	Los Angeles, California
El Monte Airport, California	Los Angeles, California
Hawthorne Municipal Airport, Calif.	Los Angeles, California
Torrance Municipal Airport, California	Los Angeles, California
Long Beach Municipal Airport, Calif.	Los Angeles, California
Fullerton Municipal Airport, Calif.	Los Angeles, California
Sunset Beach Airport, California	Los Angeles, California
Orange County Airport, Santa Ana, Calif.	Los Angeles, California
Culver City Airport, California	Los Angeles, California

INTERPHONES (Continued) Location	FSS Providing Service
Tri City Airport, San Bernardino, Calif.	Ontario, California
Riverside Municipal Airport, California	Ontario, California
Brackett Field, La Verne, California	Ontario, California
San Francisco International Airport, Calif.	Oakland, California
San Carlos Airport, California	Oakland, California
Palo Alto Airport, California	Oakland, California
San Jose Municipal Airport, California	Oakland, California
Reid-Hillview Airport, San Jose, Calif.	Oakland, California
Buchanan Field, Concord, California	Oakland, California
Napa County Airport, California	Oakland, California
Sonoma County Airport, Santa Rosa, Calif.	Ukiah, California
Oxnard-Ventura County Airport, Calif.	Santa Barbara, California
Hillsboro Airport, Oregon	Portland, Oregon
Salem-McNary Airport, Oregon	Portland, Oregon
Troutdale Airport, Oregon	Portland, Oregon
Pearson Airport, Vancouver Washington	Portland, Oregon
Greely Airport, Colorado	Denver, Colorado
Snohomich and Bellevue Airports, Washington	Seattle, Washington
Boeing Field, Washington	Seattle, Washington
Buffalo Airpark, New York	Buffalo, New York
York Airport, Thomasville, Pa.	Harrisburg, Pennsylvania
Flushing Airport, New York	New York, New York(IDL)
Brainard Field(Hartford, Conn.)	Windsor Locks, Connecticut
Deer Park Airport, L.I., New York	New York, New York(IDL)
Zahns Airport, Amityville, L.I., New York	New York, New York(IDL)
MacArthur Airport, Islip, L.I., New York	New York, New York (IDL)
Rose Valley Airport, Friendly, Maryland	Washington, D.C.
Searcy Airport, Stillwater, Oklahoma	Ponca City, Oklahoma
Meigs Field, Chicago, Illinois	Joliet, Illinois
Midway Airport, Chicago, Illinois	Joliet, Illinois
Morris Airport, Morris, Illinois	Joliet, Illinois
Twin Falls Mun Airport(Joslin Field), Idaho	Burley, Idaho
Fort Dodge Mun Airport, Iowa	Mason City, Iowa
Ellensburg Airport, Washington	Wenatchee, Washington
Detroit City Airport, Michigan	Detroit, Michigan
Davies County Airport, Owensboro, Kentucky	Evansville, Indiana
Beatrice Municipal Airport, Nebraska	Lincoln, Nebraska
Weiss Airport, Kirkwood, Missouri	St. Louis, Missouri
Wm. J. Fox Airport, Lancaster, California	Palmdale, California
Modesto Municipal Airport, California	Stockton, California
Fort Bridger Airport, Wyoming	Rock Springs, Wyoming
Gooding Municipal Airport, Idaho	Burley, Idaho
Chandler Field, Fresno, California	Fresno, California
Delaware County(Johnson Fld), Muncie, Indiana	Indianapolis, Indiana
Greenville Municipal Airport, Mississippi	Greenwood, Mississippi

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

(This does not apply to hearing aids)

PREFERRED ROUTES

The following preferred routes were effective April 12, 1960. Generally, the route commences and terminates at fixes on or near the perimeter of the terminal area, unless the preferred route essentially overlies the airport and aircraft would normally be cleared directly on course. Terminal area charts should be consulted to determine the normal route between the airport and route starting/terminating fixes. At those locations where radar is utilized, the pilot may receive radar vectors to/from these fixes.

Official location identifiers are used in the route description for VOR's. L/MF facilities are identified by the identifier and type, e.g., HEM/LFR, SRI/RBN. Intersection names are spelled out. Where two facilities or an intersection and a facility follow in succession, the route is direct.

All preferred routes are listed alphabetically under the name of the departure metropolitan area. Where several airports are located within a metropolitan area and each airport requires a different preferred route, such listing is alphabetized in parentheses following the metropolitan area.

NOTE: This list will remain in effect until the next effective date which will be published approximately July 5, 1960. Revisions to this list will be published in intervening issues of the Airman's Guide through June 21, 1960.

	ROUTE
ALBANY-	
Boston	V2
Idlewild	V91 Syosset HEM LDO
La Guardia	V91 V123
Newark	V91 POU Tuxedo Paterson
ALBUQUERQUE -	
Denver	ABQ V19 SAF V83 PUB V19E IOC
Kansas City	V19 SAF V190 DHT V234
Los Angeles	Arroyo V190 GNT V12 EED V208 TNP V264 Downey Rbn
Phoenix	Arroyo V190
ATLANTA -	
Birmingham	V18S ANB V18
Charlotte	V18 V454
Chicago	V97 Crabapple CSV V51 CGT
Cincinnati	V97E TYS V97
Dallas	V18S ANB V18N BHM V278 TXK V16 or V18S ANB V18N MEI V18 MLU V94 GGG V114S
Houston	V18S ANB V18N MEI V194 MCB V222 LCH V20 BPT V20N
Idlewild	V454 CLT V143 GSO V20 SBV RIC/ LFR R77 DOV/Rbn MIV/LFR V16 V1
Jacksonville	V51W
La Guardia	V454 CLT V143 GSO V20 SBV RIC/ LFR R77 DOV/Rbn ENO V29 V123
Memphis	V18S ANB V18N BHM V176N HLI V176S
Miami	V51W AMG V157 LAL V7 FMY V35; or V51W V35 ABY V159W CTY V7 FMY V35
Newark	V454 CLT V143 GSO V20 SBV RIC/ LFR R77 DOV/Rbn ENO V271 V43S
Orlando	V51W AMG V157 OCF V159W
Pittsburgh	V97E TYS V115 CHW V35 PKB V119 HLG
Tampa	V51W V35 ABY V159W CTY V7 V35E
Washington	V18 V454 FML V143 GSO V20 SBV V39 GVE V16 V157
BALTIMORE -	
Idlewild	V123 EWT V166 V276 V1;orV44 V16 V1
Jacksonville	V44 Lisbon V39 GVE V155 FAK V3 SAV
La Guardia	V123 EWT V166 RBV V123
Newark	V123 V43S
Philadelphia	V123 V166
Pittsburgh	V268 V8
BIRMINGHAM -	
Atlanta	V18
New Orleans	V18N MEI V194 MCB V9
Pittsburgh	V115 CHW V35 PKB V119 HLG
BOSTON -	
Albany	V3 V14
Cleveland	V3 V14 ALB V72 V232 V14
Idlewild	Framingham V292 PUT V46S ORW V16 V46 St. James HEM/LFR LDO/ Rbn
La Guardia	V3 V123
Newark	V3 ILT Spring Valley Patterson/Rbn
Philadelphia	V3 V147; or V16 V238 V166
Washington	V3 RVD
BUFFALO -	
Boston	V2 SYR V2S ALB V2 Revere
Detroit	Cayuga V84 V90
Idlewild	V164 ELZ V270 ELM V72 V34 V91 Syosset HEM LDO
La Guardia	V164 V270 V72 V34 West Point HPN, LOM RWC/Rbn V123
Midway	Cayuga V84 V218
Newark	V164 ELZ V270 BGM V252 HUO Tuxedo Paterson
O'Hare	Cayuga V84 V218 V100
Philadelphia	V33 V12 V29 V166
CHARLESTON -	
Cincinnati	V12S YRK V12SS
Cleveland	V35 PKB V59 V427 AVR, AVR 355 radial CLE 111 radial Richfield
Columbus	V35 PKB V38 ZZV V214
Pittsburgh	V35 PKB V119 HLG
Louisville	V12S YRK V174
Washington	V4S EKN V174
CHARLOTTE -	
Atlanta	V54 SPA V20N OCR Stone Mountain V20
Cleveland	V37 PSK V59 V427 AVR, AVR 355 radial CLE 111 radial Richfield
Miami	V37 ALD V157 LAL V7 FMY V35
CHICAGO(Midway)-	
Atlanta	V53 EON V171 SCJ V243 CHA V51W
Cleveland	V6 VWV V30 Walter
Dallas	V262 BDF V10 BRL V63 SGF V14 EOS V15 ADM V15W
Denver	V6 API V218 Malta V172 OBH V219 HCT V8
Des Moines	V6 API V218 Malta V172 TNU V161
Idlewild	V6 V170 V276 V1
Indianapolis	V12S
Kansas City	V262 BDF V10
La Guardia	V6 V123
Los Angeles	V69 JOT V38 MLI V434 OTM V216 LAA V1512 HEC V210 Barstow V8N V16 or; V6 API V218 Malta V172 LBF V80 AEO V1510 Hawkins V8N V16
Memphis	V173 SPI V9 MAW V9E
Metro. Wayne Co.	V10 Milan

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	ROUTE
Miami	V83 EON V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35
Minneapolis	V6 API V218 Malta V171 LNR V24; or V6 API V218 Malta V172 PLL V129 LNR V24
Newark	V6 V30 V433
New Orleans	V172 SPI V9 MAW V9E MEM V9
Omaha	V6 API V218 Malta V172 EOL
Philadelphia	V144 FDY V8 PIT V12 V29 V166
Pittsburgh	V144 FDY V8 AVR V40
San Francisco	V6 API V218 Malta V172 PLL V158 DBQ V100 RKR V6
St. Louis	V191 V426
Tulsa	V262 BDF V10 BRL V63 SGF V14
Washington	V144
Willow Run	V10 LFD V90
CHICAGO(O'Hare) -	
Atlanta	V172 V429 JOT V171 SCJ V243 CHA V51W
Cleveland	V84 PMM V30 Walter
Dallas	V172 V429 V10 BRL V63 SGF V14 EOS V15 ADM V15W
Denver	V172 OBH V219 HCT V8
Des Moines	V172 TNU V171
Detroit	V84 LAN V2 SVM
Idlewild	V84 V2 V116 ERI V170 V276 V1
Indianapolis	V172 V429 JOT V171 EON V128
Kansas City	V172 V429 V10
La Guardia	V84 LAN V2 SVM V116 ERI V170 SEG V6 V123
Los Angeles	V172 OBK V219 HCT V8 MMM V8N V16
Memphis	V172 V429 RBS V173 SPI V9 MAW V9E
Miami	V172 V429 JOT V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35
Minneapolis	V172 Malta V171 LNR V24; or V172 PLL V129 LNR V24
New Orleans	V172 V429 RBS V173 SPI V9 MAW V9E MEM V9
Omaha	V172 EOL
Philadelphia	V84 PMM V30 VWV V92 MFD V8 PIT V12
Pittsburgh	V84 PMM V30 VWV V92 AVR V40
San Francisco	V173 PLL V158 DBQ V100 RKR V6
St. Louis	V172 V429 RBS V191 V426
Tampa	V172 V429 JOT V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 V35E

	ROUTE
Tulsa	V172 V429 V10 BRL V63 SGF V14
Washington	V84 PMM V30 VWV V92
CINCINNATI -	
Atlanta	V97
Charleston	V128
Chicago	V97 CGT
Dayton	V47W
Detroit	V275 V47
Idlewild	V128 YRK V44 MGW V106 JST V12 HAR V162 V276 V1
Indianapolis	V97
La Guardia	V128 YRK V44 MGW V106 SEG V6 V123
Louisville	V47 ABB V51
Miami	V47 ABB V51 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35; or V97 ABY V159W CTY V7 FMY V35
Newark	V128 YRK V44 MGW V106 V30 V433
Pittsburgh	V128 YRK V44 PKB V119 HLG
St. Louis	V47 ABB V44 ENL V4
CLEVELAND -	
Charlotte	Chippewa MFD 064radial V433 V133
Chicago	VWV 126 CGT
Columbus	Chippewa MFD 064radial V433 V43
Dayton	MFD V8 V435 V47
Detroit City	Trout V103 QG
Idlewild	V6 V170 V276 V1
Indianapolis	MFD V8 V14
La Guardia	V6 V123
Metro. Wayne Co.	Pelee V26 Canard
Miami	Chippewa MFD 064radial V433 V133 CRW V35 AVL V185 Dover V157 LAL V7 FMY V35
Newark	V6 V30 V433
Philadelphia	V6 V33 V12 V29 V166
Pittsburgh	AVR V40
Washington	AVR V75 V144
Willow Run	Trout V103 V90
COLUMBUS -	
Charleston	V38 V133
Indianapolis	V12N V210
La Guardia	V12 JST V106 SEG V6 V123
Pittsburgh	APE V12 HLG
St. Louis	V12N V210
Toledo	V38 FDY V47
Washington	V144
DALLAS -	
Amarillo	V114
Atlanta	V278 BHM V18N ANB V18
El Paso	Chattahoochee Joshua V94 ABI V16

	ROUTE
Houston	Trinity Fork Navarro LOA
Los Angeles	Magnolia V15 Joshua V94 ABI V16 SFL V94 HYM V16
Midway	V15 Tioga PNX MLC V63 UIN V116 JOT V69 CHI
New Orleans	V114
O'Hare	V15 Tioga PNX MLC V63 UIN V116 JOT V429
San Antonio	V15E ACT V17 AUS V17W
Tulsa	V15 Tioga PNX MLC OKM V161; or V15 ADM V161
Washington	V278 TXK V16 BNA V140 MOL V16N GVE V16 V157
DAYTON -	
Chicago	V55 V422 CGT
Cincinnati	V47
Cleveland	V275 FDY V14
Columbus	V12
Indianapolis	V50N
Oklahoma City	V50N IND V210 STL V14 TUL V14N
DENVER -	
Albuquerque	Klowa V19E PUB V19 LVS V60 OTO V60S
Chicago	V172 Holyoke V8N HCT V8 API
Idlewild	DEN V172 Holyoke V8N HCT V8 V10W V38 JOT V92 VWV V6 SEG V170 V276 V1
Kansas City	Klowa V148 V4
Los Angeles	V207 Hudson V220 RLG V8 MMM V1510 Hawkins V8N V16
Omaha	V172 Holyoke V8N HCT V8
Salt Lake City	V207 Hudson V220 RLG V200 V21
San Francisco	V4N LAR V4 CKW V6 RNO V6N SAC V6
DETROIT (City & Windsor) -	
Idlewild	V221 ERI V170 V276 V1
Ft. Wayne	SVM V170 Leslie V45 JKN V221
La Guardia	V221 ERI V170 SEG V6 V123
Midway	SVM V170 Hickory V218
Milwaukee	SVM V170 PMM V30S
Newark	V221 ERI V170 SEG V30 V433
O'Hare	SVM V170 Hickory
Philadelphia	V221 ERI V116 BFD V33 HAR V12 ESR V29 Boothwyn V166
DETROIT (Metro. or Willow Run) -	
Buffalo	V221 Dolphin G2
Cleveland	V133 V6
Ft. Wayne	V116 JKN V221
Idlewild	V221 ERI V170 V276 V1
La Guardia	V122 V221 ERI V170 SEG V6 V123
Midway	V116

	ROUTE
Milwaukee	V116 JKN V45 Leslie V170 PMM V308
Newark	V221 ERI V170 SEG V30 V433
O'Hare	V116 ELX V100
Philadelphia	V221 ERI V116 BFD V33 HAR V12 ESR V29 Boothwyn V166
Pittsburgh	V133 MFD V8 AVR V40
Washington	V133 ZZV V144

EL PASO -

Dallas	V66 Denton V114
Los Angeles	EWM V94 HYM V16 Downey Rbn
San Antonio	V198

HAVANA -

Miami	Control 1234 Sable B19 PRR

HOUSTON -

Atlanta	V208 LCH V20 LFT V70 Banks V134 CSG V241
Dallas	V13W Gulf Coast LOA Trinidad
New Orleans	V208 LCH V20
San Antonio	V222

IDLEWILD - See New York

INDIANAPOLIS -

Cincinnati	V128
Dayton	V50
Detroit	V11
Evansville	V11W SCJ V11E
Idlewild	V50 DAY V12 V162 V276 V1
La Guardia	V50 V12 JST V106 SEG V6 V123
Louisville	V53
Midway	V97W V97
Newark	V50 DAY V12 V106 V30 V433
St. Louis	V14N HUF V210

JACKSONVILLE -

Atlanta	V51E Mt. Vernon Eastman V51 MCD V188
Idlewild	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 DOV MIV V16 V1 Scotland
La Guardia	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 Dover V29 OOD V123
Miami	V267
Newark	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 DOV/Rbn V29 ENO V271 V433
New Orleans	V22N MAI V22
Norfolk	V3W SSI V3 Ritter V188 CHS V1
Orlando	MYR V213 RMT V189 EKN V267
Philadelphia	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 V29 V271 V166

	ROUTE
Washington	V51E Baxley V157 FLO V3 RDU V155 LVL V157

KANSAS CITY -

Los Angeles	V1512 HEC V12 Barstow V8N V16
Midway	V116
O'Hare	V116 JOT V429
St. Louis	V205 BSP V12

LA GUARDIA - See New York

LOS ANGELES -

Albuquerque	LGB V64 TRM V432 V264 PRC V1520 SJN V190 V128 Suwanee
Idlewild	LGB V21 MMM V8 IOW V38 JOT V92 VWV V6 SEG V170 V276 V1
Dallas	LGB V64 TRM V432 RCE V264 PRC V1520 TXO V278 BPR V66 Denton V114
Denver	LGB V8
El Paso	LGB V64 BLH V16 HYM V94 SSO V198
Midway	LGB V8 HEC V1512 LAA V216 IOW V6 API
Oakland	Oxnard V27 PRB V113 V107
O'Hare	LGB V8 HEC V1512 LAA V216 IOW V6 API
Phoenix	LGB V64 V16
Portland	V23 FNO V283 UBG PDX
Salt Lake City	LGB V8 MMM V21 SLC
San Francisco	V27 PRB V25
Seattle	V23 FNO V283 Maverick V23E

LOUISVILLE -

Idlewild	V4 CRW V106 JST V12 HAR V162 V276 V1
La Guardia	V4 CRW V106 SEG V6 V123
Newark	V4 CRW V106 V30 V433

MEMPHIS -

Atlanta	V176 BHM V18N ANB V18
Dallas	V168 PBF V16
Midway	V9 JOT V69
New Orleans	V9W GRW V9
O'Hare	V9 JOT V429
Washington	V168 GHM V16 BNA V140 MOL V16N GVE V16 V157

MIAMI -

Atlanta	V157 AMG V51 MCD V188
Charlotte	V157 ALD V37
Chicago	V157 AMG V51 MCD OCR V97E TYS V97 CGT
Cleveland	V157 ALD V37 PSK V59 V427 AVR AVR 355 radial CLE 111 radial Richfield

	ROUTE
Detroit	V157 ALD V37 PSK V59 CLE V26 Park V90
Havana	V51 EYW Control 1233 Santa Fe/ Rbn; or PRR Leon Control 1434 EYW Control 1233 Santa Fe/Rbn
Idlewild	V295 Bonita Control 1150 ILM V1
Jacksonville	V3E PBI V3
La Guardia	V295 Bonita Control 1150 ILM V1 V29 V123
Newark	V295 Bonita Control 1150 ILM V1 V29 V271 V433
Pittsburgh	V157 ALD V37
Tampa	V97
Washington	V295 Bonita Control 1150 ILM V157 Doncaster

MIDWAY - See Chicago

MILWAUKEE -

Chicago	V9; or Taylor V-7E V116
Detroit	V28 MKG V2
Idlewild	V28 MKG V2 SVM V116 BFD V170 V276 V1

MINNEAPOLIS -

Midway	V2 LNR V97 JVL V177 API V3
O'Hare	V2 LNR V97 JVL V177 Marengo V100 V429

MONTGOMERY -

Washington	V154 MCN V56 AGS V155 V157 or V20 SBV V39 GVE V16 V157

NASHVILLE -

La Guardia	V140N Highway V16N GVE V16 ENO V29 V123
Newark	V140N Highway V140 V16N GVE V16 V271 V433

NEWARK -

Albany	Branchville V39 V91E
Allegheny Co.	SSB V232 V58 Tarentum
Atlanta	SBJ V3 EMI V39 CSN V140 MOL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	SBJ V3 Norris V93
Boston	Branchville V39 V58 V167 V16
Buffalo	STW V153 V36
Cincinnati(Gtr)	SBJ V3 V166 V251 V4 V174 V128
Cleveland	SSB V232 V14
Detroit City	SSB V232 V184 V116 QG
Indianapolis	SSB V232 V119 V210
Jacksonville	COL Monmouth V1 CHS V188 Ritter V3 SAV V3E
Louisville	SBJ V3 V166 V25L V4 V174
Metro. Wayne Co.	SSB V232 V184 V188 V26 V224 V133

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	ROUTE
Miami	COL Monmouth V1 ILM Control 1150 Snapper Control 1163 VRB V51
Midway	SSB V232 V184 V116 V170 V218
Nashville	SBJ V3 V39 V140
New Orleans	SBJ V3 V39 V140 MOL V16 TYS V115 BHM V18N MEI V194 MCB V9
Norfolk	COL Monmouth V1
Philadelphia	SBJ V3 V147
Rochester	V153M rad SAX-SAX V249
Syracuse	W. Exeter V28
Washington	SBJ V3 RVD
Willow Run	SSB V232 V184 V188 V103 V90

NEW ORLEANS -

Atlanta	V20N PCU V70 EVR V454 V241; or V20N PCU V70 Banks V134 CSG V241
Birmingham	V9W MCB V194 MEI V18
Dallas	V114N AEX V114 GGG V114S
Houston	V20S LFT V20 BPT V20N
Idlewild	V20N PCU V70 EVR V20 SBV RIC R77 DOV/Rbn MIV/LFR V16 V1
Jacksonville	V240 DOG V22
Memphis	V9W MCB V9 GRW V9E
Newark	V20N PCU V70 EVR V20 SBV RIC R77 V29 V271 V433
Washington	V20N PCU V70 EVR V20 SBV V39 GVE V16 V157

NEW YORK (Idlewild) -

Albany	BAY ILT V91 POU V91E
Allegheny Co.	STW SSB V232 V58 Tarentum
Atlanta	Woolf V16 GVE V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	Woolf V16 V44
Boston	Fire Island V16 V30 V139
Buffalo	STW V153 V36
Chicago	STW V153 V116 V170 V218
Cincinnati(Gtr)	STW V226 V39 V251 V4 V174 V128S
Cleveland	STW SSB V232 V14
Detroit City	STW V153 V116 QG
Europe	Fire Island V16 V30 Mastic V46S HTO V46
Indianapolis	STW SSB V232 V119 V210
Jacksonville	Woolf V16 V1 CHS V18S Ritter V3 SAV V3E
Louisville	STW V226 V39 V251 V4 V174
Metro. Wayne Co.	STW V226 V188 V26 V224 V133
Miami	Woolf V16 V1 ILM Control 1150 Snapper Control 1163 VRB V51
New Orleans	Woolf V16 TYS V115 BHM V18N MEI V194 MCB V9

	ROUTE
Norfolk	Woolf V16 V1
O'Hare	STW V153 V116 V170 V218 V100
Philadelphia	Woolf V16 V238 V166
Pittsburgh	STW SSB V232 V58
Providence	Fire Island V16 V30 V139
Rochester	BAY ILT V34
Syracuse	BAY ILT V34 V249 W. Exeter V28
Toronto	STW V153 V36
Washington	Woolf V16 ENO G5 ADW/LFR
Willow Run	STW V226 V188 V103 V90

NEW YORK (La Guardia) -

Albany	ILT V91 V91E
Allegheny Co.	Branchville V39 V226 V58 Tarentum
Atlanta	SBJ V3 EMI V39 CSN V140 MOL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	SBJ V3 V93
Boston	BAY V 167 BDR V34 V16
Buffalo	Greentown V36
Cleveland	Branchville V39 V226 V188 V232 V14
Cincinnati(Gtr)	SBJ V3 V166 V251 V4 V174 V128S
Detroit City	Greentown V116 QG
Indianapolis	Branchville V39 V226 V188 V119 V210
Jacksonville	St. James V46 V16 V1 CHS V18S Ritter V3 SAV V3E
Louisville	SBJ V3 V166 V251 V4 V174
Metro. Wayne Co.	BCH V39 V226 V188 V26 V224 V133
Miami	St. James V46 V16 V1 ILM Control 1150 Snapper Control 1163 VRB V51
Midway	Greentown V116 V170 V218
Nashville	SBJ V3 V39 V140
Norfolk	St. James V46 V16 V1
O'Hare	Greentown V116 V170 V218 V100
Philadelphia	SBJ V3 V147
Pittsburgh	Branchville V39 V226 V58
Providence	BAY V167 V34 V16 V130 V139
Rochester	Greentown V36 V29 V34
Syracuse	V36 SAX V249 W. Exeter V28
Toronto	Greentown V36
Washington	SBJ V3 RVD
Willow Run	BCH V39 V226 V188 V103 V90

NORFOLK -

Charlotte	CVI V194
Idlewild	CCV B23 CTE V29 SBY V1
Jacksonville	CVI V1 CHS V18S Ritter V3 SAV V3E

	ROUTE
La Guardia	CCV B23 CTE V29 V123
Newark	CCV B23 CTE V29 ENO V271 V433
Philadelphia	CCV B23 CTE V29 ENO V271 V166
Richmond	Harcum V156
Washington	Sharps B56 R77 R20

OAKLAND -

Chicago	V195 ILA V200 RNO V6 RKR V100
Denver	V195 ILA V200 RNO V6 V4
Los Angeles	V109 LSN V107
Portland	V137 Bodega V199 UKI V27 OTH V287 UBG PDX
Seattle	V137 Bodega V199 UKI V27 OTH V121 EUG V23 SEA; or V195 V23 SEA

OKLAHOMA CITY -

Dayton	V14S TUL V14 SGF V190 EVV V11 V12

ORLANDO -

Atlanta	V159 ABY V97
Jacksonville	V152 DAB V3E JAX

PHILADELPHIA -

Baltimore	V3 V93
Boston	OOD V140 V16 V30 V139
Buffalo	Reinholds V170 BFD V33
Cincinnati	Reinholds V39 V251 V4 V174 V128S
Cleveland	Reinholds V162S V12 V41 V42
Idlewild	V166 V276 V1
Jacksonville	OOD V239 V1 CHS V18S Ritter V3 SAV V3E
La Guardia	V166 V123
Metro. Wayne Co.	Reinholds V162S V12 V41 V42 V26 V224 V133
Midway	Reinholds V162S V12 V8 V422
Newark	V147 V433
Norfolk	OOD V239 V1
Pittsburgh	Reinholds V162S V12 V42
Washington	ESR V3 RVD

PHOENIX -

Albuquerque	V190 V12S Suwanee
El Paso	V105 CZG V94 SSO V198
Kansas City	V190 DHT V234
Las Vegas	V105E PRC V105
Los Angeles	V16

PITTSBURGH -

Atlanta	V35 CRW V115 TYS V97
Baltimore	Millsboro V92 V44 V119 V276 V35 V2 Revere
Charleston	Old Concord V35
Chicago	Power Point V276 V8 Garrett V422 CGT
Cleveland	Power Point V42

	ROUTE
Columbus	Claysville V214 V276 V1
Idlewild	V276 V1
Indianapolis	Claysville V214 V433 TVT V210 or Kilgore V210
La Guardia	V276 V106 SEG V6 V123
Newark	V276 V162 V30 V433
Philadelphia	Scottdale V12S JST V12 V29 V16(
St. Louis	Claysville V214 V443 TVT V210
Washington	Millsboro V92
PITTSBURGH(Allegheny Co.) -	
Chicago	Kilgore V8 Garrett V422 CGT
Cleveland	Power Point V42
Idlewild	Scottdale V12S JST V12 V162 V276 V1
La Guardia	Scottdale V12S JST V106 SEG V6 V123
Newark	Scottdale V12S JST V12 V162 V30 V433
PROVIDENCE -	
Idlewild	V167 V16 V46 St. James HEM/ LFR LDO/Rbn
La Guardia	V167 V3 V123
Newark	V167 HFD V3 ILT Spring Valley Patterson/Rbn
PORTLAND -	
Los Angeles	V283 FNO V23 BFL V299 GMN V299W FIM V107 Hermosa
Oakland	V23 RBL Geyserville V27 V137 OAK
San Francisco	V23 RBL V25 Geyserville V27 V137 SFO
Seattle	V23
RICHMOND -	
Philadelphia Int'l	R77 V29 ENO V271 V166
ROCHESTER -	
Idlewild	V34 V91 Syosset HEM/LFR Lido/ Rbn
La Guardia	V147 GEE V252 BGM V34 West Point HPN/LOM RWC/Rbn V123
Newark	V147 GEE V252 HUO Tuxedo PNJ/Rbn
SALT LAKE CITY -	
Denver	V32 FBR V6 CKW V4
Los Angeles	V32 Stansbury V257 Delta V21 V8N V16
Oakland	V32 BAM V6 RNO V28
San Francisco	V32 BAM V6 ENO V6N SAC V6
SAN ANTONIO -	
Dallas	Elroy AUS V17E ACT V15
El Paso	V222
Houston	V198 ELA V180 Arcola V20

	ROUTE
SAN FRANCISCO -	
Burbank	Pedro V27W PRB V25
Chicago	Golden Gate Richmond Benicia V195 ILA V200 RNO V6 EKO V1506
Denver	Golden Gate Richmond Benicia V195 ILA V200 RNO V6 V4
Idlewild	V150 Benicia V195 ILA V200 RNO V6 EKO V32 FBR V6 RKR V100 LeRoy V30 LFD V10 Fairport V188 FTZ V184 PSB V6 SEG V170 V276 V1
Los Angeles	Pedro V27W PRB V25 V12 V107
Seattle	V199 UKI V27 OTH V121 EUG V23 SEA
SEATTLE -	
Los Angeles	V23W PDX V23E Maverick V283 FNO V23 BFL V299 GMN V299W FIM V107 Hermosa
Oakland	V23W PDX V23 RBL V25 Geyserville V27 PYE V137 OAK
Portland	V27 OLM V99
San Francisco	V23W PDX V23 RBL V25 Geyserville V27 V137 SFO
ST LOUIS -	
Cleveland	V12 Wilbur V11 IND V14
Columbus	V12
Dallas	V14 EOS V15 ADM V15W
Ft. Worth	V14 EOS V15 OKM V161
Indianapolis	V12 Wilbur V11 or Kilgore V210
Kansas City	V4
Memphis	V9W FAM V9 MAW V9E
Midway	V9 JOT V69
O'Hare	V9 JOT V429
Tulsa	V14
Washington	V52 EVV V4 EKN V174
SYRACUSE -	
Idlewild	V153 Stevens Point V34 ILT V91 Syosset HEM/LFR Lido/Rbn
La Guardia	V153 Stevens Point V34 West Point HPN/LOM RWC/Rbn V123
Newark	V153 Herrick V252 HUO Tuxedo PNJ/Rbn
TAMPA -	
Atlanta	V97
Miami	V35
TULSA -	
Chicago	V14 SGF V63 V116 V69
Dallas	V161 ADM V15W
Dayton	V140 FYV V72 MAP V190 EVV V11 V12
Indianapolis	V140 FYV V72 MAP V190 EVV V11
St. Louis	V140 FYV V72 V9

	ROUTE
WASHINGTON -	
Atlanta	V140 MOL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mountain V20
Boston	V123 BAL V44 Price V16 V30 V139
Charleston	V8 V143 V174 V106
Charlotte	V3 RDU V194
Chicago	V8 Garrett V422 CGT
Dallas	V140 BNA V16
Greensboro	V140 MOL V143
Harrisburg	V8 V223
Idlewild	V123 EWT V166 V276 V1; or V123 V44 V16 V1
Jacksonville	V3 SAV V3E
La Guardia	V123 EWT V166 RBV V123
Memphis	V140 V16
Miami	V3 FAK V155 V157 RMT V213 V1W ILM Control 1150 Snapper Control 1163 VRB V51
Nashville	V140
Newark	V123 V433
New Orleans	V140 MOL V16N HIS V16 TYS V115 BHM V18N MEI V194 MCB V9
Norfolk	V3 V286 TPP V213 HPW FKN
Philadelphia	V123 V166
Pittsburgh	V8
WORCESTER -	
Boston	V151 V16
Idlewild	V3 V203 V16 V46 St. James HEM LDO
La Guardia	V3 V123

SAN ANTONIO – V32 BAM V6 ENO V6N BAC V8 Dallas V161 ADM V15W
Dayton V140 FYV V72 MAP V180 EVV

FEDERAL AIRWAYS, CONTROL AREAS, CONTROL AREA EXTENSIONS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS AND JET ROUTES:

(Note: All bearings and radials are TRUE unless otherwise indicated.)

Effective 0001 EST 2 June 1960:

(1) Federal Airway: VOR 4 (Seattle, Wash., to Herndon, Va.) amended as follows: In the text, delete "Lexington, Ky., omnirng stn, including a S alternate and also a N alternate via the Int. of the Louisville omnirng 083° T and the Lexington omnirng 294° T radials;" and substitute therefor: "Lexington, Ky., VOR, including a N alternate via the Int. of the Louisville VORTAC 083° T and the Lexington VOR 294° T radials and also a S alternate via the Int. of the Louisville VORTAC 113° T and the Lexington VOR 251° T radials;".

(2) Federal Airway: VOR 94 (Hassayampa, Ariz., to Monroe, La.) amended as follows: (a) In the caption delete "(Hassayampa, Ariz., to Monroe, La.)." and substitute therefor "(Gila Bend, Ariz., to Hobbs, N. Mex., and Abilene, Tex., to Monroe, La.)." (b) In the text delete "From the Hassayampa, Ariz., VOR via the Gila Bend, Ariz., VOR; Casa Grande, Ariz., VOR;" and substitute therefor "From the Gila Bend, Ariz., VOR via the Casa Grande, Ariz., VOR;".

(3) Control Areas: VOR 94 (Hassayampa, Ariz., to Monroe, La.) amended as follows: In the caption delete "(Hassayampa, Ariz., to Monroe, La.)." and substitute therefor "(Gila Bend, Ariz., to Hobbs, N. Mex., and Abilene, Tex., to Monroe, La.)."

(4) Federal Airway: VOR 461 (Gila Bend, Ariz., to Buckeye, Ariz.) added to read: "From the Gila Bend, Ariz., VOR to the Buckeye, Ariz., VOR."

(5) VOR Control Area: VOR 461 (Gila Bend, Ariz., to Buckeye, Ariz.) is added to read: "All of VOR Federal airway No. 461."

(6) Control Area Extension: (Phoenix, Ariz.) amended as follows: In the text delete "on the S and W by VOR Federal airway No. 94;" and substitute therefor "on the S by VOR Federal airway No. 94, and on the W by VOR Federal airway No. 461;".

(7) Federal Airway: VOR 218 (Rochester, Minn., to Pontiac, Mich.) amended to read: "From the Rochester, Minn., VOR via the Waukon, Iowa VOR; Rewey, Wis., VOR; Rockford, Ill., VOR; Int. of Rockford, Ill., VOR 136°T and the Naperville VOR 290°T radials; Naperville, Ill., VOR; Keeler, Mich., VOR; Lansing, Mich., VOR; to the Int. of the Lansing VOR 091°T and the Flint, Mich., VOR 140° T radials."

(8) Control Areas: VOR 218 (Rochester, Minn., to Pontiac, Mich.) amended to read: "All of VOR Federal airway No. 218."

(9) Reporting Points: VOR domestic reporting points amended to read: "In the text add: Rewey, Wis., VOR and Waukon, Iowa, VOR."

(10) Three-mile radius zones amended as follows: In the text add: Concord, Calif.: Buchanan Field (lat 37-59-20N, long. 122-03-20W).

(11) Control Area Extension: (Promontory Point, Utah) amended to read: "That airspace S of Promontory Point bounded on the N by VOR Federal airway No. 6, on the E by VOR Federal airway No. 21, on the S by VOR Federal airway No. 32, and on the W by a line extending from lat 40-51-30N, long. 112-56-30W, to 41-00N, 112-56-30W, to 41-00-00N, 112-45-00W, to 41-12-25N, 112-45-00W; and that airspace N of Promontory Point bounded on the N by VOR Federal airway No. 288, on the E by VOR Federal airway No. 257 and on the S by VOR Federal airway No. 6."

(12) Federal Airway: VOR 131 (McAlester, Okla., to Chanute, Kans., and Emporia, Kans., to Topeka, Kans.) amended to read: "From the McAlester, Okla., VORTAC via the Okmulgee, Okla., VOR; Tulsa, Okla., VORTAC; to the Chanute, Kans., VOR. From the Emporia, Kans., VORTAC to the Topeka, Kans., VOR."

(13) Control Areas: VOR 131 (McAlester, Okla., to Chanute, Kans., and Emporia, Kans., to Topeka, Kans.) amended to read: "All of VOR Federal airway No. 131."

(14) Federal Airway: VOR 3 (Key West, Fla., to Presque Isle, Maine) amended as follows: In the text delete "Int. of the Florence VOR 008° and the Raleigh VOR 220° radials; and substitute therefor "Pinehurst, N. C., VOR;"

(15) Federal Airway: VOR 39 (South Boston, Va., to Presque Isle, Maine) amended as follows: (a) In the caption delete "(South Boston, Va., to Presque Isle, Maine." and substitute therefor "(Pinehurst, N. C., to Presque Isle, Maine.)." (b) In the text delete "From the South Boston, Va., VOR via the Gordonsville, Va., VOR;" and substitute therefor "From the Pinehurst, N. C., VOR via the South Boston, Va., VOR; Gordonsville, Va., VOR;".

(16) Control Areas: VOR 39 (South Boston, Va., to Presque Isle, Maine) amended as follows: In the caption delete "(South Boston, Va., to Presque Isle, Maine.)." and substitute therefor "(Pinehurst, N. C., to Presque Isle, Maine.)".

(17) Federal Airway: VOR 155 (Augusta, Ga., to Washington, D. C.) amended as follows: In the text delete "point of Int. of the Raleigh VOR 220° and the Florence, S. C., VOR 008° radials;" and substitute therefor "Pinehurst, N. C., VOR;".

(18) Reporting Points: VOR domestic reporting points amended as follows: In the text delete "Pinehurst Int.: The Int. of the Raleigh, N. C., omnirng 220°T and the Florence, S. C., omnirng 008°T radials."

(19) Federal Airway: VOR 230 (Salinas, Calif., to Fresno, Calif.) amended to read: "From the Salinas, Calif., VOR via the Los Banos, Calif., VOR; Int. of the Los Banos 086°T and the Fresno, Calif., VOR 258°T radials; to the Fresno VOR."

(20) Federal Airway: VOR 25 (San Diego, Calif., to Ellensburg, Wash.) amended as follows: In the text delete "Int of the Red Bluff omnirng 018° T and the Klamath Falls omnirng 181°T radials;" and substitute therefor "Int of the Red Bluff VORTAC 015° T and the Klamath Falls VORTAC 181°T radials;".

(21) Federal Airway: VOR 122(Crescent City, Calif., to Klamath Falls, Oreg.) amended as follows: (a) In the caption delete "(Crescent City, Calif., to Klamath Falls, Oreg.)" and substitute therefor "(Crescent City, Calif., to Lakeview, Oreg.)". (b) In the text delete "From the point of Int. of the Medford, Oreg., omnirng 176° T and the Klamath Falls, Oreg., omnirng 273°T radials; to the Klamath Falls, Oreg., omnirng stn." and substitute therefor "From the Int. of the Medford, Oreg., VOR 176°T and the Klamath Falls VORTAC 268°T radials via the Klamath Falls, Oreg., VORTAC; to the Lakeview, Oreg., VOR."

(22) Control Areas: VOR 122 (Crescent City, Calif., to Klamath Falls, Oreg., VOR) amended as follows: In the caption delete "(Crescent City, Calif., to Lakeview, Oreg.)".

(23) Federal Airway: VOR 222 (El Paso, Tex., to Evergreen, Ala., and Norcross, Ga., to Gordonsville, Va.) amended as follows: In the text delete "From the Norcross, Ga., VOR via the Int. of the Norcross VOR 014° and the Toccoa VOR 233° radials;" and substitute therefor "From the Norcross, Ga., VOR via the Int. of the Norcross VOR 026° T and the Toccoa VOR 230°T radials;".

(24) Federal Airway: VOR 157 (Key West, Fla., to Florence, S. C., and Wilmington, N. C., to Washington, D. C.) amended as follows: In the text delete "to the Washington, D. C. TVOR." and substitute therefor "to the Washington, D. C. VOR including a W alternate from the Richmond VOR to the Washington VOR via the Int. of the Richmond VOR 348°T and the Brooke VORTAC 187°T radials, Brooke, Va., VORTAC, Int. of the Brooke VORTAC 045°T and the Washington VOR 189°T radials.".

(25) Control Areas: VOR 157 (Key West, Fla., to Florence, S. C., and Wilmington, N. C., to Washington, D. C.) amended as follows: In the text delete "west alternate." and substitute therefor "west alternates."

(26) Federal Airway: VOR 295 (Miami, Fla., to Cross City, Fla.) amended as follows: In the text delete "Orlando, Fla., omnirng stn;" and substitute therefor "Orlando, Fla., VOR, including an E alternate from the Vero Beach VOR to the Orlando VOR via the Int. of the Vero Beach VOR 342° T and the Orlando VOR 099°T radials;".

(27) Control Areas: VOR 295 (Miami, Fla., to Cross City, Fla.) amended to read: "All of VOR Federal airway No. 295 including an E alternate."

(28) Federal Airway: VOR 16 (Los Angeles, Calif., to Boston, Mass.) amended as follows: In the text delete "including a S alternate via the Int. of the Mineral Wells VOR 094° and the Dallas VOR 233° radials;" and substitute therefor "including a S alternate via the Int. of the Mineral Wells VORTAC 094° T and the Dallas VORTAC 229°T radials;".

(29) Control Zone: (Columbus, Ohio)amended to read: "Within a 5-mi radius of the geographical center of the Port Columbus Airport (lat 39-59-34N, long. 82-52-50W) and within a 5-mi radius of the Lockbourne, Ohio, AFB (lat 39-48-51N, long. 82-55-56W.) including the airspace within 2 mi either side of a direct line extending from the Columbus RR to the Lockbourne AFB, within 2 miles either side of the Port Columbus ILS lclzr E course extending from the Port Columbus Airport 5-mi radius zone to the Port Columbus ILS OM, and within 2 mi either side of the Lockbourne AFB ILS lclzr NE crs from the Lockbourne AFB 5-mi radius zone to the Lockbourne AFB ILS OM."

(30) Control Area Extension: (El Paso, Tex.) amended to read: "That airspace within 5 mi either side of the 008°, 165° and 302° T radials, of the El Paso, Tex., VOR, extending from the VOR to points 21 mi N, 20 mi SE and 37 mi NW, including the area bounded on the N by lat 32-00-00N, on the E and S by VOR Federal airway No. 280 and on the W by a line 5 mi E of and parallel to the 008° T radial of the El Paso VOR and excluding those portions which would overlie Restricted Areas R-209, 210 and 211 and that portion outside the United States."

(31) Control Area Extension (Charleston, W. Va.) amended to read: "Within a 35 mi radius of the Kanawha County Airport, Charleston, W. Va.(lat 38-22-21.5N, long. 81-35-34.6W), including the airspace W and NW of the Kanasha County Airport, bounded on the E by VOR Federal airway No. 133, on the S by VOR Federal airway No. 4, and on the NW by VOR Federal airways No. 45 and No. 44."

(32) VOR/VORTAC Jet Route: VOR/VORTAC Jet Route No. 10 (Los Angeles, Calif., to New York, N. Y.) is revoked.

(33) VOR/VORTAC Jet Route: VOR/VORTAC Jet Route No. 36 (Fargo, N. Dak., to Peck, Mich.) amended to read: "From the Fargo, N. Dak., VORTAC via the Minneapolis, Minn., VOR; Nodine, Minn., VOR; Milwaukee, Wis., VOR; the Int. of the Milwaukee VOR 088°T and the Peck VOR 269°T radials; to the Peck, Mich., VOR."

(34) VOR/VORTAC Jet Route: VOR/VORTAC Jet Route No. 38 (Duluth, Minn., to Peck, Mich., and Philipsburg, Pa., to New York, N. Y.) amended to read: "From the Duluth, Minn., VOR via the Green Bay, Wis., VORTAC to the Peck, Mich., VOR. From the Philipsburg, Pa., VORTAC via the Allentown, Pa., VOR to the New York, N. Y. (Idlewild), VORTAC."

(35) VOR/VORTAC Jet Route: VOR/VORTAC Jet Route No. 39 (Crestview. Fla., to Dayton, Ohio) amended to read: "From the Crestview, Fla., VOR via the Montgomery, Ala. VORTAC; Birmingham, Ala., VORTAC; Int. of the Birmingham VORTAC 360°T and the Nashville, Tenn., VORTAC 191° T radials; Nashville, Tenn., VORTAC; Louisville, Ky., VORTAC; to the Dayton, Ohio VORTAC."

(36) Federal Airway: VOR 241 (Crestview, Fla., to Atlanta, Ga.)amended as follows: In the text delete "Int. of the Columbus omnirng 018° and the Atlanta omnirng 233° radials; to the Atlanta, Ga., omnirng stn.", and substitute therefor "to the Atlanta, Ga., VORTAC, including a W alternate via the Int. of the Columbus VOR 011°T and the Atlanta VORTAC 233°T radials."

(37) Control Areas: VOR 241 (Crestview, Fla., to Atlanta, Ga.) amended to read: "All of VOR Federal airway No. 241 including a W alternate.

(38) VOR/VORTAC Jet Route: VOR/VORTAC Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.) amended as follows: In the text delete "Int. New Orleans 078° and Mobile, Ala., 224° radials;" and substitute therefor "Int. of the New Orleans, La., VOR 071°T and the Crestview, Fla., VOR 259° T radials".

Effective 0001 EST 6 April 1960:

(1) Federal Airway: VOR 41 (Pittsburgh, Pa., to Youngstown, Ohio) amended as follows: In the text delete "The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio, (Youngstown Mun. Arpt.) Restricted Area/Military Climb Corridor (R-541) is excluded during its time of designation."

(2) Federal Airway: VOR 276 (Navarre, Ohio to Monmouth, N.J.) amended as follows: In the text delete "The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Mun. Arpt.) Restricted Area/Military Climb Corridor (R-541) is excluded during its time of designation."

(3) Federal Airway: Blue 15 (Akron, Ohio to Hubbard, Ohio) amended as follows: In the text delete "The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Mun. Arpt.) Restricted Area/Military Climb Corridor (R-541) are excluded during the restricted area's time of designation."

(4) Control Area Extension: (Youngstown, Ohio) amended as follows: In the text delete "The portions of this control area extension which lie within the Youngstown, Ohio, (Youngstown Mun. Arpt.) Restricted Area/Military Climb Corridor (R-541) shall be used only after obtaining prior approval from the controlling agency."

✓ **RESTRICTED AREA AMENDMENTS:** The following Restricted Area Amendments shall become effective as indicated:

Effective 30 March 1960:

(Part 608 - Amendment 85)

(1) In Section 608.24, the Manhattan, Kans., Restricted Area (R-197) is amended by deleting "Surface to 30,000' MSL" and substituting therefor "Surface to 29,000' MSL."

Effective 6 April 1960:

(Part 608 - Amendment 90)

(1) In Section 608.43, the Youngstown, Ohio, (Youngstown Mun. Airport) Restricted Area/Military Climb Corridor (R-541) is revoked.

✓ **AIRMAN'S GUIDE CORRECTIONS:** Correct Airman's Guide Volume 14, Number 25 dated 16 February 1960, as follows:

(1) Page 70 under Federal Airways item (1) change effective date to read: 0001 EST, 30 June 1960.

Correct Airman's Guide Volume 15, Number 1 dated 15 March 1960 as follows: On-Request Reporting Points - designated effective 7 April 1960:
(1) Page 73 change item (30)to read: HAMLET, NEBRASKA, and (2) change item (52) to read: PERKINS, ARIZ(VHF) INT: 067° M rad Drake, Ariz. VOR.....

✓ **MEA CHANGES:** Effective 5 May 1960, the following MEAs are established: V-207, from Denver, Colo. VOR to Gill, Colo. VOR 7000'; Gill VOR to Pine Bluff Int., Colo. 7500'; Pine Bluff Int. to Scottsbluff, Nebr. VOR 7000'.

✓ **ON REQUEST REPORTING POINTS:** The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 5 May 1960:

ESTABLISHED:

(1) YORK SPRINGS, PA(VHF) INT: 204 M rad Harrisburg, Pa. VOR; 270 M rad Lancaster, Pa. VOR.
(2) BROWNSVILLE, PA(VHF) INT: 279 M rad Indian Head, Pa. VOR; 174 M rad Pittsburgh, Pa. VOR.
(3) CARPENTER, COLO(VHF) INT: 117 M rad Cheyenne, Wyo. VOR; 349 M rad Gill, Colo. VOR.
(4) BUFORD, WYO(VHF) INT: 238 M rad Cheyenne, Wyo. VOR; 119 M rad Laramie, Wyo. VOR.
(5) PINE BLUFF, WYO(VHF) INT: 081 M rad Cheyenne, Wyo. VOR; 016 M rad Gill, Colo. VOR.
(6) LOYAL, WIS(VHF) INT: 103 M rad Eau Claire, Wis. VOR; 256 M rad Wausau, Wis. VOR.
(7) FELT, OKLA(VHF) INT: 056 M rad Clayton, N. Mex. VOR; 312 M rad Dalhart, Tex. VOR.
(8) SABLE, FLA(LF) INT: SW crs. Perrine, Fla. LFR; 007 M brg from Marathon, Fla. Rbn. (Formerly compulsory reporting point.)
(9) SKIDMORE, TEX(VHF) INT: 312 M rad Corpus Christi, Tex. VOR; 011 M rad Alice, Tex. VOR.
(10) McAFEE, KY(VHF) INT: 112 M rad Louisville, Ky. VOR; 251 M rad Lexington, Ky. VOR.
(11) STATESVILLE, TENN(VHF) INT: 099 M rad Nashville, Tenn. VOR; 164 M rad Bowling Green, Ky. VOR.
(12) MEDFORD, ME(VHF) INT: 019 M rad Bangor, Me. VOR; 236 M rad Millinocket, Me. VOR.
(13) BROOKVILLE, PA(LF) INT: W crs. Philipsburg, Pa. LFR; 065 M brng to DuBois, Pa. Rbn.
(14) ROCKTON, PA(LF) INT: W crs. Philipsburg, Pa. LFR; 335 M brng to DuBois, Pa. Rbn.
(15) SAN JACINTO, TEX(VHF) INT: NE crs. Houston, Tex. ILS lclzr; 344 M rad Galveston, Tex. VOR. (This is in addition to the presently established San Jacinto Int.)
(16) WADSWORTH, NEV(LF) INT: NW crs. Fallon, Nev. LFR; NE crs. Reno, Nev. LFR.
(17) TAMPICO, TENN(VHF) INT: 150 M rad London, Ky. VOR; 050 M rad Knoxville, Ky. VOR.

MODIFIED:

(1) CLEARVILLE, PA(VHF) INT: 280 M rad St. Thomas, Pa. VOR; 146 M rad Johnstown, Pa. VOR.
(2)BUSHNELL, COLO(VHF) INT: 279 M rad Sidney, Neb. VOR; 198 M rad Scottsbluff, Neb. VOR.
(3) NUNN, COLO(VHF) INT: 345 M rad Denver, Colo. VOR; 300 M rad Gill, Colo. VOR.
(4) LOVELAND, COLO(VHF) INT: 320 M rad Denver, Colo. VOR; 251 M rad Gill, Colo. VOR.
(5) HUDSON, COLO(VHF) INT: 259 M rad Akron, Colo. VOR; 360 M rad Denver, Colo. VOR.
(6) EGBERT, WYO(VHF) INT: 081 M rad Cheyenne, Wyo. VOR; 205 M rad Scottsbluff, Neb. VOR.
(7) ST CROIX, ME(VHF) INT: 216 M rad Presque Isle, Me. VOR; 328 M rad Houlton, Me. VOR.
(8) EMPIRE, COLO(VHF) INT: 096 M rad Kremmling, Colo. VOR; 214 M rad Gill, Colo. VOR.
(9) CHINESE CAMP, CALIF(VHF) INT: 068 M rad Stockton, Calif. VOR; 094 M rad Linden, Calif. VOR.
(10) JACKSON LAKE, GA(VHF) INT: 087 M rad McDonough, Ga. VOR; 149 M rad Norcross, Ga. VOR.
(11) VINCENT, LA(VHF) INT: 109 M rad Baton Rouge, La. VOR; 252 M rad Picayune, Miss. VOR.
(12) MT HOLLY, PA(VHF) INT: 249 M rad Robbinsville, N.J. VOR; 182 M rad Yardley, Pa. VOR.
(13) PACIFIC, CALIF(VHF) INT: 305 M rad San Diego, (SAN), Calif. VOR; 265 M rad Oceanside, Calif. VOR. (Changeover Point- 48 nmi SE LAX).

CANCELLED:

(1) COUNTY, OHIO(VHF) INT.
(2) WEST POINT, N Y(VHF) INT
(3) TARENTUM, PA(VHF) INT.
(4) ROCHELLE, VA(VHF) INT.
(5) PLACERVILLE, CALIF(VHF) INT.
(6) BURR OAK, MICH(LF) INT.
(7) HASTINGS, MICH(LF) INT.
(8) KINGWOOD, PA(VHF) INT.
(9) HEREFORD, COLO(VHF) INT.
(10) CARR, COLO(VHF) INT.
(11) GILL, COLO(VHF) INT.
(12) SAUSALITO, CALIF(VHF) INT.
(13) CASSODAY, KANS(LF) INT.
(14) TIDEWATER, FLA(LF) INT.
(15) PURGATOIRE RIVER, COLO(VHF)INT.
(16) McGUIRE, OKLA(VHF) INT.
(17) JOLLY, TEX(VHF) INT.
(18) FREEHOLD, N J(LF) INT.

(12 April 1960)

(19) MORRESBURG, TENN(VHF) INT. (20) YUMA, VA(VHF) INT. (21) WITT, TENN(VHF) INT.

RENAMED:

(1) CORAL, FLA(LF) INT: 030 M brng from Key West, Fla. LFR; 313 M brng from Marathon, Fla. Rbn. (Formerly Narl Int.)

HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled as indicated effective 5 May 1960:

ESTABLISHED:

(1) DALTON, OHIO(VHF) INT: direction of holding - W on 281 M rad Navarre, Ohio VOR; direction of turns - right; time - 1 min; MHA - 2500'.

(2) EMPORIA, VA(VHF) INT: direction of holding - SW on 205 M rad Hopewell, Va. VOR; direction of turns - right; time - 1 min; MHA - 2000'.

(3) COUNTY, OHIO(VHF) INT: direction of holding - E on 284 M rad Chardon, Ohio VOR; direction of turns - right; time - 1 min; MHA - 2500'.

(4) DALHART, TEX VOR: direction of holding - N on 350 M rad; direction of turns-right; time - 1 min; MHA - 5200'.

(5) DALHART, TEX RBN: direction of holding - SE on 120 M brng from Rbn; direction of turns - right; time - 1 min; MHA -5200'.

(6) STATESVILLE, TENN(VHF) INT: direction of holding - E on 099 M rad Nashville, Tenn. VOR; direction of turns-right; time - 1 min; MHA - 3000'.

(7) ESLER, LA RBN: direction of holding - NE on 030 M brg from Rbn; direction of turns; right; time - 2 mins; MHA - 1500'.

(8) SAN JACINTO, TEX(VHF) INT: direction of holding - NE on NE crs. Houston, Tex. ILS lclzr; direction of turns - right; time - 2 mins; MHA - 1600'. (This is in addition to the presently established holding pattern.)

(9) TAMPICO, TENN(VHF) INT: direction of holding -NE on 050 M rad Knoxville, Tenn. VOR; direction of turns-right; time - 2 mins; MHA - 4000'.

MODIFIED:

(1) ROCHELLE, VA(VHF) INT: direction of holding - NE on 239 M rad Casanova, Va. VOR; direction of turns-left; time - 1 min; MHA - 4000'.

(2) POPE, N C RBN: direction of holding - NE on 228 M inbnd brng; direction of turns-right; time - 2 mins; MHA - 2000'.

(3) POPE N C VOR: direction of holding - NE on 048 M rad; direction of turns-left; time-2 mins; MHA - 2000'.

(4) TEMPLE, GA(VHF) INT: direction of holding - W on W crs Atlanta, Ga. ILS lclzr; direction of turns-right; time - 1 min; MHA - 2700'.

(5) JACKSON LAKE, GA(VHF) INT: direction of holding - E on 087 M rad McDonough, Ga. VOR; direction of turns-right; time - 1 min; MHA - 3000'.

(6) BRITTON, TEX VOR: direction of holding - SW on 200 M rad; direction of turns-right; time - 1 min; MHA - 2600'.

(7) JOSHUA, TEX(VHF) INT: direction of holding - E on 255 M rad Britton, Tex. VOR; direction of turns-left; time - 1 min; MHA - 2000'.

(8) ATLANTA, GA VOR: direction of holding - W on 265 M rad; direction of turns-right; time - 1 min; MHA - 2300'.

(9) LORAINE, TEX(VHF) INT: MHA - 5800'.

(10) WEBB, TEX(VHF) INT: MHA - 5000'.

CANCELLED:

(1) CATOMA, ALA(VHF) INT: direction of holding - E on E crs. Dannelly, Ala. ILS lclzr; direction of turns-right; time - 1 min; MHA - 2000'.

(2) MONTGOMERY, ALA VOR: direction of holding - SE on 138 M rad; direction of turns-right; time - 1 min; MHA - 1700'.

(3) KENT, ALA(VHF) INT: direction of holding - NE on 046 M rad Montgomery, Ala. VOR; direction of turns-right; time - 2 mins; MHA - 2000'.

(4) CENTRAL, ALA(VHF) INT: direction of holding - NE on 025 M rad Montgomery, Ala. VOR; direction of turns-right; time - 2 mins; MHA - 1700'.

(5) FORT DAVIS, ALA(VHF) INT: direction of holding - E on 085 M rad Montgomery, Ala. VOR; direction of turns-right; time - 2 mins; MHA - 2000'.

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(5) PLACERVILLE, CALIF(VHF) INT.
(6) BURR OAK, MICH(LF) INT.
(7) HASTINGS, MICH(LF) INT.
(8) BRIDGMAN, MICH(LF) INT.

(13) CASSADAY, KANS(VHF) INT.
(14) BLUE WATER, FLA(LF) INT.
(15) MUSKOGEE, OKLA(VHF) INT.
(16) MCALISTER, OKLA(VHF) INT.
(17) [illegible]

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Albuquerque	Los Angeles	Brownsville Local
Austin	Phoenix	WAC 64
Corpus Christi	Prescott	WAC 135
Dallas	Roswell	WAC 192
Douglas	San Diego	WAC 304
El Paso	San Francisco	WAC 364
		WAC 470

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Charlotte	4-4-60	WAC 62	3-23-60	WAC 468	4-4-60
Jacksonville	4-4-60	WAC 309	3-22-60	JN 45	4-4-60

Instrument Approach Procedure Charts and Radio Facility Charts released since 21 March 1960

AL 125 ADF/ILS R9 — Duluth Airport, Minnesota
AL 134 RNG/ADF/ILS R22/VOR/VOR/DME — El Paso International Airport, Texas
AL 163 RNG/VOR — Gage Airport, Oklahoma
AL 202 RNG/VOR — Howes Airport, South Dakota
AL 264 RNG/ILS R11R/ADF-2/ILS R4 — (NAS) Mun. Minneapolis-St. Paul, Minn.
AL 294 RNG/ILS R27R/VOR Rad. 120/VOR Rad. 132 — (NAS) Mun. Metropolitan-Oakland, Calif.
AL 336 RNG — Loving Field, Virginia
AL 349 RNG/VOR-1/VOR-2 — Roanoke Airport(Woodrum Fld), Virginia
AL 360 RNG/ADF-2/VOR/ILS R6 — Lambert St. Louis Airport, Missouri
AL 399 ADF/ILS R27/VOR/ILS R9 — St. Joseph County Airport, Indiana
AL 432 RNG/VOR/ADF-2/ILS R17L — Tulsa Airport, Oklahoma
AL 454 ADF/VOR — Sheppard AFB/Mun Airport, Texas
AL 457 RNG-1/RNG-2 — Williamsport-Lycoming Co. Airport, Pa.
AL 519 ILS R31 — Arcata Airport, California
AL 610 ADF/VOR R4L/R/VOR R22R/L/VOR R25L/ILS R22R — New York International Airport, New York
AL 747 ADF — Fitchburg Airport, Massachusetts
AL 787 VOR — Mercer County Airport, West Virginia
AL 995 ADF — Orange Airport, Massachusetts

AL Revision Notice No. 9-60 Eastern and Western
High Altitude-RF 301/302, 303/304, 305/306, 307/308
Low Altitude - RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 132A
RF LF/VOR Terminal Area - Boston
RF L/MF Terminal Area - Cleveland, Los Angeles, Miami, Salt Lake City, Washington
RF/VOR Terminal Area - Albany, Charlotte, Cincinnati, Cleveland, Columbus, Dallas-Ft. Worth, Dayton, El Paso, Hartford, Jacksonville, Kansas City-Topeka, Las Vegas, Los Angeles-Burbank, Minneapolis, Mobile, Montgomery, New Orleans, Pittsburgh, Raleigh-Durham, Reno, St. Louis, San Antonio-Austin, San Francisco, Washington
RF High Altitude Legend, RF Low Altitude Legend, RF Dates of Latest Prints

NEW CHARTS

AL 519 ADF - Arcata, California - Arcata Airport
AL 610 ILS R4 - New York, New York-New York International Airport
RF LF/VOR Terminal Area - Chicago, Detroit, Philadelphia

DISCONTINUED CHARTS

RF/L/MF Terminal Area - Detroit, Philadelphia
RF/VOR Terminal Area - Chicago, Detroit, Philadelphia

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

GBG	Galesburg, Ill., Galesburg Airport (Identifier change from 3GB)
TAY	Taylor, Fla. (Identifier change from 2TY)
XAI	Annette Island, Alaska, Test VOR (Assignment)
XHB	Hinchinbrook Island, Alaska, Test VOR (Assignment)
XNM	Nome, Alaska, Test VOR (Assignment)
XMG	McGrath, Alaska, Test VOR (Assignment)
2CR	El Paso, Tex., Westside Airport (Name change from Cristo Rey Airport)
2JN	Jane, Ala., Intersection (Assignment)

✓ CHART CORRECTIONS: World Aeronautical Chart 363, 29th edition, dated 8/21/59, realign VOR Airways 105 and 135 to follow the 126° radial from the Beatty VOR, and change bearing figure from 120° to 126°.

✓ ATLANTA/JACKSONVILLE/NEW ORLEANS ARTCC BOUNDARIES: Effective 5 May 1960 the Atlanta/Jacksonville/New Orleans ARTCC boundaries are amended as follows: (1) ATL-JAX boundary-SW and W along southern bndry of V-70 to 31-37N, 86-24W, to 31-30N, 86-24W. (a) ATL-NEW boundary- from 31-30N, 86-24W, to 31-30N, 86-36W to 31-45N, 86-45W to 31-45N, 87-30W. (3) NEW-JAX- from 31-30N, 86-24W to 30-58N, 86-25W.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:
(1) Page 15 add, *St Louis, Missouri (Lambert 111.0 mc).

VOR Receiver Check Points:
(1) Page 15, Bakersfield, California (Meadows Fld)-change to: 127°; over runway 30 at altitude of 1200'..

FAA and WB telephone numbers:
(1) Page 37, Crestview, Florida - change FAA telephone number to: MUrray 2-2305.
(2) Page 37, Marianna, Florida - change FAA telephone number to: HU 2-2300.
(3) Page 38, Greenwood, Mississippi - change WB telephone number to: GL 3-2631.
(4) Page 38, Springfield, Missouri - change FAA telephone number to: UN 2-3588.
(5) Page 39, Dickinson, North Dakota - change FAA telephone number to: 22-4-2989.
(6) Page 40, Junction, Texas - change FAA telephone number to: HI 6-2561.

FAA VHF/DF Stations:
(1) Page 44, add Crestview, Florida

Standard Broadcast Stations:
(1) Page 95, La Junta, Colorado KBNZ - change call letters to: KBZZ and coordinance to: 37-59-29, 103-34-38.
(2) Page 101, Silver City, New Mexico KSIL- add elevation: 6156'.
(3) Page 101, Clovis, New Mexico KICA - change call letters to: KVER.
(4) Page 103, Fargo, North Dakota WDAY- change elevation to: 1173'.
(5) Page 104, Chester, Pennsylvania WDRF - change call letters to: WEEZ.
(6) Page 106, Corpus Christi, Texas KATR - change call letters to KCTA.
(7) Page 106, Galveston, Texas KGBC - change location to: 1.9 nmi NNW lat 29-18-51, long. 94-48-16 and elevation to: 223'.

Index of Restricted Areas:
(1) Page 110, delete R-423 Esler Field, La and add R-431 Camp Claiborne, Alex, La.

Flight Test Areas:
(1) Page 119 add (1) Farmingdale, N. Y. -Republic Airport; (2) Bethpage, N. Y. -Grumman-Bethpage Airport; and (3) Calverton, N. Y. -Grumman-Peconic Airport - See this issue of Airgi page
(2) Page 121 add Morton, Texas-Cochran County Airport - See this issue of Airgi page

ATC Procedures:
(1) Pages 74, 75 and 83 - See this issue of Airgi page

RADOME MOUNTED GLIDE PATH ANTENNAS: Simultaneous operation of airborne radar and glide path receiver produces deflection of the glide path crosspointer, resulting in a glide path indication which is difficult or impossible to fly. Until compatible mounting and use is perfected, pilots are cautioned to turn the weather radar to "standby" or "off" when conducting an approach utilizing the glide path portion of the Instrument Landing System.

✓ MEA CHANGES: Effective immediately the MEA on V-9W from Raymond Int., Miss. to Jackson, Miss. VOR is 2900'.

✓ MEA CORRECTIONS: Correct MEA Amdt. 59, effective 5 May 60: V-25E from Triton Int., Calif., to Pacific Int., Calif., should read 3000' instead of 2500'.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

NOTE: Please destroy copy of Reno, Nevada Proc. No. ILS-16, Amdt. 1, Effect. 1 Jan. 60, issued with Transmittal Letters No. 60-11, dated 17 March 60.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wright-Patterson LFR	LOM	Direct	3000	T-dn	300-1	300-1	200-½
W crs Columbus LFR & brg. 236°				C-dn	400-1	500-1	500-1½
to LOM	LOM	Direct	2300	S-dn-6	400-1	400-1	400-1
Liberty Int	LOM	Direct	2300	A-dn	800-2	800-2	800-2
*West Alexandria Int	LOM (Final)	Direct	1700				
Dayton VOR	LOM	Direct	2300				

Procedure turn West side of SW crs, 236° Outbnd, 056° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 056°-3.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing LOM, climb to 2300' on 360° crs from Tipp City RBn within 10 miles.
*Int W crs Wright-Patterson LFR & 056° brng to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dayton, Ohio	Dayton 1008'	LOM DA	1, Amdt 14, 7 May 60	13, 22 Feb 58 (ADF portion Comb. ILS-ADF)

Ft Wayne LFR	LOM	Direct	2100	T-dn	300-1	300-1	200-½
Ft Wayne VOR	LOM	Direct	2100	C-dn	400-1	500-1	500-1½
Int NE crs FWA-LFR & Brg 202°				S-dn-31	400-1	400-1	400-1
to LOM	LOM	Direct	2200	A-dn	800-2	800-2	800-2
Int SW crs FWA-LFR & Brg 070°							
to LOM	LOM	Direct	2100				

Procedure turn E side SE crs, 135° Outbnd, 315° Inbnd, 2100' within 10 miles.
Minimum Altitude over LOM on final approach crs, 1600'
Crs and distance, LOM to approach end of Runway 31, 315°-3.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM, climb to 2100' on crs of 315° within 20 miles or, when directed by ATC, make left turn, climbing to 2100' and proceed back to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft Wayne, Ind	Baer Field 801'	LOM FW	1, Amdt 6, 7 May 60	5, 15 Oct 55 (ADF portion of Comb. ILS-ADF)

Tiverton VOR	MFD RBn	Direct	2500	T-dn	300-1	300-1	200-½
Mansfield VOR	MFD RBn	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 140° Outbnd, 320° Inbnd, 2500' within 10 miles. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 320°-4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles after passing MFD RBn, climb on 320° crs to 2500' MSL, turn right and return to MFD RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mansfield, Ohio	Mansfield 1296'	RMH MFD	1, Orig, 14 May 60	None

SAT-VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
→ SAT-RBn	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Wetmore Int	LOM	Direct	2200	S-dn-3	400-1	400-1	400-1
Losoya Int	LOM	Direct	2200	A-dn	800-2	800-2	800-2
Collins Int	LOM (Final)	Direct	2000				

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045 to 230 0-20 mi 2200'
230 to 045 0-10 mi 2200'
230 to 045 10-15 mi 2500'
230 to 045 15-20 mi 3000'
→ Radar Control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of radio tower 2049' MSL. 19 mi SE of airport.
Procedure turn W side of crs, 211 Outbnd, 031 Inbnd, 2200' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 031°-3.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 mi of LOM, turn left, proceed direct to SAT RBn, climb to 2500' on 354° crs within 20 miles of SAT RBn or, when directed by ATC, climb to 2500' on crs of 031° within 20 miles of SAT LOM.
Major Change: Deletes transition from Medina Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Tex	International 800'	LOM SA	1, Amdt 15, 7 May 60	14, 6 Sept 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
SPI-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
Int R-209 SPI-VOR &/or SW crs				S-dn-4	400-1	400-1	400-1
→ SPI-LFR & VLA-VOR R-312	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Int R-097 SPI-VOR & 250°							
brng SPI LOM	LOM	Direct	2600				
Int R-265 SPI-VOR & 125°							
brng SPI LOM	LOM	Direct	2000				

Procedure turn South side of crs, 218° Outbnd, 038° Inbnd, 2000' within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 038°-5.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . within 5.1 miles, make left turn, climb to 2000', proceed to SPI LOM.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ill	Capital 593'	LOM SP	1, Amdt 5, 23 Apr 60	4, 16 Apr 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Rochester VOR	RST-LFR	Direct	2400	T-dn	300-1	300-1	200-½
Stewartville FM	RST-LFR (Final)	Direct	1900	C-dn	500-1	600-1	600-1½
RST-VOR	*Stewartville Int	Direct	2400	S-dn-35	500-1	500-1	500-1
**Spring Valley Int	*Stewartville Int	Direct	2400	A-dn	800-2	800-2	800-2
*Stewartville Int	RST-LFR (Final)	Direct	1900				

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 350-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2800' on N crs or, when directed by ATC, make immediate right climbing turn to 2800', proceed out E crs RST-LFR within 20 miles.
AIR CARRIER NOTE: Sliding scale not authorized.
CAUTION: 1783' MSL Tower 4 mi WNW of airport and 1635' MSL Tower 3 mi NNE of airport.

→ *Stewartville Int: Int RST-VOR R-065 & S crs RST-LFR.
→ **Spring Valley: Int RST-VOR R-100 & S crs RST-LFR.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester, Minn	Lobb Field 1041'	SMBRLZ RST	1, Amdt 11, 23 Apr 60	10, 23 Apr 60

Procedure CANCELLED upon decommissioning of facility.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	SMRALZ SAT	1, Amdt 15, 30 Oct 59	14, 15 Nov 58

Waterville VOR	TOL-LFR	094-9.6	2000	T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-dn-32	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 204 Outbnd, 024 Inbnd, 1900' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 344-7.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 7 mi, climb to 2100' on N crs within 20 mi.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo, Ohio	Toledo 622'	SBMRAZ TOL	1, Amdt 1, 7 May 60	Orig, 13 Aug 52

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

				T-dn	300-1
				C-d	1000-1
				C-n	1000-2
				A-dn	1000-2

Procedure turn E side of crs, 125 Outbnd, 305 Inbnd, 2300' within 10 mi.
→ Minimum altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 305-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 2500' on R-305 within 20 mi.
CAUTION: Sod Field.
NOTE: Air Carrier use not authorized.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Emporia, Kans	Emporia 1204'	BVOR EMP	1, Amdt 2, 30 Apr 60	1, 1 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	300-1		
				C-d	600-1		
				A-d	NA		

Procedure turn South side of crs, 287° Outbnd, 107° Inbnd, 1200' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 107°-4.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, make a left climbing turn and return to the Franklin VOR at 1200'. Hold on R-107, right turns, within 10 miles.
NOTE: Instrument takeoff not authorized from Runway 22. Right turn after takeoff from Runway 14 not authorized.
CAUTION: 277' smoke stacks .9 miles SW of airport.

★ City and State: Franklin, Va | Airport Name & Elev.: Franklin Municipal 37' | Fac. Class & Ident.: BVOR FKN | Procedure No. & Eff. Date: 1, Orig, 14 May 60 | Sup. Amdt. No. Dated: None

GSH LFR	GSH VOR	Direct	2000	T-dn	300-1
				C-dn	*500-1½
				S-d-9	*500-1
				S-n-9	*500-1½
				A-dn	800-2

Procedure turn South side of crs, 270° Outbnd, 090° Inbnd, 2000' within 10 miles. Beyond 10 miles NA.
Minimum altitude over GSH VOR on final approach crs, 1900'; over *GSH LFR on final approach crs, 1500'
Crs and distance, facility to airport, 090°-10.0 mi; *GSH-LFR to airport, 090°-2.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10 miles of GSH-VOR or 2.4 miles of GSH-LFR, climb to 2300' on R-090 within 20 miles.

*If passing GSH-LFR not identified on final, descent below 1500' MSL and ceiling minima below 700' NA.

★ City and State: Goshen, Ind | Airport Name & Elev.: Goshen 823' | Fac. Class & Ident.: BVOR GSH | Procedure No. & Eff. Date: 1, Orig, 14 May 60 | Sup. Amdt. No. Dated: None

→ SAT RBn Cibolo Creek FM	SAT-VOR	direct	2200	T-dn	300-1	300-1	200-½
	SAT-VOR (Final)	direct	1900	C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045° to 230° 0 - 20 mi 2200'
230° to 045° 0 - 10 mi 2200'
230° to 045° 10 - 15 mi 2500'
230° to 045° 15 - 20 mi 3000'
→ **Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a**
→ **3-5 mile (inclusive) radius of radio tower 2049' 19 mi SE of airport.**

Procedure turn W side of crs, 355 Outbnd, 175 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude over Cibolo Creek FM on final approach crs, 2000'; over SAT-VOR, 1900'; over SAT RBn*, 1500'. ←
→ **Crs and distance, SAT-VOR to airport, 175°-6.3 mi; SAT-RBn to airport, 175°-2.3 mi.**
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 mi, turn left, climb to 3000' on R-158 within 20 miles or, when directed by ATC, turn left and climb via SAT ILS NE crs to 2500' within 20 mi, or climb via R-174 to 2500' within 20 mi.

→ *Descent below 1500' NA if position over SAT RBn not determined.

★ City and State: San Antonio, Tex | Airport Name & Elev.: International 800' | Fac. Class & Ident.: BVOR SAT | Procedure No. & Eff. Date: 1, Amdt 7, 7 May 60 | Sup. Amdt. No. Dated: 6, 1 Nov 58

			T-dn	300-1	300-1	NA
			C-dn	1000-1	1000-1	NA
			S-dn-18	1000-1	1000-1	NA
			A-dn	1000-2	1000-2	NA

Procedure turn W side of crs, 359° Outbnd, 179° Inbnd, 1800' within 10 miles. Beyond 10 miles NA. When authorized by ATC, DME may be used within 15 miles at 2100' orbiting altitude to position aircraft for final approach with elimination of a procedure turn.
Minimum altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 179°-5.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 miles, make right turn, climb to 1900' direct to VLA VOR.

★ City and State: Vandalia, Ill | Airport Name & Elev.: Vandalia 532' | Fac. Class & Ident.: BVOR VLA | Procedure No. & Eff. Date: 1, Orig, 14 May 60 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
10 mi, R-231	5 mi fix#, R-231	direct	1500	T-dn	300-1	300-1	200-½
5 mi fix#, R-231	HOU VOR (Final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

ALL PROCEDURES: #Fixes may be determined by either DME or Radar. Radar terminal area maneuvering altitude
→ all directions 1500' within 20 mi. Radar control will provide 1000' vertical clearance within a 3-mile radius or
→ 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi
→ SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

Procedure turn S side, 231 Outbnd, 051 Inbnd, 2100 within 10 miles** Beyond 10 mi NA.
** When authorized by ATC, DME may be used within 10 mi at 2200' orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 3, 036-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1600' on R-036 within 20 miles.

★ City and State: Houston, Tex | Airport Name & Elev.: International 50' | Fac. Class & Ident.: BVOR HOU | Procedure No. & Eff. Date: TerVOR-3, Amdt 4, 30 Apr 60 | Sup. Amdt. No. Dated: 3, 26 Oct 57

10 mi fix, R-017	5 mi fix#, R-017	direct	1500	T-dn	300-1	300-1	200-½
5 mi fix#, R-017	HOU VOR (Final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions
→ 1500' within 20 miles. Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical
→ clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV
→ tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport.

Procedure turn W side, 017 Outbnd, 197 Inbnd, 1500 within 10 miles** Beyond 10 mi NA.
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 21, 216-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2100' on R-218 within 20 miles

★ City and State: Houston, Tex | Airport Name & Elev.: International 50' | Fac. Class & Ident.: BVOR HOU | Procedure No. & Eff. Date: TerVOR-21, Amdt 4, 30 Apr 60 | Sup. Amdt. No. Dated: 3, 26 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

10 mi fix R-277	0 mi fix R-277	Direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-040	8.1 mi fix R-040 (Final Arpt)	Direct	1900	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA

Procedure turn S side R-277, 2500' within 10 miles. Procedure authorized without DME, but procedure turn required.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ at 8.1 mi turn left, climb to 3000' on N crs OKC-ILS within 20 miles or, when directed by ATC, climb to 3000',
→ turn left, proceed to OKC-VOR via R-037.
NOTE: When authorized by ATC, DME may be used within 10 miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

★ City and State: Oklahoma City, Okla. | Airport Name & Elev.: Tulakes 1302' | Fac. Class & Ident.: BVOR-DME OKC | Procedure No. & Eff. Date: VOR-DME-Arpt #1, Orig, 7 May 60 | Sup. Amdt. No. Dated: None

Procedure CANCELLED, effective 14 May 1960.

★ City and State: Vandalia, Ill | Airport Name & Elev.: Vandalia 539' | Fac. Class & Ident.: VOR-DME-VLA | Procedure No. & Eff. Date: VOR-DME-18, Orig, 3 Sep 55 | Sup. Amdt. No. Dated: None

Procedure CANCELLED upon publication in the Federal Register.

★ City and State: Vandalia, Ill | Airport Name & Elev.: Vandalia 539' | Fac. Class & Ident.: VOR-DME-VLA | Procedure No. & Eff. Date: VOR-DME-36, Orig, 3 Sep 55 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
FOT VOR via R-036	SE crs ILS (Final)	direct	3500#	T-dn	300-1	300-1	200-½
Trinidad Int*	LOM	direct	3000	C-dn	500-1	500-1	500-2
Trinidad Int*	LMM	direct	2000	S-dn-31	200-½	200-½	200-½
				A-dn	800-2	800-2	800-2

Procedure turn S side SE crs, 134 Outbnd, 314 Inbnd, 3000 within 5 mi SE of LOM. NA beyond 5 mi SE of LOM.
(Non-standard due to terrain)
Minimum Altitude at G.S. int inbnd, 3000
Altitude of G.S. and distance to appr end of rny at OM 1570-4.1, at MM 460-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a left climbing turn, climb to 2000' on crs of 295° from the LMM to Trinidad Int.
NOTE: Procedure not authorized with G.S. inoperative. Either the outer marker (visual) or the LOM must be operative.
Major Change: Deletes transition from ACV LFR.

*Int of R-341 FOT and 115 brng to ACV LMM or 121 brng to ACV LOM
#After intercepting localizer, descent on Glide Slope is authorized.

★ City and State: Arcata, Calif — Airport Name & Elev.: Arcata 217' — Fac. Class & Ident.: ILS I-ACV — Procedure No. & Eff. Date: ILS-31, Amdt 6, 7 May 60 — Sup. Amdt. No. Dated: 5, 12 Mar 60

ORD-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Northbrook VOR	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
NBU-LFR	LOM	Direct	2500	S-dn-14R	200-½	200-½	200-½
MDW-LOM	LOM	Direct	2500	A-dn	600-2	600-2	600-2
→ Morton Int	LOM	Direct	2500				
→ Spring Lake Int	LOM	Direct	2500				
→ Elgin Int	LOM	Direct	2500				
→ Crystal Int	LOM	Direct	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from LOM. Refer to radar procedures for O'Hare if sector altitude information desired.
→ Procedure turn W side of NW crs, 318° Outbnd, 138° Inbnd, 2200' within 10 miles.
→ Minimum altitude at Glide Slope Int inbnd, 2200'
→ Altitude of Glide Slope and distance to approach end of runway at LOM, 2132'-5.3; at LMM, 861'-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make immediate left turn, climb to 2500' or higher altitude specified by ATC and proceed to Northbrook VOR via ORD R-030 and OBK R-135 or, when directed by ATC, (1) make immediate left turn climb to 3500', proceed to
→ Morton Int via ORD R-076; (2) make immediate left turn, climb to 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.
→ NOTE: Simultaneous Parallel ILS Approach Study being conducted to Rnwys 14R and 14L, when WX is 2600-3 or
→ better with pilot's concurrence. Rnwy 14R LOM designated "ROMEO"; Rnwy 14L LOM designated "LIMA".

★ City and State: Chicago, Ill. — Airport Name & Elev.: O'Hare International 666' — Fac. Class & Ident.: ILS I-ORD — Procedure No. & Eff. Date: ILS-14R, Amdt 2, 30 Apr 60 — Sup. Amdt. No. Dated: 1, 22 Mar 58 (ILS portion of Comb. ILS-ADF)

Dayton VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	LOM	Direct	3000	C-dn	400-1	500-1	500-1½
W crs Columbus LFR & ILS NE crs	LOM	Direct	2300	S-dn-6*	200-½	200-½	200-½ ←
Liberty Int	LOM	Direct	2300	A-dn	600-2	600-2	600-2
West Alexandria Int#	LOM (Final)	Direct	2300				

Procedure turn W side SW crs, 236 Outbnd, 056 Inbnd, 2300' within 10 mi.
Minimum Altitude at G.S. interception inbnd, 2300'
Altitude of G.S. and distance to appr end of rnwy at OM, 2230'-3.7 mi; MM, 1245'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2300' on 360° crs from Tipp City RBn within 10 miles.
* 400-½ required with glide slope inoperative.
#Int W crs Wright-Patterson LFR & SW crs ILS

★ City and State: Dayton, Ohio — Airport Name & Elev.: Dayton 1008' — Fac. Class & Ident.: ILS DAY — Procedure No. & Eff. Date: ILS-6, Amdt 14, 7 May 60 — Sup. Amdt. No. Dated: 13, 22 Feb 58 (ILS portion Comb. ILS-ADF)

Int NW crs FWA-LFR & NW crs ILS	LOM	direct	2200	T-dn	300-1	300-1	200-½
Int NE crs FWA-LFR & ILS crs	LOM	direct	2100	C-dn	400-1	500-1	500-1½
Ft. Wayne LFR	LOM	direct	2100	S-dn-31	200-½	200-½	200-½ ←
Ft. Wayne VOR	LOM	direct	2100	A-dn	600-2	600-2	600-2
Int SE crs FWA-LFR & brg 357° to LOM	LOM (Final)	direct	2100				
Int FWA R-143 & brg 350° to LOM	LOM (Final)	direct	2100				
Int NE crs FWA-LFR & Brg 202 to LOM	LOM	direct	2200				
Int SW crs FWA-LFR & Brg 070 to LOM	LOM	direct	2100				

Procedure turn E side of SE crs, 135 Outbnd, 315 Inbnd, 2100 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2100'
→ Altitude of G.S. and distance to approach end of rny at OM, 2045'-3.8 mi; at MM, 1075'-0.7 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, climb to 2100' on NW crs ILS within 20 miles or, when directed by ATC, make left turn, climbing to 2100' and proceed back to LOM.

★ City and State: Fort Wayne, Ind — Airport Name & Elev.: Baer Field 801' — Fac. Class & Ident.: ILS I-FWA — Procedure No. & Eff. Date: ILS-31, Amdt 6, 7 May 60 — Sup. Amdt. No. Dated: 5, 15 Oct 55 (ILS portion of Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Houston VOR	San Jacinto Int	direct	1600	T-dn	300-1	300-1	200-½
→ Houston LFR	San Jacinto Int	direct	1600	C-dn	400-1	500-1	500-1½
→ San Jacinto Int	Pasadena RBn or Fix# (Final)	direct	1100	S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar Terminal Transition Altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi.
→ SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5.5 mi NW and 610' structure 7 mi NE of airport.
→ Radar may be used to position aircraft for a final approach within 2 miles East of San Jacinto Int in lieu of a
→ procedure turn.

→ Procedure turn N side NE crs, 036° Outbnd, 216° Inbnd, 1600' within 10 mi of Pasadena RBn or Fix#
→ No Glide Slope. Minimum Altitude over Pasadena RBn or Fix#, 1100'
→ Distance, Pasadena RBn or Fix# to Rnwy 21, 4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 mi of Pasadena RBn or Fix#, climb to 1600' on SW crs HOU ILS within 15 mi or, when directed by ATC,
→ turn right, climb to 1800' on NW crs HOU LFR or R-315 HOU VOR within 20 miles.
→ CAUTION: 1232' MSL TV tower approximately 9 mi SE of LOM.

→ #Pasadena Fix is a Houston Radar (ASR) fix coinciding with location of Pasadena RBn.

★ City and State: Houston, Tex | Airport Name & Elev.: International 50' | Fac. Class & Ident.: ILS I-HOU | Procedure No. & Eff. Date: ILS-21, Amdt 6, 7 May 60 | Sup. Amdt. No. Dated: 5, 26 Oct 57

or com. of Pasadena RBn

Tiverton VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Mansfield VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-32	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn North side of crs, 140° Outbnd, 320° Inbnd, 2500' within 10 mi. Beyond 10 miles NA.
Minimum Altitude at Glide Slope interception inbnd, 2500'
Altitude of glide slope and distance to approach end of Runway at OM, 2500'-4.0 mi; at MM, 1510'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' on NE crs ILS, turn right and return to LOM.

★ City and State: Mansfield, Ohio | Airport Name & Elev.: Mansfield 1296' | Fac. Class & Ident.: ILS MFD | Procedure No. & Eff. Date: ILS-32, Orig, 14 May 60 | Sup. Amdt. No. Dated: None

→ Mobile VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-½
→ Brookley RBn	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-14	*300-¾	*300-¾	*300-¾
				A-dn	#600-2	#600-2	#600-2

Radar terminal area transitions:
2000' altitude within 20 mi Brookley AFB
2200' altitude required from 060° to 100° mag.

→ Procedure turn W side NW crs, 320° Outbnd, 140° Inbnd, 1400' within 10 mi.
→ Minimum altitude at Glide Slope interception inbd, 1400'
→ Altitude of Glide Slope and distance to approach end of rnwy at OM, 1400'-4.0 mi; at MM, 434'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi after passing LOM, make right turn, climb to 1600' on 180° crs from LOM within 20 mi or, when
directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' and enter VOR holding pattern.
NOTE: No approach lights.

* 400-¾ required when glide slope not utilized.
All installed components of ILS must be operating otherwise alternate minima of 800-2 apply.

★ City and State: Mobile, Ala | Airport Name & Elev.: Bates 217' | Fac. Class & Ident.: ILS I-MOB | Procedure No. & Eff. Date: ILS-14, Amdt 10, 7 May 60 | Sup. Amdt. No. Dated: 9, 7 Dec 58

San Antonio VOR via R-143	Wetmore Int	direct	2400	T-dn	300-1	300-1	200-½
→ San Antonio RBn via crs 084	Wetmore Int	direct	2400	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
Bracken Int	Wetmore Int (Final)	direct	1800	A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:

045° to 230°	0 - 20 mi	2200'
230° to 045°	0 - 10 mi	2200'
230° to 045°	10 - 15 mi	2500'
230° to 045°	15 - 20 mi	3000'

→ Radar Control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of radio tower 2049' MSL 19 miles SE of airport.

Procedure turn W side NE crs, 031 Outbnd, 211 Inbnd, 2400 within 10 mi of Wetmore Int. Beyond 10 mi NA.
Minimum altitude over Wetmore Int 1800
No Glide slope, no outer marker, distance Wetmore int to rny 21, 3.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi after passing Wetmore Int, turn left, climb to 3000' via R-156 within 20 mi or, when directed by
ATC, turn right and climb to 2500' via R-353 within 20 mi.

★ City and State: San Antonio, Tex | Airport Name & Elev.: International 800' | Fac. Class & Ident.: ILS-ISAT | Procedure No. & Eff. Date: ILS-21, Amdt 8, 7 May 60 | Sup. Amdt. No. Dated: 7, 27 Sept 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

San Antonio VOR	LOM	direct	2200	T-dn	300-1	300-1	200-½
→ San Antonio RBn	ILS SW crs	174-3.3	2200	C-dn	400-1	500-1	500-1½
Wetmore Int	LOM	direct	2200	S-dn-3#	200-½	200-½	200-½
→ San Antonio RBn	LOM	direct	2200	A-dn	600-2	600-2	600-2
Losoya Int	LOM	direct	2200				
Collins Int	LOM (Final)	Direct	2100				

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:

045° to 230°	0-20 mi	2200'
230° to 045°	0-10 mi	2200'
230° to 045°	10-15 mi	2500'
230° to 045°	15-20 mi	3000'

→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of radio tower 2049' MSL 19 miles SE of airport.
Procedure turn W side SW crs, 211 Outbnd, 031 Inbnd, 2200 within 10 mi. Beyond 10 mi NA.
Minimum altitude at G.S. int inbnd, 2100'
Altitude of G.S. and distance to approach end of rny at OM 2050-3.8, at MM 1000-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left, proceed direct to SAT VOR climbing to 2500' on R-353 within 20 miles of SAT VOR or, when directed by ATC, turn right and climb to 3000' on R-158 within 20 miles of SAT VOR, or climb to 2500' on NE crs of SAT ILS within 20 miles of SA LOM.
Major Changes: Deletes transitions from Medina Int and Kelly LFR.
#400-¾ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Tex	International 800'	ILS ISAT	ILS-3, Amdt 15, 7 May 60	14, 6 Sept 58

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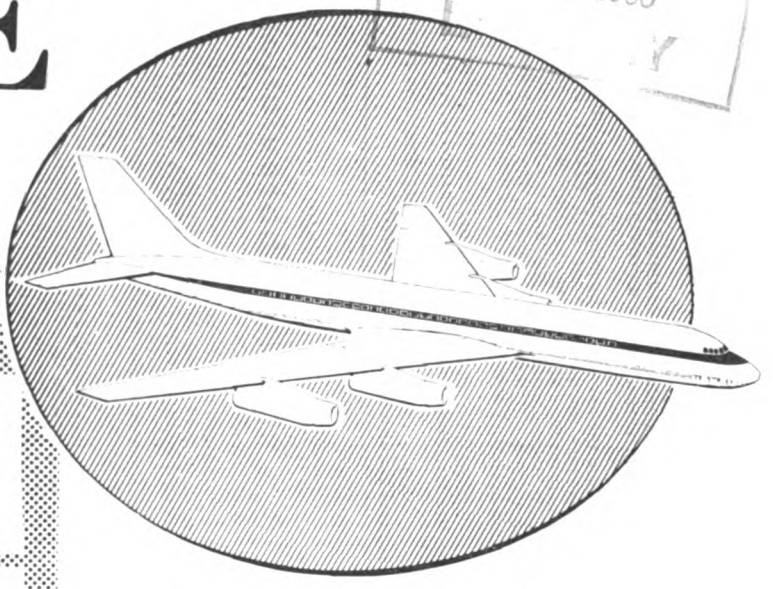
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VOL. 15, NO.4 APRIL 26, 1960

AIRMAN'S GUIDE

OSU STILLWATER
MAY 13 1960



special notices

Retain Airman's Guide Issues: Vol. 15;#3, 4

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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Special Notices page 25

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. See p. 53

FEDERAL AVIATION AGENCY

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway	efctv	effective	nmi	nautical miles
aprx	approximate	emgcy	emergency	patn	pattern
avbl	available	eqpmt	equipment	rvr	river
brg	bearing	excp	except	svc	service
btn	between	extsn	extension	smi	statute miles
bcst	broadcast	extsv	extensive	tkof	take-off
char	characteristic	facil	facility	tmpry	temporary
combd	combined	flt	flight	trml	terminal
coml	commercial	inst	instrument	tsmt	transmit
comsn	commission	intsv	intensive		
comm	communication	intl	international		
constr	construction	int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 35 cents.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

[redacted]: ALBERTVILLE ARPT: 150' lgtd temp twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)

ANNISTON RADIO: About June 6, VOR class will be chgd to L-VOR and freq changed to 108.8 mc. (3-24)

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.

BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd on Haves ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200'-1/2.

ELBA ARPT: New arpt reported. Lcnt: 1.5 mi W; Lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4; Rmks: Unattended. Tree E. (4-7)

FORT RUCKER SPECIAL NOTICE: May 1 thru 15, U.S. Army Aviation Board will conduct tests of a Personal Rescue Rdo Set on 243.0 mc with voice and tone tsmtns at 75 milliwatts pwr durg hrs 0900-1200 and 1800-2100 within 100 mi radius. (3-16)

GADSDEN RADIO:About May 5, VOR will be comsnd. Freq: 112.0 mc Ident: GAD. Lctd lat 33-58-33, long. 86-05-05. Class: M-VORW. (2-24)

GADSDEN ARPT: 150' unlgtd temp twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)

HUNTSVILLE RADIO: About May 23, VOR class will be chgd to L-VOR and freq changed to 108.2 mc. (3-24)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)

MOBILE, BROOKLEY AFB SPECIALNOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MONTGOMERY SPECIAL NOTICE: Due to exstv jet tfc, all acft are cautioned to maintain cont rdo ctc withappropriatectl twr when operg inDanelly Fld or Maxwell AFB ctl zone.

MUSCLE SHOALS RADIO: DMET operg test basis; channel 33. (8-12) About May 1, VOR freq will be chgd to 116.5 mc; TACAN channel chg to 112; class chg to M-BVOR. (?-24)

rrOZARK-CAIRNS AAF-RADIO: CM twr freq 127.4 mc decmsnd; freq 125.4 mc comsnd.

SCOTTSBORO, WORD FLD: 115'(785'MSL) lgtd twr being erected approx 1500' SE (135° T) at lat 34-41-10, long. 86-00-07. (3-28)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282° T) at lat 34-33-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

[redacted]: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Power Co., hitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)

CLIFTON, GREENLEE CO. ARPT: N/S strip clsd acct ruf and rocky. (11-20)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.

[redacted]: **MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA: Space Surevillance Stn at lat 33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)

PEACH SPRINGS RADIO: TACAN operg on test basis, unmonitored; channel 117. Not synchronized with VOR ident. (8-10) About May 1, VORTAC will be comsnd. TACAN channel 117. Class: M-VORTACW. (4-11)

PHOENIC SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn theGila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112° -35'W. (6-1)

PHOENIX, AIRHAVEN ARPT: Clsd all acft over 6000 lbs gross wt. (2-4) Effective Apr 1 thru May 1 clsd to all tfc, will be abandoned May 1. (3-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy under constr with gravel surface and 2' windrows. Extsn not to be used. (2-17)

SAFFORD MUN ARPT: Constr in progress; men, eqpmt working sides of rnwys, txwys and areas btn rnwys. (11-17)

ST. JOHNS RADIO: TACAN operg on test basis; channel 70. (10-9) About May 1, VORTAC will be comsnd. TACAN channel 70. Class: M-BVORTAC. Lctn: lat 34-25-26, long.109-08-34. Mag var.: 13 46'E. Elev: 6860' MSL. (4-6)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, cont daily. (6-4)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)

TUCSON, DOWNTOWN ARPT: Inactive.

WINSLOW RADIO: TACAN operg test basis; channel 81. (9-10) About April 25, LF rng will be shut down until aprx Apr 29 - twr modernization.

YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-31 only. 2-way rdo rqrd. (4-6)

[redacted]: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Both strips hazardous. N/S clsd. E/W strip emgcy only.

EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FAYETTEVILLE, DRAKE ARPT: N/S txwy W side hard surfaced rnwy under constr; use hard surfaced rnwy only; open trenches within 50' both ends hard surfaced rnwy. (9-11)

FOREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)

LITTLE ROCK, ADAMS FLD: North E/W taxi strip open to acft less than 45,000 lbs.

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240' one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avlb. (3-24)

MONTICELLO ARPT: New NE/SW strip under constr. (2-27)

PARAGOULD MUN ARPT: E/W rnwy clsd. (2-16)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

ARKANSAS: TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.
CALIFORNIA: AGNEW-RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000';040°-060°, 12,000'; 060°-090°, 13,500'. (8-9) ILS LMM voice feature gnd checked only.
BAKERSFIELD-MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx May 1-relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (12-4)
BAKERSFIELD, MEADOWS FLD: Rnwy 12-30 efctv length of 5700' for ngt lndgs only, 12-30 clsd days so that sealing and painting operns may be completed. Rnwy 16-34 open. Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19)
BELMONT, SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)
BLUE CANYON ARPT: Clsd due to snow. (2-9)
BLYTHE RADIO: DMET test operns inop-channel chg. (4-4)
BURBANK-LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000';075°-090°, 30 nmi below 9000';090°-265° below 6000';265°-290° below 9000';290°-015° below 13,000'. (1-15)
**BUTTON WILLOW-KERN COUNTY # 5 ARPT: Low intensity rnwy lgts comsnd Apr 4.
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CHINO ARPT: Caution hvy acft intermittent flt tests on rnwy 3-21. (4-12)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported. Lat 33-53, long. 117-36; Lctn: 2.5 NW. One oil strip 2000' x 100'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)
DAGGETT RADIO: TACAN operg on test basis;, without synchronous keying; channel 79. (7-20) Soon, VORTAC will be comsnd. TACAN channel 79. Class: M-VORTACW. (3-15)
DAGGETT ARPT: 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of centerline of rnwy 3 and 940' N centerline rnwy 7. (3-30)
EL CENTRO RADIO: TACAN operg test basis; channel 86. (9-21)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE RADIO: TACAN operg on test basis; channel 72. (10-14) About Apr 29, VORTAC will be comsnd; TACAN channel 72. Class: M-BVORTAC. (3-18)
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. Only awys radials flt-checked. (10-6)
FREMONT, CENTER FLD: Caution-extsv glider activity conducted every Wed thru Sun.
FRESNO RADIO: DMET operg test basis; channel 76. (4-25)
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) About June 1 ILS LMM and MM will be shut down until aprx July 5-relctn to 0.68 smi from the approach end of rnwy. (4-8)
FRESNO AIR TERMINAL: Neon bar apch lgtg system lined up with left edge rnwy 29 tmpry decmsnd. Caution-men, eqpmt working in jet overrun and 3000' of rnwy 29. (3-10)
FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag. var.: 16°23' E. Elev: 2350' MSL. Montrg category (1). Ctld from Fresno CS/T. Class: M-BVOR. (3-28)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
HAYWARD MUN ARPT: All VFR flts exercise extreme caution when arriving, departing or operg in the vcnty. Extensive simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. (4-25) Due to non-visibility twr unable to ctl tfc on main N/S taxi strip on E side of fld. 65' twr under constr 800 yds 065° from int rnwys 28R and 22.
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
CALIFORNIA: HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolitation activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8000' MSL. (3-29)
LINDEN RADIO: TACAN operg on test basis; channel 102. (11-2)
LONG BEACH SPECIAL NOTICE: Caution when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LF rng. (5-1)
LONG BEACH ARPT TOWER: About May 2, ILS glide slope will be shut down until aprx. May 8-glide slope angle will be chgd to 2.75°. (3-22)
LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct constr of perm bldg.
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down until aprx June 4. (4-4)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300'; visibility 3/4 mi. ILS lclzr and glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 7R-25L clsd to all operns, due resurfacing. Hi-intensity lgts, sequence flashers and threshold lgtg rnwy 25L, westerly extsn under constr. Constr, 8' blast wall in progress threshold rnwy 25L portions of rnwy 7R-25L avbl for taxiing, ctc ctl twr for instrs. Rnwy 6-24, 8925' long, now avbl for use from SR-SS under VFR to the following types acft; All single and twin eng prop type acft, Electras and Viscounts. During period when rnwys 7L-25R are clsd or acft emgcy conditions exist this rnwy, 6-24 avbl in both directions to all type acft all hrs. After dark rnwy tmprly lgtd upon 10 min notice. No overrun area W end this rnwy, normal operns limited to lndg toward the E and tkofs to the W only. Use caution; men, eqpmt along edges of all pavements. Use same tfc patns as outline for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction of tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline of this rnwy to the shoreline. All acft are to remain S of the flashg green bcn site lctd on the sand dunes aprx 1.0 mi beonnd the W end of this rnwy. 8' blast well erected threshold rnwy 25R. (4-8) Rnwy 16-34 avbl dalgt hrs only upon 20 min notice when N or S wind component exceeds 15 knots. Rnwy width 102', rnwy 34 avbl lndg length 5075' tkof length 6754'.
Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi-terrain and p-line along S arpt bndry. Use extreme caution unmrkd ditches and ruf gnd along edges of rnwy. No rnwy markings. (4-13)
LOS ANGELES, VAN NUYS ARPT: Men and eqpmt working adjt N edge of W 1000' of rnwy 8-26. Open ditch, taxi with caution. (4-22)
MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on the folg dates: May 8, June 12, July 10, Aug 10, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)
MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jet climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)
MONTEREY RADIO: DMET operg test basis; channel 87. (2-23) About May 25, VOR name & ident will be chgd to Big Sur, BSR. (4-22)
MONTEREY-PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution during hrs of darkness. (3-2)

[redacted] MOUNTAIN VIEW MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

NAPA RADIO: DMET shut down. (3-4) Soon, VORTAC will be comsnd. TACAN channel 45. Class: M-BVORTAC. (3-17)

NORCO, SWANSON FLD: New arpt reported. Lctn: 2.0 S; lat 33-55, long. 117-34; elev: 590'; one rnwy, 1700' bare; Fuel: F2; maj svc; lgts flares; remarks: road crosses rnwy E. P-line E, W. Atnd days. (5-4)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay if frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc opern in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqrd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward of San Francisco. (10-2)

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15) Transcribed wea bcst operg on test basis (LF rng 362 kc). (4-7)

OAKLAND AIR ROUTE CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020 - 050°, 8000'. (1-17)

OAKLAND METROPOLITAN OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA.

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (2-19)

ONTARIO INTL ARPT TOWER: April 25, ILS LMM and LOM shut down until aprx June 3 - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi. LMM voice communication on 215 kc inop. (4-25)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Men and eqpmt, and open ditches E of the apch end of rnwy 25. Transmissometer inop. (4-25)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135 M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000' MSL & above S of V-64 to Fallbrook. Hrs of opern: cont daily. (6-4)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALMADLE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearnace should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000'MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At and below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

RED BLUFF RADIO: Apr 15, LF rng Z mrkr will be shut down until aprx Apr 27- modernization. (4-15)

RIALTO, MORROW FLD: Caution- 110' unlgtd rdo twr 1400' S from cntr of fld. Efctv Apr 23, clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RICE RADIO: TACAN operg test basis: channel 124. (4-25)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi- density March and Norton AFB tfc is operg (hrs of opern- cont daily): Green 5 and V-16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000'MSL btn [redacted] the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8/21.

RIVERSIDE MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013°-033° and 064°-077°. (3-18)

RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121 W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

★SALINAS RADIO: Apr 23, VORTAC comsnd. TACAN channel 120. Class: M-BVORTAC.

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280 heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

★SAN DIEGO RADIO: Apr 19, LF rng be decmsnd. LF awys Amber 1 from DEG to Oceanside and Red 9 DEG to Campo Int., including all inst procedures and associated ints cancelled. About May 16, following Fan Mrkrd idents will be chgd Oceanside to N, La Jolla to A and Barrett Lake toA, all at 48 idents per min. (4-14)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

★SAN DIEGO-MIRAMAR NAS RADAR AIR TRAFFIC CONTROL: Rcvr 122.1 mc discontd & rcvr 122.7 mc comsnd. (4-12)

••SAN DIEGO, MONTGOMERY FLD: Efctv immediately tfc patn alt chgd from 1000' MSL to 1200'MSL. (4-19)

★SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. (3-3) ILS lclzr course width adjusted to 4°. (4-20)

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi intensity apch lgt lane including strobe lgt operg. Apch lgt terminating bar not operg. Rnwy 28R threhold mrkd by four green threshold lgts on each side of rnwy. Straigh-in ILS lndg minimums for rnwy 28R are 300-3 4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy centerlines. Area improved on txwy edges is not designed to support wieght of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, paintec international orange, set up on test basis next 25 days on concourse B. Fence angled SE across apron from gate 17. Mrkdy only by reflector lenses proceed with caution. (3-26) See page 24 for additional information

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF DF and UHF DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'.

SAN LUIS OBISPO RADIO: TACAN operg on test basis; channel 71.

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR-NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)

SAUSALITO RADIO: TACAN operg on test basis; channel 41. (6-5) Soon, VORTAC will be comsnd. TACAN channel 41. Class: L-VORTACW. (3-23)

CALIFORNIA: SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121.-49. Lctn, near Shingletown; 1 oil surfaced rnwy 2400'. No lgts or other facils avbl; remarks: Warning a rise at the NE end of the rnwy. (9-14)
STOCKTON RADIO: TACAN operg test basis; channel 107. (11-2)
SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)
THERMAL RADIO: TACAN operg test basis, channel 114. (5-18)
TWENTY-NINE PALMS RADIO: TACAN operg test basis, channel 69.
UKIAH RADIO: DMET operg on test basis, channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.
VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V-117 on V08 arwy; (4) at or below 12,000 MSL on V-137 arwy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WILLIAMS RADIO: About May 16, LF rng & Z mrkr will be perm discontd. (4-15)
WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200'- acct scalloping. (4-6)

COLORADO: **AKRON MUN ARPT: Abandoned. (4-22)
AKRON, WASHINGTON COUNTY ARPT: Closed, rnwy surfacing. (4-25)
ALAMOSA RADIO: DMET operg on test basis, channel 86. (3-4)
**ASPEN, SARDY FLD: Acft equipped to guard 122.8 mc must do so when operon on arpt & while in tfc patn. (2-19)
DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.
★DENVEF FADIO: VORTAC comsnd. TACAN channel 110. Class: M-BVORTAC. (4-22) comsnd. TACAN channel 110. Class: M-BVORTAC. (3-21)
★DENVER AIR ROUTE TRAFFIC CONTROL CENTER: Efctv Apr 18, radar dptr ctl inaugurated from COS on V83 & V108. Normal clearance limits destn arpt. (4-18)
★DENVER-STAPLETON FLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500'; 154°-180° and below 16,000', 181° thru 243°. VHF/DF bearings reliable in these areas. (12-24) ILS lclzr course width reduced to 4°. (4-13)
**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. (10-9)
DOVE CREEK RADIO: TACAN operg on test basis, channel 91. (6-27)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)
GILL RADIO: About Apr 25, VOR will be shut down until aprx May 6-freq chg to 108.2 mc and class chg to L-BVOR. (4-4)
GRAND JUNCTION RADIO: TACAN operg test basis, channel 71 (10-29)
GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.
GUNNISON RADIO: DMET operg test basis, channel 96. (6-24)
HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.
KIOWA RADIO: TACAN operg on test basis, channel 89. (6-9) About May 16, VOR will be shut down until aprx May 28- reconstr. (4-21) Durg this period following route structures & tmpry MEAs in efct: Unusable Awys: V8S DEN-AKO; V19 IOC-DEN; V19E PUB-IOC; V83 COS-IOC; C148 DEN-IOC. Unusable Reporting Points: Agate, Arvada, Beyers, Fondis Logan, Parker, Peyton, Pineclitf, Rush, Shaw, Strasburg, Spur, Vincent & Watkins. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V19 Hanover Int- Kiowa Int via PUB VOR E349°, 12,000'; V81 COS-DEN, MEA 11,000'; MCA 9000'-N-bnd; V108 COS-HGO, MEA 9000', MCA COS 9000' E-bnd; V148 Kiowa Int- TXC via TXC VOR R246°, MEA 8500' E-bnd, 12,000' W. Usable Reporting Points: Kiowa Colo.- PUB R349°, DEN R128° and RXC R246°. (4-14)
KREMMLING RADIO: DMET operg test basis, channel 85. (6-22)
LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo. Int except for that part of the 25 smi ctl area extsn at Garden City, Kansas which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS:

COLORADO: La Junta, Colo; Garden City, Kans; Liberal, Kans: Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst.
LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000', 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MANZANOLA ARPT: Caution cattle grazing on arpt.
MEEKER RADIO: DMET operg test basis, channel 104. (6-29)
PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.
TOBE RADIO: TACAN operg on test basis, channel 81. (6-11)
TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 s mi ENE from Trinidad, Las Animas County Arpt; one NE/SW dirt rnwy, 4200'; no lgts. (1-14)

CONNECTICUT: GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
★HARTFORD RADIO: VOR freq changed to 114.9 mc. (4-22)
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
★WINDSOR LOCKS-BRADLEY FLD TOWER: Apr 20, gnd ctl freq 275.8 mc changed to 379.9 mc. About May 20, ILS will be shut down until aprx May 29- eqpmt modernization. (4-7)
WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (9-21) Arresting barriers on rnwys 6 and 24 for mil use only.

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwys 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 26.
WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)
★WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14) April 15, freq 353.7 mc decmsnd at Green Bay, Va. peripheral site; 120.5 mc decmsnd at Falls Church, Va. peripheral site; freq 119.7 mc decmsnd & freq 125.2 mc & 125.8 mc comsnd at Dunn Loring, Va. peripheral site. About April 29, freq 120.8 mc will be decmsnd Bucks, Elbow, Va. and freq 285.5 mc will be decmsnd Raleigh, N.C. peripheral site. (3-23)
WASHINGTON (CHANTILLY, VA.) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source.(12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°; 26 nmi 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. Soon, freq 125.1 mc will be decmsnd; freq 119.7 mc will be comsnd. (3-7)
WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)
WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt.

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

FLORIDA: CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into Warning Areas 497-A, B, and C, and Restricted Area R-162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns in these areas consist of missile firing, bombing, and aerial gunnery. These activities extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation of CARs. (7-2)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW SE rnwy under constr. Use caution E end. (8-25)

★ FT. LAUDERDALE, BROWARD CO. INTL ARPT TOWER: Apr 5, ctl twr comsnd E side of arpt. Tsmts 272 kc; tsmts & rcvs 121.3, 121.5, 243.0, 257.8, 348.6 mc. Rcvg: 122.5 mc. Freq 121.7 mc for gnd ctl. Class: C(g.7).

FT. LAUDERDALE, BROWARD CO INTL ARPT SPECIAL NOTICE: Navy Ordnance Drops will take place 4.2 nmi ENE 25 Mar thru 10 Jun from 7000' and under in area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E Port Everglades entrance. Drops will be made btn 1430 and 2100 under VFR conds only. Specific target area will be mrkd by a line of white smoke pots when drops are imminent or in progress. Area under radar surveillance. (3-31)

**FT MYERS, PAGE ARPT: 210'(230'MSL) lgtd twr erected 4 nmi NNE(37° T) at lat 26-38-17, long. 81-49-09. (4-15)

GAINESVILLE, STENGEL ARPT: 218.5'(384.5'MSL) lgtd twr being erected 3.5 nmi NE (59° T) at lat 29-39-03, long. 82-19-45 and 200'(348'MSL) lgtd chimney will be erected 3.5 nmi ENE(71° T) at lat 29-38-46, long. 82-19-12. (1-11)

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts and holes. (4-15)

**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW SE rnwy perm clsd. (1-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

JACKSONVILLE, IMESON ARPT: 267'(283'MSL) lgtd twr being erected 5.8 nmi S(195° T) at lat 30-19-51, long. 81-39-47. (1-11) Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

KEYSTONE HEIGHTS-KEYSTONE AIRPARK: 330'(510'MSL) lgtd twr being erected 3.8 nmi E(91° T) at lat 29-50-03, long. 81-58-43. (1-11)

LAKE CITY ARPT: 278'(435'MSL) lgtd twr being erected 23.9 nmi WNW(311° T) at lat 30-26-35, long. 82-56-16. (1-11) 166'(361'MSL) lgtd twr being erected 3.2 nmi W(277° T) at lat 30-11-17, long. 82-38-18. (2-11)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

MIAMI-INTL ARPT SPECIAL NOTICE: All flts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equipped with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc, twr also gds 122.7 mc; UHF freq apch ctl 263.0, 336.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 346.8 mc. (9-28)

MIAMI-INTL ARPT: 660'(670'MSL) lgtd twr being erected 27.5 nmi WNW(304° T) at lat 26-03-09, long. 81-42-08. (3-12) Caution, extsv ditching, paving and constr; men, eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result; IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. (3-9)

ORLANDO RADIO: DMET operg test basis; channel 59.

ORLANDO MUN ARPT: Rnwy 13-31 and 7-25 clsd. (3-29)

PAHOKEE RADIO: TACAN operg on test basis; channel 71. (8-26)

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

FLORIDA: PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extsv air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Exstv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000'MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8)

PENSACOLA SPECIAL NOTICE: Penacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end anwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold mrkgs. (3-28)

SAROSOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys (12-17)

TALLAHASSEE: New arpt under constr aprx 2.5 mi SSE of Dale Mabry Arpt, unusable.

TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)

TAMPA-INTL ARPT: Rnwy 32 clsd to lndgs acct constr and other activity near apch end. Caution when taxiing on ramp; vehicular tfc daily. NE SW perimeter txwy btn rnwys 18 & 14 & perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14 not visible from ctl twr. N S txwy btn end of rnwy 14 and end of rnwy 9 partially obscured from ctl twr view. (3-9) Caution, soft when wet; grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. (3-15)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: VOR operg on test basis: Freq: 109.6 mc. Ident: TAY. Lctd lat 30-30-14, long. 82-33-12. Montrg category (1). Voice ctl from Valdosta, Ga. FSS. Class: BVOR.

TITUSVILLE-COCOA ARPT: 400'(424'MSL) twr being erected 2 nmi SSE(167° T) at lat 28-29-39, long. 80-47-01. (3-1)

UMATILLA MUN ARPT: Clsd constr of N S asphalt rnwy. (1-25)

VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flt trng not permitted without Port Authority approval. (1-14)

GEORGIA: ALBANY ARPT: Bndry lgts inop.

★ ATHENS RADIO: Apr 15, VORTAC comsnd. TACAN channel 33. Class: L-BVORTAC.

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference btn ATL and AGS lclzrs. (2-17)

ATLANTA ARPT: Transmissometer inop. (1-25) Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use tfc advisories and routing when necessary for proper sequencing. (1) acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out.

BAINBRIDGE, COMMODORE-DECATUR ARPT: Clsd, constr until further notice.

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N S rnwy. (11-10)

DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing int N S and E W rnwys. (11-10)

MACON-COCHRAN FLD-TOWER: About May 2, ILS lclzr & glide slope will be shutdown until aprx May 23 - modernization of antenna. (4-20)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)

ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use. (11-20)

GEORGIA: SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory.
SAVANNAH, TRAVIS (CHATHAM FLD)TOWER: ILS lclzr not to be used above 5000'-acct interference. (9-27)
**SAVANNAH, TRAVIS (CHATHAM) FLD: Transmissometer comsnd. (3-11)
SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
THOMASVILLE, ROSE CITY ARPT: 254'(484'MSL) lgtd twr being erected 18.2 nmi SSE (161°T) at lat 30-32-48, long. 83-52-06. (2-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
✱VIENNA RADIO: Apr 20, VORTAC comsnd. TACAN channel 108. Class: M-BVORTAC.
**WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)
IDAHO: BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.
**BOISE-AIR TERMINAL: Rnwy 7-25 clsd to all tfc excp taxiing; men eqpmt on or near all rnwys at various times. (10-19) Ceilometer comsdn vcnty ILS MM. (12-1)
✱BURLEY RADIO: Apr 12, VORTAC comsnd. TACAN channel 88. Class: H-BVORTAC. Coverage 130° - 150° radials 26 nmi at MOCA. Soon, VOR will be shut down until arpx Apr 30 - reconstr. (4-13)
MALAD CITY RADIO: TACAN operg test basis; channel 121. (12-4)
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)
ILLINOIS: SPECIAL NOTICE: Flgt Test Area described as follows; beginning at Wilmington, Ill. 12 mi S of Joliet extending SW along railroad tracks to Dwight, Ill. then E along railroad tracks to Reddick, then NE along railroad tracks to Symerton, then W along paved road to Wilmington. Hours: dalgt. Altitude: from surface to and including 5,000'. Expires 11 May 1960. (3-25)
AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'MSL)-not mrkd or lighted. (12-6)
BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Exstv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)
CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgts steel twr and one ant pole extending 30' AGL (775' MSL) 930'SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due to non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.
CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)
CHICAGO RADIO: Multiples all courses LF rng. (10-30)
CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)
CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excpt tricycle or caster gear acft. (3) 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11)
CHICAGO-MIDWAY ARPT: Rnwy 27R-9L clsd tor tkof and lndgs due to wind conditions and gate postion set on rnwy immediately in front of numeral 27R, area can be cleared within 1 hr for tkofs and lndg opersn. (4-14)
CHICAGO O'HARE INTL ARPT TOWER: ILS glide slope inop. Lclzr may be unrealible if constr eqpmt operg within 1000' lclzr antenna. (4-3) Apr 25, ILS lclzr, glide slope, DF, ASR, & IFF bcn shut down until aprx May 5 - relctn power & control cables. (4-20)
CHICAGO-O'HARE INTL ARPT SPECIAL NOTICE: An opernl evaluation of simultaneous radar turn-on procedures in VFR conditions has started to rnwys 14L & 14R at O'Hare Fld. All pilots on IFR flgts within the O'Hare apch ctl area are encouraged to participate. For the purpose of this evaluation, pilots need not be on an IFR flgt plan, or lndg at O'Hare, but should be willing to accept a vector from one of the fedder facils (Northbrook VOR, Spring Lake and/or Morton Ints.) in order to simulate a simultaneous turn-on and ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch. Additional details are available from O'Hare apch ctl. See chart page 27 .
CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. (2-7)
CHICAGO HEIGHTS RADIO: Mar 31, TACAN test operns shut down until aprx May 31 - modernization. (4-1)
DANVILLE, VERMILION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)
GILBERTS-SPECIAL NOTICE: April 15-May 15 Flight Test Area described as follows: bgng at town of Gilberts NW along RR to Marengo, S along hwy 23 to hwy 72, two mi E of Genoa, E to pt of bgng. Hrs: dalgt. Alt: Surface to 5000'. Towns and villages will be avoided. (4-14)
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)
JOLIET RADIO: TACAN operg on test basis; channel 70, not synchronized with VOR ident.
JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee.
LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-19)
MARION, WILLIAMSON COUNTY ARPT: Caution, N/S rxwy under constr; men, eqpmt crossing rnwys. (5-21)
MOLINE RADIO: TACAN operg test basis; channel 75; not synchronized with VOR ident.
NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
NORTHBROOK RADIO: TACAN operg test basis; channel 71. (8-27)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
PEORIA, GREATER PEORIA ARPT: 161.5'(676'MSL) lgtd 300,000 gla tank being erected 11.9 nmi N(21°T) at lat 40-51-14, long. 89-34-52. (3-7) 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. (2-11) E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking Air National Guard jet acft. ANG ramp clsd to all operns durg constr. (3-29)
PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.
POLO RADIO: TACAN operg test basis; channel 85; not synchronized with VOR ident.
ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.
ROCKFORD RADIO: TACAN operg test basis; channel 45.
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (12-30)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flgts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)
SPRINGFIELD CAPITAL ARPT TOWER: About Apr 27, ILS lclzr and glide slope will be shut down until aprx May 18 - major maintenance. (4-5)
SPRINGFILED, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.
STERLING, ROCK FALLS WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.
WAUKEGAN MEM'L ARPT: Clsd constr & rprs. (3-29)
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)
INDIANA: SPECIAL NOTICE: The Atomic Energy Comm requests all pilots to maint a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

[redacted]: AUBURN ARPT: NE/SW and N/S rnwy open; balance of fld clsd.
EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable from MM to rnwy threshold. (9-15)
EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress; men & epmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. (3-20) Shoulder areas all rnwys & txwys soft. Rnwy 9-27 closed to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.
FT. WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above and visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)
FORT WAYNE, BAER FLD: Caution, Ind beyond the acft arresting barrier installed 75' NE of threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. (5-28) All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)
FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)
HUNTINGBURG ARPT: E/W turf area under constr; caution men, eqpmt on entire landng area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.
INDIANAPOLIS MEMORIAL DAY RACE SPECIAL NOTICE: Efctv May 12 thru May 30, all acft inclg helicopters, operg in vcnty Indianapolis Motor Speedway shall maint an alt of at least 1500' AGL and 2000' horizontal dist from track bndry. All turns to be made to the left. Efctv May 28 thru May 30 RADIO: all acft arriving this area reqd to file flt plans dptg home base regardless of wea conditions. Upon arrival, close flt plans with IND rdo or by telephone after lndg. Fone No. CH 4-9561. Acft tsmt on 122.1, 126.7 mc and listen for reply on 116.3, 122.2, 126.7, 120.7 mc or 266 kc. Comms can also be estab with IND radio via the Kokomo, Ind. VOR on 109.8 mc and Shelbyville, Ind. VOR on 108.4 mc, acft listen to the appropriate freq and tsmt on 122.1 mc. Weather info bcst cont on 266 kc. TOWER: VFR opern. Arriving acft btn 0700-1100 CDT, monitor 119.9, 126.18 mc or 278 kc and maint rdo silence until turning base leg. Req info only if unable to determine lndg instructions by montrg twr. Enter left down-wind leg. Report ident and type acft turning. Twr will not accept or close flt plans. If IFR wea conditions exists, follow normal IFR procedures. Dptg acft btn 1500-1800 CDT tune in twr on 119.9 mc or 278 kc prior to taxiing. Maint rdo silence follow tfc to rnwy in use. Complete cockpit check prior to entering active rnwy and listen for take-off clearance and turn instructions. Do not req special dptr. IFR dptrs contact gnd ctl on 121.9 mc for clearance. Race Day Operns at the following arpts: Weir Cook Mun Arpt, 2-way rdo reqd. Left hand tfc patn. Twr will direct acft parking. Observe flag-men in parking areas. Three dollar parking fee all acft. Lndg fee multi-engine acft. Transportation to track. Acft svc charges payable flt plan and wea briefing svc avbl on May 30th until 1700 CDT in a tmpry office located at NE side of arpt trml bldg. Shank Arpt: Left hand tfc patn. Alt 800'. Parking fee three dollars all acft. Transportation to track. Flt plan and wea svc at bus loading area. Sky Harbor Arpt: Left hand tfc patn. Alt: 800'. Ample parking space. Limited tie-down facilities. Transportation to track. UNICOM 122.8 mc. Flt plan and wea svc avbl. (4-13)
INDIANAPOLIS, SHANK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, SKY HARBOR ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown.
INDIANAPOLIS, WEIR COOK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, WEIR COOK ARPT: Caution - soft shoulders all rnwys, constr. Due to non-visiblity twr unable to ctl tfc on taxiway from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush centerline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flashing green light 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down runway. Exit starting point is denoted by 3 steady burning green lights forming an 8' transverse bar. Green lights at 100' intervals cont from green bar along centerline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on request.
KENDALLVILLE MUN ARPT: Use E/W hard surface rnwy only, constr in progress off rnwy

[redacted]: KNOX RADIO: DMET operg on test basis; channel 118. (8-26)
KNOX, STARK COUNTY ARPT: About May 16, 228' (938' MSL) lgtd twr will be erected aprx 1 nmi NW (333°T) at lat 41-17-46, long. 86-37-20. (3-24)
KOKOMO MUN ARPT: Caution, NE/SW rnwy and all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
**MULBERRY, STAIR ARPT: Permanently clsd. (4-22)
RENSSELAER, JASPER COUNTY ARPT: W bndry lgts inop. (11-25)
SCOTLAND RADIO: TACAN operg on test basis; channel 49. (8-12)
SEYMOUR, FREEMAN FLD: 300' (908' MSL) lgtd twr being erected 1.8 nmi NNE (27°T) at lat 38-57-20, long. 85-53-03. (3-18)
SOUTH BEND RADIO: TACAN operg on test basis; channel 101. (9-28)
★SOUTH BEND-ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable due to roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28) April 14, apch ctl freq 121.0 mc comsnd.
SOUTH BEND. ST. JOSEPH CO. ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: ANG advised transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000 and 3000' MSL. Concentrated instrument apch activity and simulated flame out apchs within Ctl Zone.
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg on test basis; channel 41. (10-9)
IOWA: AMES MUN ARPT: NW/SE rnwy under constr, use present hard surface protion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surface rnwy acct seeding. Closed ngts. (10-6)
BETTENDORF ARPT: 982' (1649' MSL) lgtd twr being erected 2.3 nmi E (103°T) at lat 41-32-50, long. 90-28-36. (3-30)
CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer consnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tue-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardles of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
DES MOINES, NORTH FLD: Rnwy lgts inop - due to thawing and poor rnwy condition.
GUTHRIE CENTER ARPT: Closed. (3-25)
IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6)
★LAMONI RADIO: Apr 15, J facil decmsnd.
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel - 80 oct avbl on request.
NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.
OTTUMWA RADIO: TACAN operg on test basis; channel 53; not synchronized with VOR ident.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg on test basis; channel 112.
SIOUX CITY MUN ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of administration bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr, of 360° overhead apchs to all rnwys. (4-22)

STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct: for all flts 15,000' & above, V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 and RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int. - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ

IOWA: ✱ WATERLOO RADIO: R275); Tmpry Waterloo-Int - MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. Apr 22, VORTAC comsnd. TACAN channel 19, Class: L-BVORTAC. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men & eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys lngst rnwy 2200', turf; P-line N and E. (8-28)
WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; Fuel F2. (3-10)
KANSAS: CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd-repairs. N/S & NW/SE sod rnwys soft & hazardous when temperature above freezing. (2-11)
EL DORADO ARPT: 273'(1662'MSL) lgtd twr being erected 6 nmi WNW(301° T) at lat 37-49-36, long. 96-55-23. (2-3)
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.
HAYS MUN ARPT: New arpt reported. Lat 38-51-00, long. 99-16-30, lctd: 3.0 ESE Elev: 1998. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450 x 250'. Rnwy lgts on 16-34 SS-SR. Rotg bcn, clear and green 100/130 oct fuel, maj repairs, unicom. Old Mun Arpt clsd transient acft. (4-8)
✱HILL CITY RADIO: Apr 15, J facil decmsnd.
KANORADO, WINTER ARPT: 142.9' AGL(4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANHATTAN RADIO: About June 1, FSS will be comsnd Mun Arpt to render hourly awy wea reporting & associated FSS svc. Freq: tsmtg: 120.7, 121.5, 122.2, 126.7, 243.0, 255.4, 272.7 mc. Rcvg: 121.5, 122.1, 126.7, 243.0, 255.4, 272.7 mc. (4-18)
MANKATO RADIO: DMET operg test basis; channel 35. (2-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 nmi WSW(266° T) at lat 39-49-48, long. 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flgts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)
OSWEGO RADIO: About June 10, VOR will be comsnd. Freq 117.6 mc. Ident: OSW. Lctd lat 37-09-27, long. 95-12-12. Montrg category (3). Class: M-VORW. About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)
OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.
OTTAWA MUN ARPT: Bcn inop. (4-5)
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwy clsd. (11-24)
✱RUSSELL RADIO: Apr 15, J facil decmsnd. (4-21)
✱SALINA RADIO: Apr 15, J facil decmsnd. (4-21)
SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-5)
TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500 feet MSL. Forbes tfc patn alt 2,600 feet MSL. All downwind legs are either SW of SE of rnwy in use. (3-18)
TOPEKA, PHILIP BILLARD ARPT: Due to non-visiblity, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable.
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness & badger holes
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fail only. (1-21)
**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces-sod unsafe. (10-12)
WINFIELD ARK. CITY-STROTHER FLD: Caution work in progress on rnwys & txwys-days.
KENTUCKY: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FROT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable & explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd: 3/4 mi N 2-strips-3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tie downs.
HARRODSBURG, MERCER ARPT: New arpt reported. lat 37-48, long. 84-51. Sod strip 3000'. 80 & 100 oct fuel. Mechanic service. Rnwy lgts operg SS-2400E, other hrs on request; fone 1355 or 638. (11-12)
LEXINGTON RADIO: TACAN operg test basis; channel 106. (3-31) About Apr 26, VORTAC will be comsnd. TACAN channel 106. Class: H-BVORTAC. (3-10)
LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end of rnwy 4-22.
LONDON RADIO: DMET inop indef. (3-15) Apr 19, VOR shut down until aprx May 16 - grading and cable installation. See page 52 for substitute route structures & MEAs durg shut down. About June 10, VORTAC will be comsnd. TACAN channel 116. Class: M-BVORTAC. (4-21)
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)
NEW HOPE RADIO: DMET operg on test basis; channel 45.
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.
WEST POINT AIRPARK: Closed until further notice. (4-4)
YORK RADIO: About May 2, VOR/DME will be shut down until aprx May 7- freq chg to 116.2 mc. Channel 82. See page 52 for substitute route structure, tmpry MEAs & reporting points durg shutdown. (3-17)
LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip sod 3300' x 150'. No lgts. Fuel: 80 and 90 oct. A & E mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)
BATON ROUG, RYAN ARPT TOWER: About May 2 ILS glide slope will be shut down until aprx May 14 - antenna work. (3-28)
BATON ROUGE-RYAN ARPT: Constr on ramp N of center txwy, center txwy and new txwy 300' S of and parallel to rnwy 31-31 SE and NW of center int. Trucks will cross 500' off apch end rnwys 4 and 35. Eqpmt and trucks cross ramp S of trml bldg and use center txwy. Eqpmt parked on fld S of rnwy 13-31 and clear of all rnwys- lgtd at ngt. S txwy btn rnwy 4& 35 clsd acft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of the hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (4-12)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; Lat 30-46, long. 90-10; one sod strip E/W-2600 x 150'. (2-23)
LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and threshold lgts ngts.
LAKE CHARLES, CHENNAULT AFB/MUN ARPT RADIO: Apr 18, ILS glide slope & MM shut down until aprx May 9 - relctn. (4-18)
LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inboudn VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MANY, HART ARPT: April 1, fld will be clsd until aprx April 15 - extsv repairs. (3-15)
MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5) About May 30, ILS lclzr and glide slope will be shut down until aprx June 20-lclzr antenna modification. (4-20)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas on the E side of the cntr taxi strip clsd. (7-16) First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area. Pilots tkof rnwy 31 requested not to use blind area unless needed. (3-7)
NEW ORLEANS, MOISANT INTL ARPT: West end of rnwy 10-28 6' hi-raised area of dirt extending from pt 600' W of rnwy end to pt 900' W of rnwy end into apch to rnwy 10 will exists till further notice. Obstn marked with orange flags for day and flashing hazard lgts at ngt. Avbl length of rnwy 10-28 now full 7000'. 45' boom now operg in apch zone to rnwy 10 not less than 1100' from end of rnwy will be operg durg dalgt hrs and is marked by orange and white flags. Use Ctn on apch to rnwy 10 and tkof from rnwy 28.
OPELOUSAS, ST LANDRY PARISH ARPT: 328'(393' MSL) lgtd twr being erected 1.8 nmi SE(154° T) at lat 30-32-07, long. 92-05-04. (3-28) Bcn inop. (7-25)

[redacted]: SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int - 053° BAD H facil and E crs of SHV LFR; Forbing Int - 233° BAD H facil and S crs SHV LFR. (6-6)

SHREVEPORT, GREATER SHREVEPORT ARPT TOWER: About May 16, ILS will be shut down until aprx June 6, lctzr antenna modification. (4-20)

THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)

[redacted]: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-20)

BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A7, R25, GI and Maine and N.H. borders and V93. (b) SW of Bangor, area enclosed by awys R58, B84 and coastline. (c) E of Bangor, area S of R58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000'MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)

BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rft tfc lndg to N, all apchs and dptrs to be made E of arpt.

EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE. (11-20)

LIMESTONE-LORING AFB RADIO: USAF VOR (115.0 mc) limited to homing only. Not to be used below 2500'.

MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.

MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy and bndry lgts 16-34 inop. Rnwy 11-29 plowed winters, rnwy 16-34 suitable for skis only. Caution snow banks at int with rnwy 11-29. (11-19)

OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)

PERU, LINNELL'S ARPT: Inactive.

✱PORTLAND INTL ARPT TOWER: April 13. ILS LOM freq chgd to 394 kc.

RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)

ROCKLAND MUN ARPT: Rnwy 3-21 plowed winter months. Rnwy and apch lgts inop remainder of winter. (1-27)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt lat 38-58-22, long 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel acft, power, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)

BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown, acct roughness. (6-29) About May 31, ILS will be shut down until aprx June 9, modernization of eqpmt. (4-7)

BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Clsd 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1) Constr work on fld durg daylight hrs shoulder paving txwy E and holding block rnwy 28. Perm lgts in constr area replaced with flasher lgts and/or reflectors. (4-5)

BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960, fld will be perm clsd. (6-3)

**BALTIMORE, PIER 4 HELIPORT: Efctv Dec 30, heliport perm clsd; lctd Pier 4, Pratt St; lat 39-18, long 76-36; elev 10'; size 100 x 72'; air mrkd; no lgts or servicing.

CUMBERLAND MUN ARPT: Clsd 1200 noon May 12 until 0800 May 16, sport car races.

GRANTSVILLE RADIO: DMET operns tempry suspended. (3-31)

HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.

OCEAN CITY ARPT: New arpt reported, lat 38-19, long 75-07; lctn 2.0 SW; elev 12'; 1 NW/SE 3500'x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl. Arpt to open May 28, 1960.

SALISBURY SPECIAL NOTICE: VOR gnd rcvr check point unusable. (4-22)

[redacted]: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

BEVERLY RADIO: MHW facil reception lmtd to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)

BOSTON RADIO: About Apr 27, VORTAC will be comsnd. TACAN channel 124. Class: [redacted]: H-*BVORTAC. (4-5)

BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: About May 10, freq 353.9 mc will be decmsnd; freq 342.2 mc will be comsnd St. Albans, Me. Lake George, N.Y. and Barnstable Mass. peripheral sites. (4-12) About June 1, ARSR-1 and IFF bcn will be shut down until aprx July 31, modernization. (4-21)

BOSTON-BEDFORD (HANSCOM) ARPT TOWER: About May 3, twr freq 118.9 mc will replace 123.7 mc. (3-21) Soon ILS glide slope will be shut down until aprx Oct 20, arpt constr. (3-22) About May 1, ILS will be shut down until aprx May 10, eqpmt modernization. (3-24)

BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900'MSL for acft with patn speed below 110 mph; 1300'MSL for conventional and multi-engine jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About Apr 20, neon apch lgts will be shut down due constr. (3-24)

**BOSTON, LOGAN INTL ARPT: Caution, scattered areas of loose and broken bit paving outside lights on txwy and runway shoulders. Men, equipment off apch end rnwy 15-33 days. All landing aircraft eqptd with the proper freqs may expedite their handling by contacting apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R shows red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' except full 7870' avbl for tkof toward SW and 800' of overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbojet tkof rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use marked hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to landing areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consist of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42-1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due lmtd taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches maximum depth in int rnwy 22R and taxiway A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flgts must be coordinated with AFNG Base Com mander. No transient mil flts will be accepted from 2100-1200Z. (2-2)

CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)

EDGARTOWN, KATAMA AIRPARK: Clsd indefinite period. (12-31)

HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, long 71-02-00; lctn 3.0 E; longest rnwy, 6-24, 1150' turf; fuel; hangars; repairs avbl. Rmks: rgt patn lndg & tkof to E.

HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndg and tkof, may be used as txwy and parking.

LAWRENCE MUN ARPT: Caution, maj constr in trml area; txwy torn up. Rnwy 5-23 under const. Caution, ctc unicom. (8-12)

MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)

NANTUCKET RADIO: DMET operg test basis; channel 74. (2-25)

NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (1-12)

ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 nmi radius from 15,000 to gnd. Most of the activity will occur on week-ends from gnd to 12,000'. Gliding daily lnd and air tows.

WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)

WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000; all conventional acft enter standard tfc patn at 1100'MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20. (1-20)

MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45;45-13, 86-00. Max. firing: 35,000' MSL. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)
ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)
ANN ARBOR MUN ARPT: Use rnwys & txwys only. During thawing period fld & rnwy lgts are inop. (3-15)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi; 145°-155° clockwise-due scalloping and/or roughness. (12-16)
BAY CITY, CLEMENTS ARPT: 154'(752'MSL) water tank being erected 2.1 nmi NNE(39°T) at lat 43-34-40, long. 83-52-20. Durg constr, erection eqpmt will extend 180'(778'MSL).
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
CADILLAC MUN ARPT: Clsd ngt operns. (12-7)
DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old fld clsd to lndgs & tkofs. Bldg constr in front of and along side main trml bldg.
DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above during interference. (6-15)
EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.
FLINT, BISHOP ARPT TOWER: About May 18 ILS lclzr and glide slope will be shut down until aprx June 8-major maintenance. (4-21)
FLINT, BISHOP ARPT: Due to deterioration of twr cab windows twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown. (3-22)
FRASER, McKINLEY ARPT SPECIAL NOTICE: Flgt Test Area (approx. 10.5 nmi NW) effect. May 1, 1960 described as follows: lat 42-41, long. 83-08; to 42-48, 83-01; 42-50, 83-15 to pt. of bgng. Acft will oper along a corridor of 337° T from arpt to area. Hrs sunrise to sunset. Alt: 1000' and 4000' AGL. Users: Joseph T. Benich & Florian E Spiewak. Expires June 28. (4-11) This corrects Airgi Vol 15, No. 3 where above was carried under Rochester-Romeo-Oxford, Mich.
GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due to interference. (2-26)
GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy.
GRAND RAPIDS, KENT CO ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)
GULLIVER ARPT: Closed, constr. (12-6)
HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)
HOUGHTON-COUNTY MEMORIAL ARPT: Disregard 10' bamboo poles with mixed red & black flags which are lctd on various parts of fld. Only rnwy 13-31, ramp and NE taxiway maintd winter months. All other rnwys clsd durg winter. (11-20)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
JACKSON, REYNOLDS MUN ARPT: Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway.
KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under const at trml site. (12-30)
LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi-interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)
LITCHFIELD RADIO: TACAN operg test basis; channel 55. (7-17)
MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.
MUSKEGON CO ARPT TOWER: About May 1, ILS will be comsnd. Lclzr freq 109.9 mc with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc. Lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623' MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected centerline and 3314'(0.63 smi) from apch end rnwy 32. Elev: 630' MSL. LOM freq 219 kc., ident: MK. OM/LOM lctd on projected centerline and 22,847' (4.3 smi) from apch end rnwy 32. Elev: 610' MSL.
OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)
PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.
PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)
PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.
PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3)(Formerly carried under Wayne, Mich.)
PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)
PULLMAN RADIO: TACAN operg test basis; channel 58; not synchronized with VOR ident. (4-29) About May 2, VOR/DME will be shut down until aprx May 23-modernization and retuning. (4-20)
ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.
SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on request. (3-23)
SALEM RADIO: TACAN operg test basis; channel 125; not synchronized with VOR ident.
STURGIS, KIRSCH MUN ARPT: Use NE SW rnwy only. (6-17)
MINNESOTA: AUSTIN RADIO: Feb 8, State owned VOR voice feature inop. (3-16)
BARNESVILLE MUN ARPT: Closed due to soft fld. (4-23)
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)
COOK MUN ARPT: NE/SW rnwy clsd. (7-3)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
DULUTH ARPT TOWER: ILS BC unusable apchs. (1-7)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
GRAND RAPIDS RADIO: Feb 20, state owned VOR operg on test basis; Freq: 111.4 mc. Ident: GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13)
**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-0200. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MARSHALL MUN ARPT: All rnwys clsd excp NW/SE until further notice. (11-6)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident. About May 1, transcribed wea bcst will be comsnd on LF rng 266 kc. (4-22)
MINNEAPOLIS-ST PAUL INTL(WOLD CHAMBERLAIN) FLD TOWER: ILS (ident APL) glide slope inop. (3-1) ILS (ident MSP) inop. (3-8)
MINNEAPOLIS, ST PAUL INTL(WOLD CHAMBERLAIN)FLD: Constr in progress in trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MORA MUN ARPT: NW/SE rnwy clsd, usable with skis exercise caution. N/S rnwy open to wheels or skis, ridges of snow along edge of rnwy. (1-9)
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER, LOBB FLD MUN: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)

MINNESOTA: ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.

ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013'MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)

STANTON, CARLETON ARPT: Bcn and rnwy lgts inop. (11-8)

WILLMAR RADIO: Apr 14, VOR operg test basis; Freq: 108.4 mc. Ident: ILL. Lctd at lat 45-06-50, long. 95-05-12. Montrg category (3). Voice avbl 0800-sunset. Rcvr 122.1 mc Class: L-VOR. (4-13)

WINONA RADIO: VOR unusable beyond 14 mi-course instability. (3-20)

MISSISSIPPI: BILOXI, KEESLER AFB SPECIAL NOITCE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'

COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)

GREENWOOD RADIO: Feb 9, VOR blass tmpry chgd to M-BVOR. (2-12)

HATTIESBURG RADIO: VOR operg unmonitored. Soon, VOR will be comsnd. Freq: 110.6 mc. Ident: HBG. Lctd lat 31-25-05, long. 89-20-24. Class: VORW. (2-20)

LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)

MERIDIAN RADIO: Voice on VOR portion of VORTAC. (5-22)

★MERIDIAN KEY FLD TOWER: Apr 22, rcvr 118.2 mc comsnd.

MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men , eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.

MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)

BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwys N/S-2200'. 80 oct fuel avbl; no acft maintenance; Soft when wet, lnd at own risk. Attended 1700 & 0700CST.

★BUTLER RADIO: Apr 15, J facil decmsnd. About June 1 FSS & associated svcs will be discontd. Tsmtg & rcvg freqs will be tmpry shut down: 121.5, 126.7, 135.9, 255.4 mc; tsmtg 120.7, 135.0, rcvg: 122.1 mc; montrg category & class will be tmpry chgd to (1) and H-VORW. -for conversion to FAS class 1, with associated FSS at Kansas City. Freqs to be perm decmsnd: 122.2, 243.0, 272.7 mc tsmtg; 243.0, 272.7 mc rcvg . (4-18)

CAPE GIRARDEAU MUN ARPT: NW/SE sod strip clsd. (9-8)

DOGWOOD RADIO: About June 10, VOR will be comsnd. Freq: 109.4 mc. Ident: DGD. Lctd: lat 37-01-23, long 92—52-37. Montrg category (3). Class: L-VORW. About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield.

★FARMINGTON RADIO: Apr 15, J facil decmsnd. Apr 18, VORTAC comsnd. TACAN channel 104. Class: H-BVORTAC. (4-20)

GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flame-out apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500'MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)

JOPLIN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)

KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident. (1-1)

★KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29- alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29) Apr 21, freq 123.8 mc decmsnd Marysville, Kans peripheral site.

KIRKSVILLE RADIO: TACAN operg test basis. channel 21. (12-10)

KIRKSVILLE MUN ARPT, SITE 12 MKC-CHI: Clsd to all operns, constr. (2-17)

★MALDEN RADIO: Apr 15, J facil decmsnd. (3-9)

MAPLES RADIO: DMET operg on test basis; channel 89.

MARSHALL RADIO: DMET operg on test basis; channel 33. Bearing indicator inop. (6-26)

MARYLAND HEIGHTS RADIO: TACAN operg test basis; channel 45. (9-5)

MOBERLY BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)

**MOSBY, THREE CITY ARPT: Abandoned.

ST JOSEPH SPECIAL NOTICE: Caution- TWA conducting extsv flgt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air National Guard Jet acft will be operg VFR

MISSOURI: in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VOR-TAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrane twr for advisories and clearances. (2-8)

ST. JOSEPH, ROSECRANE MEM'L ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)

**ST. LOUIS, LAMBERT FLD TOWER: Caution-lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnyt. (11-1) Apr 19, lcl ctl freq chgd to 118.5; apch ctl freq chgd to 118.1 mc.

ST. LOUIS, LAMBERT-ST. LOUIS MUN: Due non-visibility twr unable ctl tfc on ramps and txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy. Constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd; concrete surface on rnwy 6-24 slippery when wet. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness.

SPRINGFIELD RADIO: DME restricted 140° counterclockwise to 330°, 35 nmi at MEA. (4-2)

VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)

WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102', Lctd: 2.5 NW, one 2300' sod strip NW/SE. Rmks: Land at own risk. Fuel: 80 oct.

MONTANA: BILLINGS, LOGAN FLD: Final apch to rnwy 22 in excess of 2 mi from end of rnwy and last half of a base leg for rnwy 22 obscured from twr vision by const atop new admin bldg. Twr ctl twr structures on Logan Field, active twr lctd on S side of fld atop SW hangar. Twr structure on admin bldg not comsnd First half of right base leg for rnwy 27 noti visible Due non-visibility twr unable to provide visual ctl of tfc in these areas. Pilots will assume responsibility for separation from other acft in this portion of ctl zone. Extreme caution advised. Due non-visibility twr unable to ctl tfc on ramp N and NE of Admin bldg. Aprx 700' of second 1000' and that portion from 3500-4200' of apch end rnwy 27 not visible from twr. Pilots will assume responsibility to determine rnwy is clear of obstns when using first 4200' rnwy 27.

BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (2-18)

BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)

CHESTER ARPT: Clsd- constr, bcn remain lighted. (4-5)

DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy (12-30)

GREATFALLS, MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)

HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel, rnwys 5-23 & 7-25 restricted to 10,000 lbs GWT.

MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Sky-divers Club, alts to 12,000' MSL Miller Creek area lat 46-47-and 46-49, long. 114-01 and 114-05. U. S. Forest Service practice areas- alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22.

MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 and 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.

WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR and LF rng.

NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts and new constr. All rnwy lgts inop. Fone for other info.

BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)

**CHADRON SPECIAL NOTICE: Efct Nov 1, civil jet trng being conducted periodically 7 days wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebraska; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)

COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)

FAIRMONT-STATE ARPT: NE/SW rnwy clsd. (6-29)

GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW (301°T) at lat 40-01-43, long. 100-21-24. (3-14)

NEBRASKA: GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW (209°T) at lat 40-55-37, long. 98-20-32. (3-14)
HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)
HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.
LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S (187°T) at lat 40-42-02, long. 99-47-18. (3-16)
OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. (9-11) Efctv Jul 1, arpt name will be chgd to Eppley Airfld. (4-12) Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)
SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev: 1100'; one 4000 x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown, major & minor repairs, 80 and 100 oct fuel. Rmks: Windcones on req.
THEDFORD ARPT: New arpt reported, aprx 3 mi E; 1 sod strip, 2800' long. Fuel avbl.
WOLBACH RADIO: DMET operg on test basis, channel 111.
NEVADA: COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 nmi at MOCA.
ELKO RADIO: TACAN operg test basis, channel 92. (3-15)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearance should either avoid or use extreme ctn when traversing the following area within which hi density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GABBS ARPT: Lgts inop. (3-22)
GOODSPRINGS SITE 23B, LAX-SLC: Course lgts inop. (3-10)
LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclock wise around the Nellis AFB control zone to the N crs LFR direct to the NE corner of Caution Area C436. The alts of 8000 & 9000'MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. An an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11 W to 36-55N, 114-26W & bounded on the SW by a line drawn from 35-48N, 114-15W to 35-58N, 115-30W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1)
LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)
LAS VEGAS RADIO: DMET operg on test basis; channel 116. About Apr 29, VORTAC will be comsnd. TACAN channel 116. Class: H-BVORTAC. (3-17)
LAS VEGAS, THUNDERBIRD FLD: E/W rnwy only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only. (1-26)
MORMON MESA RADIO: TACAN operg test basis, channel 23. (4-23)
RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-31-00, long. 119-46-00; 270' off E edge & 850' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (3-19)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord MunArpt anytime (fone Capital 5-6151 acft in flt call Concord Rdo).
CLAREMONT MUN ARPT: Rnwy lgts inop.
CONCORD RADIO: DMET operg test basis, channel 113. (3-30)
LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6)
LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. Tetrahedron unlgtd & inop.

NEW JERSEY: ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd. Apr 25, UHF H facil shut down until aprx May 5-relctn to HW site, lat 39-22-00, long. 74-27-00. (4-25)
ATLANTIC CITY-POMONA (NAFEC) ARPT -TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. Soon, twr will tsmt LF voice on 278 kc in place of 275 kc. (3-8)
ATLANTIC CITY (POMONA) NAFEC ARPT: GCA practice apchs avbl VFR conditions only, Mon, Tues, Wed and Thurs 1300-2000Z. First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv fld maint. (4-9)
BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flts.
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. (3-3) Constr NW end rnwy 14-32, 4000' usable from SE end. (2-11)
CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)
COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° MOCA.
COYLE RADIO: DMET operg test basis, channel 81. (11-20)
NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.
NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° About June 1, ATCRB svc will be shut down until aprx Aug 17- relctn. About June 1, VHF/DF will be shut down until aprx July 1- relctn. (4-22)
NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy elev, 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' above gnd boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men, eqpmt on fld. (3-17)
RED BANK ARPT: VOR rcvr gnd check pt. unusable. (9-3)
ROBBINSVILLE RADIO: DMET operg test basis, channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOLBERG RADIO: About May 18, TACAN portion of VORTAC will be shut down until aprx June 17- stn modernization. (4-7)
SPARTA RADIO: DMET operg on test basis, channel 19. (7-17)
STILLWATER RADIO: TACAN test operns tmpry suspended. (3-23) About June 10, VORTAC will be comsnd. TACAN channel 101. Class: M-BVORTAC. (4-21)
TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non stand. rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of center txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt operns only. (1-22)
TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men, eqpmt on fld daily. New 60' unlgtd ctl twr being co constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible. from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr.
WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transist. to apch ctl on 122.5 mcs and rcv on 134.1 mcs. Acft not having proper freqs are directed to land elsewhere. Civil acft without landing permit (AF Rm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (3-28)

NEW MEXICO: ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700-1000M daily excp Sat & Sun. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB lat 34-57-30, long 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque Kirtland AFB hi-density trml area: (1) All E and W bnd tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc dptg ABQ maintg M tracks from Rio Grande River of 300° and 190° and not above 9000'MSL until cleared of E/W awys thence climbing rapidly paralleling the E/W arwys until such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000'MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000'MSL. Jet lcl VFR descent area is triangle bounded by V19, V68 and V68S. (6-18)

ALBUQUERQUE,KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185°-335°.

ALBUQUERQUE,KIRTLAND AFB/MUN ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35, in a raised position for a tmpry period due to wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilot's discretion. (12-31)

ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long 105-59; elev 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About June 6, constr VOR will start; freq 116.8 mc; ident CIM; latd lat 36-29-30, long 104-52-18; M var 13°10'E. Elev 6547'MSL; montrg category (I); ctid from Trinidad, Colo. FSS; class M-BVOR. (4-18)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with high speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

CROWN POINT RADIO: Soon, constr will start on VOR; freq 114.2 mc; ident CPT; lctd lat 35-53-00, long 108-15-28; mag var 13°-47'E; elev 6305'MSL; class M-VORW. (4-13)

**EL MORRO, SITE 60, LAX-AMA: Mar 26, bcn site recomsnd with six red and white flashers per min. Concurrently bcn site 60A, lctd 8 mi W of Elmorro LFR perm discontd.

**ENGLE SPECIAL NOTICE: CAUTION, DO NOT MISTAKE FOR LANDING AREA. Space Surveillance Station lctd lat 33-26-35, long 106-59-50, 20 mi N Engle, N.Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

**FARMINGTON MUN ARPT: Rnwy 11-29 clsd from SE end to int rnwy 7-25. Rnwy 6-24 abandoned, mrkd with crosses. Rnwy 5-23 under constr. (4-20)

FT WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from Mar 28-June 30, daily Mon-Fri, 0730-1600M, in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long 108-36, on S by lat 35-26, and on W by long 108-38. (3-24)

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg test basis; channel 120. (9-2)

**ROSWELL, WALKER AFB SPECIAL NOTICE: Jet test durg dalgt hrs conducted in the following described area: bgng at Corona, N.Mex. VOR to Socorro VOR; to Albuquerque VOR; Anton Chico VOR; Tucumcari VOR; Texico VOR; Roswell VOR to point of bgng. (11-14)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15°-30°. (2-2)

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

NEW YORK: BATAVIA ARPT: Use at pilot's own risk during inclement weather. (2-8)

**BETHPAGE, GRUMMAN BETHPAGE ARPT SPECIAL NOTICE: Flgt Test Area described as follows: within those portions of warning areas 105 and 106 lying N of the Atlantic ADIZ (lat 40-15, long 73-15; 40-24, 73-15, 40-33, 73-02; 40-40, 72-30; 40-42, 72-04; 41-10, 70-13; 41-05, 70-10; 40-15, 73-15.) Hours 0600-1800 daily with intermittent operns after 1800 hrs, Sat, Sun and holidays. Alts from sea level to 50,000'. Used by Republic Aviation Corp, and Grumman Acft Engineering Corp. Expires March 31, 1962. (3-18)

BINGHAMTON RADIO: Erratic ADF action 4 - 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1) About May 30, VORTAC will be comsnd. TACAN channel 88; class M-BVORTAC. (4-7)

BUFFALO ARPK: Snow removal NE/SW rnwy only, snow banks each side of rnwy; use rnwys only. Ctc unicom for lndg info. (12-3)

NEW YORK: BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relocated to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (10-24) 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area lmtd due to lctn of tmpry twr.

**CALVERTON, GRUMMAN PECONIC ARPT SPECIAL NOTICE: Flgt Test Area described as follows: within those portions of warning areas 105 and 106 lying N of the Atlantic ADIZ (lat 40-15, long 73-15, 40-24, 73-15, 40-33, 73-02, 40-40, 72-30, 40-42, 72-04, 41-10, 70-13, 41-05, 70-10, 40-15, 73-15.) Hours 0600-1800 daily with intermittent operns after 1800 hrs Sat, Sun and holidays. Alts from sea level to 50,000'. Used by Republica Aviation Corp., and Grumman Acft Engineering Corp. Expires March 31, 1962. (3-18)

CICERO ARPT: Clsd transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not lnd apch area rnwy 23, not a part of arpt.

DUNKIRK MUN ARPT: Clsd sunrise-sunset Sun and holidays Apr 24 - Oct 30, drag races.

ELMIRA, CHEMUNG CO. ARPT: Due non-visibility twr unable to observe tfc from point 1000' N to apch end rnwy 19; trml bldg constr. (2-8)

**FARMINGDALE, REPUBLIC ARPT SPECIAL NOTICE: Flt Test Area described as follows: within those portions of warning areas 105 and 106 lying N of the Atlantic ADIZ (lat 40-15, long 73-15; 40-24, 73-15; 40-33, 73-02; 40-40, 72-30; 40-42, 72-04; 41-10, 70-13; 41-05, 70-10; 40-15, 73-15. Hours 0600-1800 daily with intermittent operns after 1800 hrs, Sat, Sun and holidays. Alts from sea level to 50,000'. Used by Republic Aviation Corp., and Grumman Acft Engineering Corp. Expires March 31, 1962. (3-18)

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315° beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.

GLEN FALLS, WARREN COUNTY ARPT: Ramp and txwy lgts inop.

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy, acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)

LAKE PLACID: Not a seaplane base, no facils avbl. Facils for landplane avbl at Lake Placid Arpt.

LAKEVIEW ARPT: Reported reopened; located 1.5 mi E; elev 750'; 1 rnwy, 2600'; 80 oct fuel avbl wk-ends and evenings. (8-22)

LIDO RADIO: H facil unusable beyond 12 mi -- acct interference from Ft Dix-McGuire AFB LFR, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted during dalgt hrs within 15 mi radius of arpt; all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution, hi-performance test jet acft operg in corridor btn Republic Aviation Corp, Farmingdale, L.I. and warning area W106 on heading 140° outbnd (320° inbnd) crossing V30, V16, and G5, ctl area 1169, cont durg VFR daylight hrs. (12-8)

NEW YORK CITY SPECIAL NOTICE: April 15, to June 1, 1960, steady burning lgt S bcn on Empire State Bldg 1502'MSL will be extinguished from midngt lcl time until sunrise. (4-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia rqrd to remain well clear of Mitchel AFB. (4-8)

NEW YORK: NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 29, freq 124.5 mc will be decmsnd Philipsburg, Pa. peripheral site. (3-22)

NEW YORK HELIPORTS: W30th St & Hudson Rvr. Two concrete lndg pads, 80x80'; elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.

*NEW YORK INTL (IDLEWILD) ARPT TOWER: Nov 16, VHF/DF shut down - relctn. (3-28) Apr 21, gnd ctl freq 121.65 mc comsnd in place of 121.6 mc. About May 1, ILS (rnwy 22R) will be shifted to rnwy 22L. Lclzr will be lctd 460' from 4R and rnwy 22L; lat 40-37-27, long. 73-46-19. Elev: 10' MSL. Glide slope will be lctd 400' left centerline & 750' apch end rnwy 22L. Apch brg: 223°. Mag. var.: 12°W. MM will be lctd 3464' (0.66 smi) apch end rnwy 22L & 14' left of extended centerline. OM will be lctd 33,620' (6.37 smi) from apch end rnwy 22L & on extended centerline. LOM freq: 392 kc. Ident: IW., lctd lat 40-43-30, long. 73-41-35. Only alternate opern of either rnwy 4R or 22L. Simultaneous operns not avbl. (3-24)

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: About May 2, surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 will be shut down for modernization. Rdo equipped sweeper machine operg all active areas. About May 1, apch lgtg system with sequence flashers serving rnwy 22R will be decmsnd, concurrently apch lgtg system configuration A with sequenced flashers serving rnwy 22L will be comsnd, including semi-flush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions. Due to non-visibility twr unable to ctl tfc on txwy DD btn P and Q and that portion of Q btn CC and DD taxiway P from a point half way btn CC and DD extending to the NW and including the northernmost half of the runup block serving rnwy 13R. Txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point. Txwy I btn taxiways R and a point halfr way btn txwys S and T. Txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I. Txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off apch end of rnwy 13R and 300' S of centerline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd & flagged. Pavement dip & rolling action on surface of rnwy 13R-31L lctd 5400' from the apch end of rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390' MSL. (12-3)

NEW YORK LA GUARDIA FLD TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expidite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1800. Apr 18, substitute lclzr operg on pavement of closed rnwy 4-22, at lat 40-46-18, long. 73-52-56; 1120' NE of SW end rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway markings & barricades. (4-21) About May 17, freq 126.1 mc will be comsnd; freq 121.3 mc will be decmsnd. (4-22)

NEW YORK LA GUARDIA FLD: Caution, constr adjt N side of rnwy 13-31, eqpmt, 24' MSL sand piles parallel to rnwy, 210' from centerline of rnwy 13-31, marked day & ngts. Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 miles. Sequence flasher lgts may be turned on at pilot's request or by controller when visibility warrants. When approach and flasher lights are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28)

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

RIVERHEAD RADIO: TACAN operg on test basis; channel 119. (2-27) About May 3, VORTAC will be comsnd. TACAN channel 119. Class: M-BVORTAC. (3-24)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

NEW YORK: ROCHESTER, MONROE CO. ARPT TOWER: ILS shut down until aprx May 9 - rnwy constr. Lclzr will be relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long. 77-40-45. Elev: 546' MSL. (3-28)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr. Men, eqpmt off W end rnwy 28 dalgt hrs excp Sat and Sun.

SCHENECTADY CO. ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

STORMVILLE ARPT: Caution, spring mud and ruts, red flags point danger spots. (3-3)

SYRACUSE RADIO: TACAN test operns tmpry suspended. (3-6) About Apr 25, VORTAC will be comsnd. TACAN channel 117. Class: H-BVORTAC. (3-10)

SYRACUSE, HANCOCK ARPT TOWER: UHF/DF inop. (2-10)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg on test basis; channel 71. (4-6)

ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns.

BURLINGTON MUN ARPT: Caution, ngt operns, rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS MUN ARPT: 60' (773' MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)

COFIELD RADIO: DMET operg on test basis; channel 109. (5-18)

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test operns tmpry suspended. (3-24)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)

KINSTON RADIO: About May 5, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Montrg category (1). Ctld & montrd from New Bern FSS. Class: L-BVOR. (4-16)

LIBERTY RADIO: About June 30, VOR will be comsnd. Freq: 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Class: L-VORW. (4-15)

LUMBERTON RADIO: About Apr 29, VOR will be shut down. (4-8)

LUMBERTON MUN ARPT: Lgtd 120' micorwave twr lctd on arpt under constr.

MONROE, SHUTE MUN ARPT: Closed Suns. 1300-dark, parachute jumps, lndg permitted btn jumps. (9-6)

RALEIGH-DURHAM RADIO: DME operg on test basis; channel 122. (9-25)

WILMINGTON, NEW HANOVER COUNTY ARPT TOWER: About May 12, twr freq will be chgd to 388 kc. (4-20) About May 10, freq 142.72 mc will be decmsnd. (4-25)

WILMINGTON, NEW HANOVER CO. ARPT: 133' MSL (102' AGL) lgtd radar twr being erected 400' NW of trml bldg.

WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable.

NORTH DAKOTA: BISMARCK MUN ARPT: N/S & E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)

FARGO RADIO: About Apr 29, West Fargo FM will be discontd. (3-24)

FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbdn and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)

GLEN ULLIN ARPT: Rnwy lgts inop. (4-21)

GRAFTON MUN ARPT: N/S & E/W taxiway under constr. Men, eqpmt on fld. Ctc arpt mgr. (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities. (9-16)

KINDRED, HAMRY FLD: 91' (1031' MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)

[redacted]: MAYVILLE ARPT: 303'(1179'MSL) lgtd twr erected 22.5 nmi E(112°T) at lat 47-20-51, long. 96-50-46. (2-12)

WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: AKRON RADIO: About July 15, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (4-25) DMET operg on test basis; channel 21. (3-14)

AKRON, CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown- acct roughness. (8-19) ILS BC unusable. (1-14)

AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. (3-15) Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. (5-10) Avoid ILS crs when intcp to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Aprt.

AKRON MUN ARPT: Tetrahedron unctlbl. Obstn lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)

ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE (163°T) at lat 38-58-09, long. 81-55-29. (6-29)

ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)

★ BELLAIRE RADIO: Apr 15, VOR comsnd. Freq: 115.6 mc. Ident: AIR. Lctd lat 40-01-04, long. 80-49-03. Elev: 1288'MSL. Mag var: 3° 40' W. Montrg category (1), voice, ctl & montrg Wheeling, W. Va. Class: L-BVOR. (4-15)

CHAGRIN FALLS ARPT: Caution durg winter months, fld occasionally unusable due to soft fld or deep snow. (12-2)

CHARDON RADIO: TACAN test operns tmpry suspended. (9-10) About Apr 30, VORTAC will be comsnd. TACAN channel 35. Class: L-BVORTAC. (2-2)

★ CINCINNATI RADIO: Apr 24, VORTAC comsnd. TACAN channel 76. Class: M-BVORTAC.

CINCINNATI GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. (4-24)

CLEVELAND RADIO: TACAN test operns tmpry suspended. (3-28) About May 30, VORTAC will be comsnd. TACAN channel 83. Class: M-BVORTAC. (4-7)

CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About June 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W - 120.8 mc primary; 125.8 mc secondary. Acft arriving from E-124.6 mc primary; 125.7 mc secondary. About Apr 29, freqs 125.9, 323.2 mc will be decmsnd Warren peripheral site. (4-6)

CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)

CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW SE rnwy. E W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)

CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (2-9)

CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn 36R & 9L;S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (4-9)

COLUMBUS-SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000 ft. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)

COLUMBUS, OHIO STATE UNIVERSITY ARPT SPECIAL NOTICE: Clsd to all acft, excp emgcy, May 13 & 14, 0800-1700, for National Inter-Collegiate Flying Meet. Portable lgt gun and UNICOM on 122.8 mc avbl. Flgt Service specialist will be on duty May 12, 1200-1800 and May 15, 0800-1200 for flgt plan svc and wea assistance. (4-21)

OHIO: COLUMBUS-PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)

** COLUMBUS-PORT COLUMBUS ARPT SPECIAL NOTICE: Flt Test Area #3(chg in geog. coordinates and alt): An elongated area 20 nmi wide utilizing as it's center line the 193° M radial from Appleton VOR. The geographical boundaries of the area are as follows- lat 39-55, long. 82-25; thence S to 36-56, 83-13; W to 36-46, 83-39; N to 39-55, 82-50; thence E to starting pt. Flts will avoid the portion of R-109 that extends into the Supersonic Corridor. Alt: Start at 37,000' and extend to 60,000'. (4-7)

COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.

DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)

DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)

DAYTON WRIGHT PATTERSON AFB SPECIAL NOTICE: Extreme caution, extsv tfc in VFR corridor btn AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up are areas & civil arpts. Routes are straight line distances btn the given geographical coordinates. Wright Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target - Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)

FINDLAY RADIO: Apr 12, DME shut down until aprx May 1 - relctn to VOR site and channel chg to 2. About May 1, VOR freq will be chgd to 108.2 mc & relctd to lat 40-57-18, long. 83-45-21. Mag. var.: 1°30' W. Elev: 821' MSL. Class: L-BVOR. (4-12)

HAMILTON ARPT: Caution, constr E end E W rnwy being extended and black topped, when using ctc arpt on UNICOM 122.8 mc. (12-27)

JEFFERSON RADIO: TACAN operg test basis; channel 99. (6-12) About Apr 25, VORTAC will be cmsnd. TACAN channel 99. Class: L-BVORTAC. (3-10)

** MANSFIELD MUN ARPT: No signals SS-SR to indicate gnd visibility of less than 3 mi and or ceiling less than 1000'; occasionally condensation on twr windows will reduce twr visibility and ctl svc will be discontd for tmpry periods. (4-13) Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots discretion. (4-14)

MARION-COUNTY ARPT: Durg wet wea fld may be soft; pilots ascertain fld conditions by use of UNICOM or ctc fld by fone prior to tkof. (4-12)

MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 btn stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling. (3-29)

PORT CLINTON MUN ARPT: 1600' of 2900' E W rnwy graveled, width 60' remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.

RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better and visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (4-10)

TOLEDO EXPRESS ARPT TOWER: Twr freq 396 kc unreliable beyond 5 mi due interference Golf H fac, ident G, freq 398 kc. (3-22) About May 26, voice transmission on 396 kc will be chgd to 278 kc. (4-11)

TOLODO MUN ARPT: Rnwy 14-32 clsd and mrkd Mon thru Fri 0800-1800 EST due to automobile testing; drivers will stop automobiles short of int of all rnwys each time to observe air tfc before crossing; test cars will be flagged and mrkd. (4-7)

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)

OHIO: XENIA, PORT XENIA ARPT: Reported reinstated. Lctn; 3.0 mi E. Elev: 1050' one strip 2000' long, maj repairs and 80/87 oct fuel avbl. (11-24)
ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)
OKLAHOMA: BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)
BUFFALO ARPT: 255'(2912'MSL) lgtd twr being erected 36.3 nmi W(276°T) at lat 36-53-47, long. 100-23-54. (12-19)
GAGE RADIO: DMET operg on test basis; unmonitored; channel 103.
★KINGFISHER RADIO: Apr 21, VORTAC comsnd. TACAN channel 89. Class: M-BVORTAC.
**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)
NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (1-17)
★OKLAHOMA CITY RADIO: April 12, VORTAC comsnd, TACAN channel 97. Class: H-BVORTAC. (4-21) About May 16, LF rng Z mrkr will be shut down until aprx May 20 - antenna rehabilitation. (4-18)
OKLAHOMA CITY, TULAKES ARPT TOWER: About May 18, FAA ctl twr will be comsnd. Freqs: Tsmtg 391 kc; tsmtg & rcvg 118.1, 348.6, 379.9 m 121.5, 243.0 mc; rcvg only: 122.5 mc. Freq 121.7 mc for ctl mobile gnd tfc. Voice Call. Tulakes Twr. Class: C(g).
OKLAHOMA CITY WILL ROGERS FLD TOWER: About May 18, freq 122.5 mc will be decmsnd; freq 122.7 mc will be comsnd.
**OKLAHOMA CITY, WILL ROGERS FLD: Rnwy 17-35 clsd, constr. Only 1000' of yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 perm clsd all opersn. High intensity apch lgts decmsnd Mar 8. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (4-18)
SHAWNEE MUN ARPT: 120.5' AGL(1211.5'AMSL) lgtd elevated water storage tank under constr E side of fld. (7-10)
STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open daylgt hrs only.
★TULSA ARPT TOWER: April 21, ILS LOM freq chgd to 338.kc.
TULSA, BROWN ARPT: 190'(876'MSL) lgtd twr being erected 1.5 nmi NW(327 T) at lat 36-06-42, long. 95-54-00. (2-24)
TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extend when hvy acft parked at loading finger. (3-2)
OREGON: BAKER MUN ARPT: Hazardous conditions exist. when rnwy lgts are on due to high voltage lines several inches above ground parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)
BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
EUGENE, MAHLON SWEET FLD: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
JOHN DAY MUN ARPT: Caution, constr in progress, men eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
KLAMATH FALLS-KINGSLEY FLD TOWER: ILS lclzr freq 109.9 mc and glide slope freq 333.8 mc operg intermittenty on test basis only. (2-14)
LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)
MEDFORD ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)
NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil. 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.
NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.
PENDLETON RADIO: TACAN operg test basis; channel 94. (7-31) About Apr 25, LF rng will be shut down until aprx Apr 29 - twr modernization. (4-5)
PENDLETON ARPT: Constr on apch lgts, men & eqpmt crossing aprx 75' E of rnwy 7L-25R; rnwy will remain open durg constr. (4-7)
PENDLETON, WOODPECKER FLD: New arpt reported; lctd 2.5 mi NE; hwy W. Elev: 1410'; One 2500' rnwy, minor svc. 100/130 oct fuel avbl. (3-24)
PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)
★PORTLAND INTL ARPT TOWER: VHF/DF inop. Apr 20, apch ctl freq 250.4 mc chgd to 385.6 mc. (4-24)
OREGON:
UMPQUA RIVER-SCOTTSBURG TO REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Eastern most crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr.
**WALLOWA, HILL'S AIRSTRIP: Abandoned. (4-15)
PENNSYLVANIA: ALIQUIPPA-HOPEWELL ARPT SPECIAL NOTICE: Flgt Test Area described as follows: area bounded on E by long. 80-10, and on the W by lon . 80-14-30. Bounded on N by lat 40-46-30, and on the S by lat 40-40-30. Hours: dalgt. Altitudes: max. of 2500' MSL. Used by; Volaircraft, Inc. Time: March 8, 1960 to June 5, 1960. (-3-23)
★ALLENTOWN RADIO: Apr 30, VORTAC comsnd. TACAN channel 122. Class: M-BVORTAC, VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)
ALLENTOWN-BETHLEHEM EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)
ALTOONA RADIO: VOR unusable beyond 30 nmi 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA. (10-7)
ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29 not obstn marked or lgtd. (7-10)
BEDFORD, VEIDMAN ARPT: New arpt reported. Lctn 2.0 N; lat 40-04, long. 78-30; elev 1200', mown-strip NE/SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel & minor repairs avbl. (1-13)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
COUDERSPORT, POTATO CITY ARPT: Closed, snow and soft rnwys. (12-10)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
★DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice, ctl & monitoring from Brookville - FSS. (3-10) Apr 19, H facil ident chgd to DUJ.
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
EBENSBURG ARPT: Caution, no snow removal. (12-14)
ELLWOOD CITY RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)
GALETON, CHERRY SPRINGS ARPT: Clsd until further notice to all transient tfc. (2-24)
GETTYSBURG SPECIAL NOTICE: Acft are reqrd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due to fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HANOVER, DEVENER ARPT: Clsd to all tfc, soft fld conditions.
HARRISBURG RADIO: VOR unusable beyond 26 nmi btn 105° clockwise to 140°; beyond 30 n mi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimith unusable: beyond 15 nmi btn 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi, 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 btn HAR and Mt. Union Int - acct interference. (3-10)
HARRISBURG-YORK STATE ARPT: Twr unable observe 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. (2-5)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
★INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14) Apr 12, VOR comsnd. Freq: 108.6 mc. Ident IHD. Lctd at lat 39-58-30, long. 79-21-21. Elev: 2820' MSL. Mag. var.: 3°20'W. Montrg category (3). Class: L-VORW. (4-10)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPK: Caution, men & eqpmt on N/S rnwy dalgt hrs durg Apr and May. (3-30
LANCASTER MUN ARPT: Caution, constr. (11-10)
LINESVILLE, MERRY'S PYMATUNING ARPT: Reported reactivated. Lat 41-40, long. 80-26, elev: 1200'; No. of rnwys: 2 sod, NNE/SSW-2250'; WNE ESE-1675'; 80 octane. Limited svc.
MATAMORAS MUN ARPT: Ctn, constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable, men, eqpmt on fld. (7-31)

PENNSYLVANIA: **MONTGOMERYVILLE, HI LINE ARPT: Formerly carried Montgomeryville Arpt. N/S rnwy clsd, constr, lgts inop. Grass rnwy parallel to main rnwy on W side only rnwy open; caution watch for constr equipment. (4-18)

MT POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd most activity will occur wk-ends from gnd to 12,500', observe white cross closing fld durg course of jumping activities.

PHILADELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on N shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)

★PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) April 21, twr tsmts LF voice on 372 kc in place of 278 kc.

PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged, lowered ngts; steam pile driver operg in vcnty of Scott Paper Bldg 3900' W of TWA hangar, aprx 88' hi, flagged days, lgtd ngts. Hvy constr equipment operg grass area bounded by txwys 12-30 and rnwys 4-22, 9-27. Mil jet acft arriving & dptrg fld, initial apchs to rnwys 9 and 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)

PITTSBURGH RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 121. Class: H-BVORTAC. (4-7)

★PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: April 12, low alt freq 120.1 mc decmsnd; hi-alt freq 126.8 mc comsnd Moontownship peripheral site; low alt freq 307.9 mc comsnd Blue Knob peripheral site. About May 16, ARSR-1 & IFF ben will be shut down until aprx July 15-modernization. (4-21)

PITTSBURGH, ALLEGHENY CO ARPT TOWER: About May 31, ILS will be shut down until aprx June 9-eqpmt modernization. (4-7)

PITTSBURGH GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.

POTTSTOWN RADIO: About May 31, VOR will be shut down until aprx June 5-freq chg to 117.1 mc. (4-18) See page 52 for substitute route structure, tmpry reporting points and MEAs.

POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)

PROSPECT, CARNAHAN ARPT: Closed to all tfc.

PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)

READING-GENERAL SPAATZ ARPT TOWER: Apr 26, ILS lclzr and glide slope shut down until aprx May 5-modernization. (4-25)

ST THOMAS RADIO: Soon, VOR will be comsnd. Freq: 115.0. Ident: THS. Lctd: lat 39-56-00, long. 77-57-06. Montrg category (1). Mag var: 6°35" W. Elev: 2338' MSL. Voice ctl & montrg from Harrisburg-FSS. Class: M-BVOR. (3-10)

SAYRE, CHEMUNG VALLEY ARPT: Closed, due soft rnwys. (4-7)

★SELINSGROVE RADIO: Apr 16, VORTAC comsnd. TACAN channel 80. Class: M-BVORTAC. VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000' beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (4-16)

SLATE RUN RADIO: About June 2, VOR will be comsnd. Freq: 113.2 mc. Ident: SLT, Lctd lat 41-30-45, long. 77-58-12. Elev: 2320' MSL. Mag var.: 7°35' W. Montrg category (3). Class: M-VORW. (4-21)

STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)

STROUDSBURG-HAMLEN ARPT: Clsd to all transient acft. (2-24)

TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.

THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Apr 16 to Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)

THORNHURST RADIO: About June 2, VOR will be comsnd. Freq: 116.1 mc. Ident: THT. Lctd lat 41-16-21, long. 75-21-20. Elev: 2118' MSL. Mag. var.: 9°50' W. Montoring category (1). Voice & ctl from Wilkes-Barre, Pa. FSS. Class: M-BVOR.

TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12)

TYRONE RADIO: TACAN operg on test basis; channel 86. (2-19) About Apr 26, VORTAC will be comsnd. TACAN channel 86. Class: M-BVORTAC. (3-10)

WAYNESBURG, GREENE COUNTY ARPT: Clsd transient acft. (1-7)

WELLSBORO, GRAND CANYON STATE ARPT: Caution, snow & drifts; contact by phone or Unicom durg winter mos for fld conditions. (2-24)

WEST CHESTER RADIO: TACAN test operns tmpry suspended. (2-5) About Apr 26, VORTAC will be comsnd. TACAN channel 111. Class: M-BVORTAC. (3-10)

WILKES BARRE SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)

WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown-acct roughness. (2-10)

WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt ben obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)

WILLIAMSPORT, LYCOMING, SUSQUEHANNA ARPT: SW quarter of fld plowed and re-seeded. Land within rnwy mrkrs.

YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)

NEWPORT SPECIAL NOTICE: April 16 thru May 16 Flight Test Area NNE within the following described area: bgng at lat 41-31-08, long. 71-18-05, N to 41-35-00, 71-16-05; E to 41-35-00, 71-13-08; S to 41-31-05, 71-13-08; W to pt of beginning. Hrs: dalgt. Ceiling, visibility-2000', 10 mi. Alt: to 3000'. (4-11)

PROVIDENCE-GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.

PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no take-offs rnwy 23R. (8-15) About May 16, sequenced flashers will be cmsnd rnwy 5R to oper in conjunction with config A apch lgtg system; will consist of 26 units at 100' intervals starting at apch end of the system. (4-11) Excavation W side of fld & edge of rnwy 23R and 5L aprx 2,000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R & 5L subject to close Mon thru Fri 0800-1700. (4-21)

SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmarked.

WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)

SOUTH CAROLINA: BARNWELL-COUNTY ARPT: 266'(569' MSL) lgtd twr being erected 10.5 nmi NNE(28°T) at lat 33-24-55, long. 81-17-02, (2-29) Fld clsd May 14 and 15 for state-wide Jaycee teen-age Road-eo; NE/SW rnwy will be open for use. (2-4)

BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)

BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)

CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng and opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4)

COLUMBIA SPECIAL NOTICE: Effective 4/4/60 VOR apch procedure turn alt raised to 1700' MSL due to obstruction. (4-6)

COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'. (7-25) Mar 14, ILS lclzr and glide slope shut down indef-modernization. (4-8)

SOUTH CAROLINA: COLUMBIA ARPT: 291' (700' MSL) lgtd twr being erected 12.8 nmi SSE (170° T) at lat 33-44-42, long. 81-04-25. (2-29)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
DILLON COUNTY ARPT: New arpt reported; lctd 1.7 nmi N; elev: 120'; one rnwy, 3000' paved ; rotating bcn and rnwy lgts; opers dusk-dawn. (1-15)
FLORENCE SPECIAL NOTICE: May 2 thru May 11 extsv operns within 25 nmi radius of Mackall Int, lctd on V-3 awy between Florence, S. C., and V-115 awy. Acft will operate in VFR conditions from surface to 6,000' MSL durg dalgt hrs. Participating acft will be Army lgtd acft, helicopters and AF jet RF-101's.
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable . (4 -29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080. MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
GREENVILLE ARPT TOWER: ILS glide slope usable to MM only. (2-3)
**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)
KLINE, WALKER ARPT: 291' (549'MSL) lgtd twr being erected 3.5 nmi S (187° T) at lat 33-01-56, long. 81-20-53. (2-29)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev: 15' one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl. (2-4)
ROCK HILL ARPT: New arpt reported. Lat 34-59, long. 81-03; aprx 5 mi N; elev: 666'. one paved rnwy, NE/SW, 3500 x 100'. Rnwy lgts dusk-dawn, no servicing. (11-17)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy restricted to 4 tons or less; 200' N end clsd to all acft.
DUPREE RADIO: DMET operg on test basis; channel 115.
FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr being erected 5 nmi E (100° T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-21 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572' (1927'MSL) lgtd twr erected 5 nmi SSE (163° T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY -SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods , these stns will include an advisory message at the end of each weather bcst. (10-26)
★RAPID CITY RADIO: Apr 13, VORTAC comsnd. TACAN channel 112. Class: M-BVORTAC
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000'MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution- extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for aprx 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.

TENNESSEE: **BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer. (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not open for service, mrkd at apch ends. (1-4)
CHATTANOOGA RADIO: TACAN operg test basis; channel 75. (12-31)
CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)
★DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27) April 18, H facil freq chgd to 251 kc. (4-21)
JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on the sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.
KNOXVILLE RADIO: TACAN operg on test basis; channel 111, without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; lat 35-54-17, long. 83-55-41

TENNESSEE: LF rng has moderate to severe multiples on N and NE courses.
MEMPHIS-SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500'MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss(HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000'MSL. (2-9)
MEMPHIS AREA-SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int.-Dell Int. V9 11,000'; V9E Ramsey Int.-Driver Int. 15,000'; Driver Int.-Burdette Int. 18,000'. Restrictions due to to interference on 111.2 mc. (9-18)
MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125° , 1600'; 126° clockwise thru 353° 353°, 1500' MSL 65 mi. (5-28)
MEMPHIS ARPT TOWER: VHF/DF inop. (4-1)
MEMPHIS , DOWNTOWN ARPT: Clsd to all acft May 11 from 0120Z-0210Z; aerial and gnd pyrotechnical displays will be fired; mortars will be lctd 300' S of end of rnwy; bursts hazardous to acft will reach height of 600' AGL. (4-22)
MEMPHIS MUN ARPT: Caution, constr.
NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95'MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670'AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)
ABILENE MUN ARPT: 308' (2003'MSL) lgtd twr being erected 7.2 nmi NW (330° T) at lat 32-31-11, long. 99-45-26. (1-27)
ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil & mil) are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory, Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)
★AMARILLO AFB/MUN ARPT TOWER: April 21, ILS LMM comsnd. Freq: 314 mc. Ident: MA. Lctd 3534' (0.67 smi) from apch end of rnwy -3. OM lctd 5.8 smi from apch end of rnwy 3. Apch Brg: 35°. Elev glide slope over OM 4997'MSL over MM 3815' MSL.
AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75'AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)
ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.
ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.
★AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22) April 16, VORTAC comsnd. TACAN channel 72. Class: H-BVORTAC.
AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flgts within a 2.5 nmi radius of Bergstrom AFB at or anove 3500' MSL during VFR conditiondue to hvy jet tfc in tfc pattern. (4-15)
AUSTIN, MUELLER ARPT TOWER: About May 11, ILS LOM will be chgd to MHW facil; freq chg to 353 kc. (4-22)
**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end txwy serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)

TEXAS: BEAUMONT, JEFFERSON COUNTY ARPT: 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW (345°T) lat 30-04-30, long 94-03-44. (3-25)
BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4000, 5000, 6000, and 7000'MSL while crossing V66 and at 6000 and 7000'MSL while crossing V68 btn the base and R553 in a corridor extending 10 nmi either side of the 170°M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor during daylgt hrs MonFri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000'MSL btn R556 and R554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R553 also, they should avoid alt levels used by jet acft in corridor btn R554 and R556. (3-30)
BIG SPRING RADIO: Soon, VOR/DME will be shut down until aprx Apr 23, antenna rehabilitation. (4-8)
BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100'MSL, intensive jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)
✱BRIDGEPORT RADIO: VORTAC comsnd. TACAN channel 112. Class M-BVORTAC. (4-13)
BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)
CARRIZO SPRINGS-DIMMIT CO ARPT: 441' (1098'MSL) lgtd twr being erected 4.3 nmi W (276°T) lat 28-32-05, long 99-58-30. (2-15)
CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)
COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon-Sat. Holding procedures 21,000-23,000' inbound brg 325°M. Penetrations and climbouts executed btn 21,000-3000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4000'-3000' on brg 120°M from bcn within 10 nmi. VFR acft on V17 and LF direct flts over Cotulla may avoid this activity by operg btn 5000-20,000' and by avoiding the described penetration area W of Cotulla. Below 3000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)
COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL (547.5'MSL) lgtd rdo twr being erected 0.7 mi SW lat 28-26-27, long 99-13-39. (7-1)
DALHART RADIO: DMET operg test basis; channel 96. (2-18) About May 16, VOR class will be chgd to M-BVOR, ident to 112.0 mc; TACAN channel to 57. (3-1)
DALLAS, FLYERS FLD: Abandoned. (4-15)
DALLAS-LOVE FLD TOWER: ILS LMM unusable due interference. (2-23)
DALLAS-LOVE FLD: 310' (870'MSL) lgtd twr being erected 6.2 nmi SSW (205°T) lat 32-44-50, long 96-54-10. (3-28)
DENVER CITY-HUMBLE ARPT: 485' (3773'MSL) lgtd twr being erected 18.2 nmi SE (142°T) lat 32-43-50, long 102-37-45. (2-4)
EAGLE PASS MUN ARPT: Caution, constr in progress.
EL PASO RADIO: DMET operg test basis; channel 92.
**EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. (revd too late for inclusion in the Directory of Airports)
FT McKAVETT-C-B RANCH ARPT: 328' (2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) lat 30-39-24, long 100-07-12. (2-4)
FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution, extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 - 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avail RAPCON and twr; 120.2 mc tsmt and rcv 122.5 mc rcv only. (6-3)
FT WORTH-MEACHAM FLD TOWER: Efctv May 1, twr hrs of opern 0600-2200. (4-12)
FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)
GAINESVILLE ARPT: 310' (1090'MSL) lgtd twr being erected 3.9 nmi SSE (169°T) lat 33-38-50, long 97-07-35. (3-24)
GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)
GOODFELLOW AFB SPECIAL NOTICE: Until Dec 31, 1960, 150 mi radius escorted high alt research balloons 1200-2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)
GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.
GREGG COUNTY RADIO: DMET operg test basis; channel 121. (6-30)

TEXAS: HAMLIN ARPT: 245' (1967'MSL) lgtd twr being erected aprx 1 nmi S (190°T) lat 32-52-57, long 100-07-37. (3-17)
HARLINGEN MUN ARPT: Clsd ngts, bcn and rnwy lgts inop. Extreme caution, men, eqpmt on fld. (3-12)
HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional and jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM and SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and dptg durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000'MSL to avoid jet and conventional tfc patn. (3-28)
HOUSTON, BEELINE ARPT: New E/W strip under constr.
HOUSTON, CLOVER FLD: Caution on lndg and tkof. 80'(AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.
HOUSTON INTL ARPT: Inbnd VFR flts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will chg to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy and adjt apron pavement btn passenger trml and new cargo bldg used jointly by acft and vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)
**HURST, BELL HELICOPTER HELIPORT: Lctd lat 32-48-28, long 97-09-45.
IRAAN ARPT: 300' (2995'MSL) lgtd twr being erected 20.6 nmi NNW (351°T) lat 31-14-20, long 101-57-10. (2-4)
IRVING, JAP LEE ARPT: Constr will begin about Apr 11, on N bndry; bldgs 40'AGL. (3-23)
JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld. (7-9)
KELLY RADIO: About June 2, LFR will be decmsnd. (4-4)
LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo ctl zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 nmi eastward of stn. It is urged that all VFR operns (civil and military) be conducted at or above 9000'MSL in this area. If this is not feasible, ctc Laredo AFB apch ctl on 126.18 mc or 122.5 mc, rcv on 126.18 or 118.5 mc for tfc advisory svc. Acft operg VFR and off awys within a 50 nmi radius Laredo, use extreme caution due extsv jet trng. (1-22)
LIVINGSTON, HENNINGTON ARPT: 403' (793'MSL) lgtd twr being erected 4.9 nmi NNE (44°T) lat 30-43-26, long 94-54-38. (3-28)
**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13, commissioned. (3-27)
LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operg VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60S and V62S, NW of Lubbock, remain at or above 10,000'MSL. All acft arvg and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000'MSL btn R552 and R555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R555 and R554 at 14,000 and 15,000'MSL in a corridor extending 5 nmi either side of the U.S. highway 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operg VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)
LUBBOCK RADIO: TACAN operg test basis; channel 111. (9-7)
LUBBOCK MUN ARPT: 841' (4067'MSL) lgtd twr erected 7.5 nmi SSW (198°T) at lat 33-31-35 long 101-52-12, height now being increased to 856' (4082'MSL). (8-31)
LUFKIN: 130'AGL unlgtd elevated water storage tank being erected aprx 7.5 nmi SSW. (3-28)
MALAKOFF: New arpt reported; 3 mi E on hwy 31; 3000' N/S sod strip; 35' p-line S end.
McALLEN, MILLER INTL ARPT: 149' lgtd oil derrick erected 0.6 nmi E.
MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)
MONUMENT RADIO: About May 5, MHW will be relctd to Pasadena, Tex. ident PDA; lctd lat 29-42-09, long 95-12-55. (3-24)
**MORTON, COCHRAN CO ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 33-52, long 102-54; 34-02, 102-54; 34-04, 103-32; 33-55, 102-32; hrs daylight; altitude surface and 10,000'MSL; used by Sam Kelly. Expires March 3, 1961. (3-3)

TEXAS: PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)
PORT ISABEL, PADRE BEACH ARPT: New arpt reported. Lctd lat 26-04-11, long. 97-14-06; 2 turf strips NW/SE 3200' & N/S 1800'.
REFUGIO, ROOKE FLD: Clsd for resurfacing rnwys. (4-22)
ROARING SPRINGS, BUZZ FD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.
ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)
SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)
**SAGINAW, BELL GLOBE HEILPORT: Located lat 32-51-38, long. 97-20-41.
SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)
SAN ANTONIO AIR ROUTE TRAFFIC CONTROL CENTER: About Apr 27, freq 291.4 mc will be chgd to 353.8 mc at Austin peripheral site. (4-19)
SAN ANTONIO RADIO: About June 2, LF rng will be converted to BHZ facil, on freq 254 kc.
SAN ANTONIO-INTL ARPT: Caution, txwy 15 unlgtd.
SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)
SHERMAN PERRIN AFB SPECIAL NOTICE: Instv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinate 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z - 0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20 -V on the SW. Use extreme caution. (3-28)
TYLER, POUNDS FLD: 400'(982'MSL) lgtd twr being erected 7.5 nmi ENE(80° T) at lat 32-22-30, long. 94-14-40. (3-28)
WACO RADIO: TACAN operg on test basis; channel 100. (7-22)
WACO CONNALLY AFB RADAR APPROACH CONTROL: About May 1, UHF freq 270.6 mc will be chgd to 263.0 mc. (4-14)
**WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Caution, E/W txwy acct uncontrolled vehicular tfc. Ctnr txwy 15-33 clsd due obstn of GCA unti. Min alt of 4000' MSL or higher for VFR tfc vicinity arpt unless in contact with ICT RAPCON or twr. (4-12) 155' AGL lgtd elevated water storage tank being erected approx 4.7 nmi NW. (4-5)
WICHITA FALLS, WICHITA VALLEY ARPT: Intermittent constr in progress on NW/SE rnwy. Portions of rnwys clsd on short notice, davlgt hrs. (7-23)
UTAH: **SPECIAL NOTICE: Caution - pilots flying within the borders of the state of Utah are to fly above 8,000 ft MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25; 112-22-09; S to pt of bgng. (3-1)
BRYCE CANYON ARPT SITE 45, LAX-DEN: Rnwy 12-30 open summer months.
DELTA RADIO: DMET operg on test basis; channel 123. (10-20) About May 2, LF rng will be shut down until aprx May 21 - modernization. (4-18) Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2 - ENP LF rng to SLC LF rng; Blue 22 DTA LF rng to Stansbury Int. (3-17)
HANKSVILLE RADIO: TACAN operg test basis; channel 102. Nov 23, DME shut down indefinitely - reconst. (12-14) About May 1, VORTAC will be comsnd. TACAN channel 102. Class: M-BVORTAC. (3-22)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)
LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14)
LUCIN RADIO: LF rng not monitored cont. (11-9)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis; channel 83. (10-20)
★PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi (1-27) VOR voice feature comsnd. Montrg category (I). Ctld from Salt Lake City FSS. Class: H-BVOR. (4-13)

UTAH: SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts.
**SALT LAKE CITY MUN # 1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)
SALT LAKE CITY MUN ARPT # 1: Two 307'(4544'MSL) lgtd twrs being erected 5.2 nmi SSE 347' apart on a line of 155°T at lat 40-41-35, long. 111-55-26. (3-18)
VERNAL ARPT: Caution, men eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LF rng not monitored cont. (11-9)
VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
BURLINGTON MUN ARPT: Soon, configuration A apch lgtg system with sequence flashers will be comsnd rnwy 15 concurrently, configuration B apch lgts will be decmsnd.
RUTLAND MUN ARPT: NW/SE rnwy clsd.
VIRGINIA: BLACKSTONE RADIO: About May 16, LF rng will be shut down until aprx June 1- modernization. (4-6)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
CASANOVA RADIO: TACAN test opern tempry suspended. (12-21) About May 3, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)
DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri.
ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1,800'; 80/87 oct fuel, maj scvg. P-line SW.
FALLS CHURCH ARPK: E/W rnwy very dangerous, int to W end; SE/NW rnwy very dangerous, int to NW end due to mud; no gas avlb until condition clears; use fld at own risk.
FLAT ROCK RADIO: About June 2, TACAN will be shut down until aprx July 1 - station modernization. (4-21)
FRANKLIN RADIO: DMET operns tmpry suspended. (2-9)
GORDONSVILLE RADIO: TACAN operg test basis; channel 100. About May 30, VORTAC will be comsnd. TACAN channel 100. Class: H-BOVRTAC. Elev: 500' MSL.
HERNDON RADIO: DME restricted to 20 nmi all azimuths at MOCA. (4-1)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LYNCHBURG RADIO: TACAN test operns tmpry suspended. (10-2) About May 30, VORTAC will be comsnd. TACAN channel 29. Class: L-BVORTAC. Elev: 875'MSL.
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)
★NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: Apr 15, freq 125.2 mc decmsnd; freq 125.5 mc comsnd. Apr 13, freq 353.7 mc comsnd Whaleyville, peripheral site.
NORFOLK MUN ARPT: About May 16, sequenced flashers will be cmsnd rnwy 4 to operate in conjunction with config A apch lgtg system and consist of 26 units at 100' intervals starting at apch end of the system. (4-11)
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000'MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44.
RICHMOND-BYRD FLD TOWER: March 28, ILS lclzr & glide slope shut down until aprx May 12 - lclzr antenna reconstr. (3-28)

[redacted]: *RICHMOND SPECIAL NOTICE:* Caution - lcl mil trng flgts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

RICHMOND, BYRD ARPT: Follow cntrline all txwys; overrun area rnwy 6-24 clsd. Unlgtd trees in apch zone W of cntrline rnwy 6 removed 200' each side of cntrline of lgts.

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and / or cone of silence acct close proximity Cloverdale LFM &ROA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

WINCHESTER MUN ARPT: Aprx 1800' E/W rnwy avbl; all other rnwys clsd; usable area mrkd white mrkgs. Use UNICOM; caution after hvy rainfall. (4-16)

[redacted]: BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end rnwy. (6-15)

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29)

DEER PARK MUN ARPT: Closed.

★ELLENSBURG RADIO: Apr 23, VORTAC comsnd. TACAN channel 126. Class: M-BVOR-TAC.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop.

SEATTLE RADIO: TACAN operg on test basis; channel 92. (8-19) About April 29, VORTAC will be comsnd. TACAN channel 92. Class: H-BVORTAC. (3-18) LF rng NW course has splits and multiples beyond 20 mi. (10-26)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and IFF bcn unavbl until aprx June 4. (4-4)

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

★SEATTLE TACOMA INTL ARPT TOWER : ILS lclzr course width changed to 4°. (4-22)

SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct run-up at least 1000' S of northerly runup apron whenever practical & compatible with safe opern. (12-28)

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int. to Mullan Pass and V2N Hayden Lake Int. to Mullan Pass. (4-19)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)

SPOKANE, GEIGER FLD: SW txwy btn rnwy 3 & 7 clsd. (12-4)

TACOMA-McCHORD AFB SPECIAL NOTICE: Caution - hvy jet tfc in bcnty , from surface to 25,000'. (9-18)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23) About June 2, TACAN will be shut down until aprx Jul 1 - station modernization. (4-21)

CHARLESTON, KANAWHA CO. ARPT TOWER: ILS glide slope operg on test basis only.

CHARLESTON, KANAWHA CO. ARPT: Narrow beam taxwy B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. (11-3)

CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (4-15)

ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (8-31)

[redacted]: ★HENDERSON RADIO: Apr 12, VORTAC comsnd. TACAN channel 49. Class: L-BVORTAC.

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.

★MARTINSBURG ARPT TOWER: Apr 18, freq 120.5 mc comsnd.

MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)

MORGANTOWN RADIO: TACAN test opern suspended. (4-19) About Apr 26, VORTAC will be comsnd. TACAN channel 74. Class: H-BVORTAC. (3-10)

PARKERSBURG RADIO: TACAN test operations tmpry inop.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd. (3-1)

SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)

[redacted]: GREEN BAY RADIO: About May 2, VOR portion of VORTAC will be shut down until aprx May 23 - modernization and retuning. See page 28 for substitute route structure and tmpry MEAs durg this period.

**GREEN BAY, AUSTIN STRAUBEL ARPT: 962' (1722'MSL) lgtd twr erected 10.8 nmi N (5° T) at lat 44-39-56, long. 88-07-47. (11-16) Apch lgts on req until further notice.

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rg side separation (3-25) VOR has courses out of tolerance at MEA due roughness. 034°-070°, beyond 20 mi; 071°-160° beyond 25 mi; 190°-200°, beyond 25 mi; 220°-290°, beyond 18 mi 300°-360° beyond 20 mi.(5-20)

LONE ROCK RADIO: DMET operg test basis; channel 83.

MADISON-TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs until aprx Apr 15. Flares at ngt. (2-29)

★MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27) Apr 20, transcribed wea bcst operg (LF rng 242 kc) comsnd.

MILWAUKEE GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down- relctn. (9-11)

MILWAUKEE GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable , mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of theshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)

MILWAUKEE, TIMMERMAN ARPT: Caution, men, eqpmt NW end rnwy 15-33 ; use turf strip if possible. (7-21)

OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

**PEWAUKEE-CAPITOL DRIVE ARPT: 687' (1549'MSL) lgtd twr erected 4.5 nmi SE (150°T) at lat 43-01-56, long. 88-07-54. (1-6)

PHILLIPS MUN ARPT: Rnwy lgts inop. NE/SW rnwy will be plowed and usable all winter.

RHINELANDER RADIO: About June 10, VOR will be comsnd. Freq 109.2 mc. Ident: RHI. Lctd: lat 45-38-01, long. 89-27-28. Montrg category (1). Associated FSS-Wausau. Class: L-BVOR. (4-20)

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd, sod removal in progress for leveling of rnwy. (8-14)

WOODRUFF, LAKELAND MUN ARPT N/S rnwy closed , constr. (10-26)

WYOMING: **CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area area advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods, these stns will include and advisory message at the end of each wea bcst. (10-26)

CASPER RADIO: TACAN operg test basis; channel 109. About May 1, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (2-26)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

WYOMING: CHEYENNE RADIO: About May 9, VOR will be shut down until aprx May 21 - reconstr. Durg this period, following route structure and MEA will be in efct: Unusable Awys: V19 DEN-Wheatland Int.; V19E DGW-CYS; V89 DEN-CDR; V89E CYS-BFF; V138 RKR-SNY; V138S CYS-SNY; V138N RKR-CYS. Unusable Reporting Points: Tie Siding, Buford, Egbert, Pine Bluff, Carpenter, Bear Creek, Nunn, Silver Crown, Millbrook, Meadows, Albin & New Raymer. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V4N GLL - LAR 11,000'; V207 GLL-BFF, 7500'; V89E GLL-CYS via GLL VOR R327° & 327° brg to CYS LF rng 9000'; V118 LAR-CYS via LAR VOR R090° & 090° brg to CYS LF rng, 11,000'; V132 AKO-CYS via AKO VOR R295° & 295°brg to CYS LF rng, 7300' MEA. Reporting Points: Ft. Morgan, Colo - DEN R047° & AKO R295°, MRA 8000'.

CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice inst apchs durg hrs 0700-2200MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17)

EVANSTON ARPT: New arpt reported; 5 mi NNW.; elev: 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. (1-16)

ROCK SPRINGS MUN ARPT: Rnwy 7 clsd ngts, due 6' unlgtd obstns 50' inside of threshold lgts 250' from edge of hard surface rnwy on W end. Hard surface on rnwy 7 begins 300' from threshold lgts. (1-22)

SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4)

WORLAND MUN ARPT: Rnwy 16-34 clsd, constr. Tmpry parallel 4000' dirt strip W side rnwy 16-34 usable excp when wet. (4-25)

PUERTO RICO: SAN JUAN, ISLA GRANDE ARPT: Txwy to Old Puerto Rico arwys trml bldg blocked by a 4' barbed wire fence. Use txwy lctd N side rnwy 9 aprx 650' from threshold rnwy 9. 4' barbed wire fence being constrd along N side of txwy aprx 100 yds from extreme E end of txwy to aprx 1500' W, fence mrkd by white flags on top of posts. All pilots using fld use extreme caution. All txwy lgts inop. (2-24) 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27; mrkd on top by two steady red lgts. (4-15)

★SAN JUAN INTL ARPT TOWER: Apr 22, apch ctl freqs 119.0, 269.2 mc operg.

SAN JUAN, PUERTO RICO INTL ARPT: Access taxiway to ANG parking apron lgtd; ditch at W side of ANG access taxiway; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of taxiway to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25, 20' derricks will be erected, area obstn lgtd. (1-7)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST. THOMAS, HARRY S TRUMAN RADIO: No coverage possible from N and E quads all VHF and UHF voice air/gnd channels - due terrain. (3-10)

CALIFORNIA: SAN FRANCISCO INTL ARPT: About May 2, hi intensity apch lgt sys and sequenced flashers will be inop for constr purposes. Aprx 1200' S end of txwy A and full length of S edge of concourse E to int with txwy A clsd from 0730-1700PST Mon-Fri, mrkd. Deep excavation all along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Gates 15 and 16 concourse B clsd, gates 33 and 36 concourse D clsd.

MILITARY CLIMB CORRIDORS: ALL FLIGHTS

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2; 122.5G
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	134.1;335.8G
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8
San Diego(North Island NAS),	San Diego Apch Ctl	304.4G;126.18G

G - Guards

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.

Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

REMEMBER!

VFR CRUISING ALTITUDES ARE ODD THOUSANDS PLUS 500 FEET BETWEEN 0° AND 179° MAGNETIC: EVEN THOUSANDS PLUS 500 FEET BETWEEN 180° AND 359° MAGNETIC. CAR 60.32 (a)

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570.49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down, "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N.Y.	209 kc
Washington, D.C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
Wichita, Kansas	332 kc
Milwaukee, Wisconsin	242 kc

*Operating on test basis.

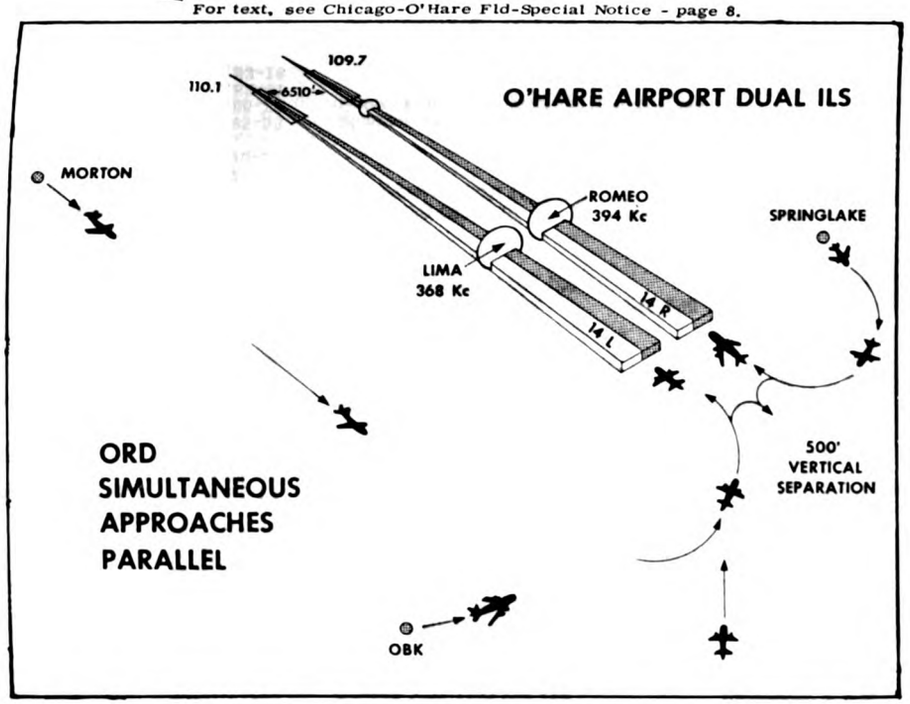
INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

(This does not apply to hearing aids)



For text, see Chicago-O'Hare Fld-Special Notice - page 8.



PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is May 8, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	45-20;115-56 44-30;115-51 45-19;108-34 44-27;108-36	Boise VOR 353°;82 Sheridan VOR 257°;65	240-290	2030-0500 M - S
7	Drag Race	46-10;116-00 45-20;115-56 46-10;108-30 45-19;108-34	Spokane VOR 127°;128 Sheridan VOR 295°;82	240-290	1600-1800 M - F. 2200-2400 M - F. 0200-0500 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda ✓	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	330-360 240-260	1400-1600 M - F. 0001-0400 T - S. 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260	1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340	1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 240-290	1430-1930 M - F. 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290	1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350	1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340	1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340	1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290	1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290	1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340	1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 310-340	1900-2400 M - F 0200-0500 T - S 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290	1500-2000 M - F 2300-2400 M - F 0000-0700 T - S
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 310-340	1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290	1500-0800 M-F.

GREEN BAY, WISCONSIN VOR SHUTDOWN: During shutdown use the following:

FROM	TO	MEA
V26, V1500 White Cloud, Mich. VOR via HIC R-300	Pentwater Temp Int. (HIC R-300, MKG R-328)	3800
Pentwater Temp Int. via HIC R-300	Nero Temp Int. (HIC R-300, OSH R-066)	8000
Nero Temp Int. via HIC R-300	Green Bay Temp Int. (HIC R-300, OSH R-023)	11,400
Green Bay Temp Int. via AUW R-104	Wolf Temp Int. (AUW R-104, OSH R-356)	3700
Wolf Temp Int.	Wausau, Wis. VOR via AUW R-104	2400
VOR 9: Oshkosh, Wis. VOR	Green Bay, Wis. Temp Int. (OSH R-023, AUW R-104)	3700
VOR 7: Calvary, Wis. Int.	Temp Chilton Int. (OSH R-066, MKE R-002)	3500
Temp Chilton Int.	Temp Green Bay, Wis. Int. (MKE R-002, AUW R-104)	5700
VOR 450: Muskegon, Mich. VOR	Temp Green Bay, Wis. Int. (MKG R-313, OSH R-023)	11,000
DIRECT ROUTES		
XGB "H" via 123/303° crs. from XGB "H"	Wolf Temp. Int.	2500
XGB "H" via 175/355° crs. from XGB "H"	Chilton Temp Int.	2600
XGB "H" via 204/024° crs. from XGB "H" and OSH R-024	Oshkosh VOR	2100
Green Bay Temp Int.	XGB via 15/195° crs.	3700

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

Unless otherwise noted, all tracks will be flown at 360 knots true airspeed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Half-moon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Edwards Air Force Base, California

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	34-32-00 34-52-30	119-23-00 119-49-35	From 8 miles NW of Meiners Oaks to 7 miles SW of New Cuyama in San Rafael Mts.
23	36-19-40 36-20-00	118-04-50 118-42-25	From about 3 miles W of Cartago to about 3.25 miles SSW of Calhoun Pk. in Sierra Nevada range
23B	36-10-00 36-29-00	118-12-00 118-40-00	From 4 miles NW of Craig Pk to 2 miles E of Paradise Pk. in Sierra, Nevada range.
32	34-03-00 33-58-30	120-30-00 119-54-25	From 3.5 miles W of San Miguel I to about 3.75 miles beyond Santa Rosa I.
44	33-15-45 32-45-25	118-21-15 118-20-20	9 miles S of Long Pt. light to 4 miles S of Pyramid Head light.
51	35-04-00 35-10-00	117-19-00 117-56-00	From California City to the western tip of Harpers Dry Lake.
63	35-40-45 36-08-50	119-43-10 119-57-20	3.5 miles from Lost Hills Kern Co. Airport to about 4 miles WNW of Westlake Farms Airport.

Gust Plus Maneuver Round-Robin Flight (Edwards AFB)

Leg. No.	Distance (Nautical Miles)	Maximum S Speed (KTAS)	Description from Sectional Chart
1.	50	340	From Edwards AFB to 10 miles NE of the Fillmore Omni.
2.	15	500	From 7 miles SW of the Oxnard Rdo Bcn to the eastern point of Santa Cruz Island
3.	43	420	From the eastern point of Santa Cruz Island to the western point of San Miguel I.
4.	20	500	From the western point of San Miguel Island to 15 miles SW of Gaviota Omni.
5.	50	500	From 15 miles NW of the Gaviota Omni to 6 miles W of the Belridge (pvt.) Airport, and
	40	360	From 6 miles W of the Belridge (pvt.) Airport, via a point 5 miles W of the Lost Hills Airport to 7 miles E of Avenal Airport.
6.	70	340	From 10 miles east of Porterville to 10 miles S of Bishop.
7.	51	420	From 10 miles S of Bishop to the center of Owens Lake.
8.	88	260	From the center of Owens Lake to the Edwards AFB.

60. Flight between legs will be conducted in accordance with the Civil Air Regulations, Part 60. During the low-level operations, all airports will be avoided by 3 miles or more.

(Continued)

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

DIRECT COMMUNICATIONS - ARTCC/PILOTS-"Monitor Procedures"-In lieu of standard "contact" procedures, ARTCC controllers may clear pilots to "monitor" the frequency of the adjacent sector within the same center. The time or point at which the frequency change is to be made will be specified in the clearance. A pilot receiving such a clearance is required by CAR 60.47 to continuously monitor the frequency he is on until the time or point to change to the newly assigned frequency. At the stated time or point, the pilot will change to the new frequency and continuously monitor the new frequency making only required reports. There being no reports required, the pilot need only acknowledge subsequent clearances. The clearance to "monitor" a specific frequency does not preclude the pilot from initiating a communications contact if the pilot is in doubt as to whether two-way communications capability exists, or if an additional clearance or other information is desired. The following phraseology has been authorized for this procedure:

"(Aircraft Identification) MONITOR (Name) CENTER ON (Frequency) (Time or point), OVER"
Example: "BEECHCRAFT TWO ONE BRAVO, MONITOR WASHINGTON CENTER ON ONE TWO FIVE POINT ONE AT ONE SIX THREE NINER, OVER"

The following table provides a plan by which pilots may determine the frequency they will be expected to use when the sector discrete frequency (Priority One) has been specified, either in "monitor" or "contact" procedures, and two-way communications capability does not exist on the sector discrete frequency specified.

ALTITUDES BELOW 24,000 feet MSL.

First Priority	Assigned Sector Discrete
Second Priority	Air Carriers - Company Radio General Aviation - FSS on 126.7/120.7 Military Aircraft - ARTCC on 301.4-FSS on 135.9/135.0
Third Priority	Air Carriers - FSS on 126.7 General Aviation - FSS on 126.7-122.1/122.2 or VOR Military Aircraft - FSS on 272.7; if unable 255.4

FLIGHT LEVEL 240 AND ABOVE.

First Priority	Assigned Sector Discrete
Second Priority	Air Carriers - Company Radio General Aviation - FSS on 126.7/120.7 Military Aircraft-ARTCC on UHF area discrete - FSS on 135.9/135.0
Third Priority	Air Carriers - FSS on 126.7 General Aviation - FSS on 126.7-122.1/122.2 or VOR Military Aircraft - FSS on 272.7 or ARTCC on 301.4

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

PREFERRED ROUTES CORRECTIONS: Correct Airman's Guide Volume 15, Number 3 dated April 12, 1960.

(1) Page 120, Atlanta-Idlewild- change "CSO" to read: "GSO".

(2) Page 121, Detroit (Metro. or Willow Run)-La Guardia delete V122. Denver to Idlewild change V10W to read:" IOW".

(3) Page 122, (1) Jacksonville-Norfolk change "EKN" to read: "FKN". (2) Newark-Louisville change "V25L" to read: "V251". (3) Los Angeles to Idlewild chg "10W" to read: "IOW".

(4) Page 123, Newark to: (1) Pittsburgh add to read: SSB V232 V58; (2) Rochester change to read: STW V153 V29 V34; (3) Syracuse change to read: 153 M rad SAX-SAX V249W Exeter V2S. Pittsburgh to: (1) Baltimore delete V119 V276; (2) Boston add to read: V119 V276 V35 V2 Revere.

(5) Page 124, Pittsburgh-Columbus delete V276 V1. Portland-Oakland change to read: V23 RBL V25 Geyserville V27 V137 OAK. San Francisco to: (1) Chicago; (2) Denver; (3) Idlewild-change "Benicia" to "Crockett".

U. S. ENTRY AND DEPARTURE REQUIREMENTS - Page 125 of Flight Information Manual Volume 13 (dated December 1959), change first sentence of paragraph one, column 2 to read as follows:

"For Buffalo-Niagara Falls Area, apply to the Supervisory Inspector at the Peace Bridge at Buffalo or to the Supervisory Inspector at the Rainbow Bridge at Niagara Falls."

RADOME MOUNTED GLIDE PATH ANTENNAS: Simultaneous operation of airborne radar and glide path receiver produces deflection of the glide path crosspointer, resulting in a glide path indication which is difficult or impossible to fly. Until compatible mounting and use is perfected, pilots are cautioned to turn the weather radar to "standby" or "off" when conducting an approach utilizing the glide path portion of the Instrument Landing System.

CONELRAD DRILL: On May 3, 1960, a Conelrad drill will be conducted between 1800-1830Z of all AM, FM, and TV stations within the continental U.S. (excluding Alaska). Aid to navigation from these stations will be unreliable during this period. All regular navigational aids (i.e., LF, OMNI and TACAN) will operate normally.

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

Van Nuys Airport, California
Los Angeles: California

...ARTCC on 301.4

...performed as these changes occur.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting lower level training exercises at night without navigation lights on aircraft. These exercises will be conducted in the vicinity of [illegible] and will [illegible] and will [illegible] and will

✓ ATC PROCEDURES - Page 74 of Flight Information Manual Volume 13 (dated December 1959) revise the section titled "OTHER REPORTS" to read as follows:

1. The time and altitude/flight level reaching a holding fix or point to which cleared.
2. When vacating any previously assigned altitude/flight level for a newly assigned altitude/flight level.
3. When leaving any assigned holding fix or point.
4. When leaving final approach fix inbound on final approach.
5. When an approach has been missed. (Request clearance for specific action, i.e., to alternate airport, another approach, etc.)

✓ ATC PROCEDURES - Page 78 of Flight Information Manual Volume 13 (dated December 1959), revise the second paragraph under "APPROACH CONTROL" to read as follows: "PILOTS WILL BE CLEARED BY THE AIR ROUTE TRAFFIC CONTROL CENTER TO CONTACT APPROACH CONTROL AT A SPECIFIED TIME OR POINT. Note: See page 74 for reports to be made without request."

✓ RADAR - On page 29 of Flight Information Manual Volume 13, dated December 1959, replace subtopic Air Traffic Control Radar Beacon System (ATCRBS) with the following:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft-reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control(ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route-High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to point outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the word/s "transponder" or "no code transponder," as appropriate, to its identification.

ATC PROCEDURES - On page 80 of Flight Information Manual Volume 13(page 80 dated Feb. 29, 1960) add as a continuation of the first paragraph entitled RADAR TRAFFIC CONTROL: ATC radar procedures provide more expeditious service to IFR aircraft than can be provided by other means. At locations where such procedures are used all aircraft desiring to operate IFR are subject to control in accordance with radar separation standards. Non-radar procedures will be used when deemed advisable by Air Traffic Control

ATC PROCEDURES - On page 73 of Flight Information Manual Volume 13 dated December 1959, under first paragraph entitled POSITIVE CONTROLLED AIRSPACE add:

f. Information on observed radar targets will not be provided to aircraft operating within positive controlled airspace.

ATC PROCEDURES - Two Way Radio Failure - On page 74 of the Flight Information Manual Volume 13 (dated December 1959), under "En Route Procedures"- column 2-change paragraph 1 line 3 to read: "flight at the altitude(s) flight level(s) last assigned by Air Traffic Control,". Paragraph 2 (a) line 2 to read: "he will continue flight at the altitude(s) flight level(s) last assigned by Air Traffic Control,". Paragraph 2 (b) line one substitute word "approach" for "clearance".

ATC PROCEDURES - On page 83 of the Flight Information Manual Volume 13(dated December 1959) under paragraph titled "Airport Traffic Control Communications Procedures Aircraft Departing" column 2 amend 2nd and 3rd paragraphs to read:

"Tower: ATC CLEARS BEECHCRAFT ONE THREE ONE FIVE NINER TO THE CHICAGO MIDWAY AIRPORT, VIA VICTOR EIGHT, MAINTAIN EIGHT THOUSAND, OVER."

"Aircraft: BEECHCRAFT ONE THREE ONE FIVE NINER IS CLEARED TO THE CHICAGO MIDWAY AIRPORT, VIA VICTOR EIGHT, MAINTAIN EIGHT THOUSAND,OVER."

ATC PROCEDURES - On page 75 of the Flight Information Manual Volume 13 (dated December 1959), column I, amend paragraph 3 (b) to read: "Where approved military jet penetration procedures have been published for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude or flight level in accordance with the holding procedure depicted on the jet approach and landing chart for that airport."; and add the following: "NOTE"- Detailed approach and landing procedures, approved for military jet aircraft, are published in the U.S. Air Force-U.S. Navy "Flight Information Publication-Terminal--High Altitude" by the Aeronautical Chart and Information Center, St. Louis, Missouri."

ATC PROCEDURES - On page 75 of the Flight Information Manual Volume 13 (dated December 1959), under paragraph titled "Shuttle" amend sub-paragraph (b) to read: "Where approved military jet penetration procedures have been published for the airport of destination, military jet aircraft will descend to initial penetration altitude or flight level while executing the holding procedure depicted on the jet approach and landing chart for that airport."

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

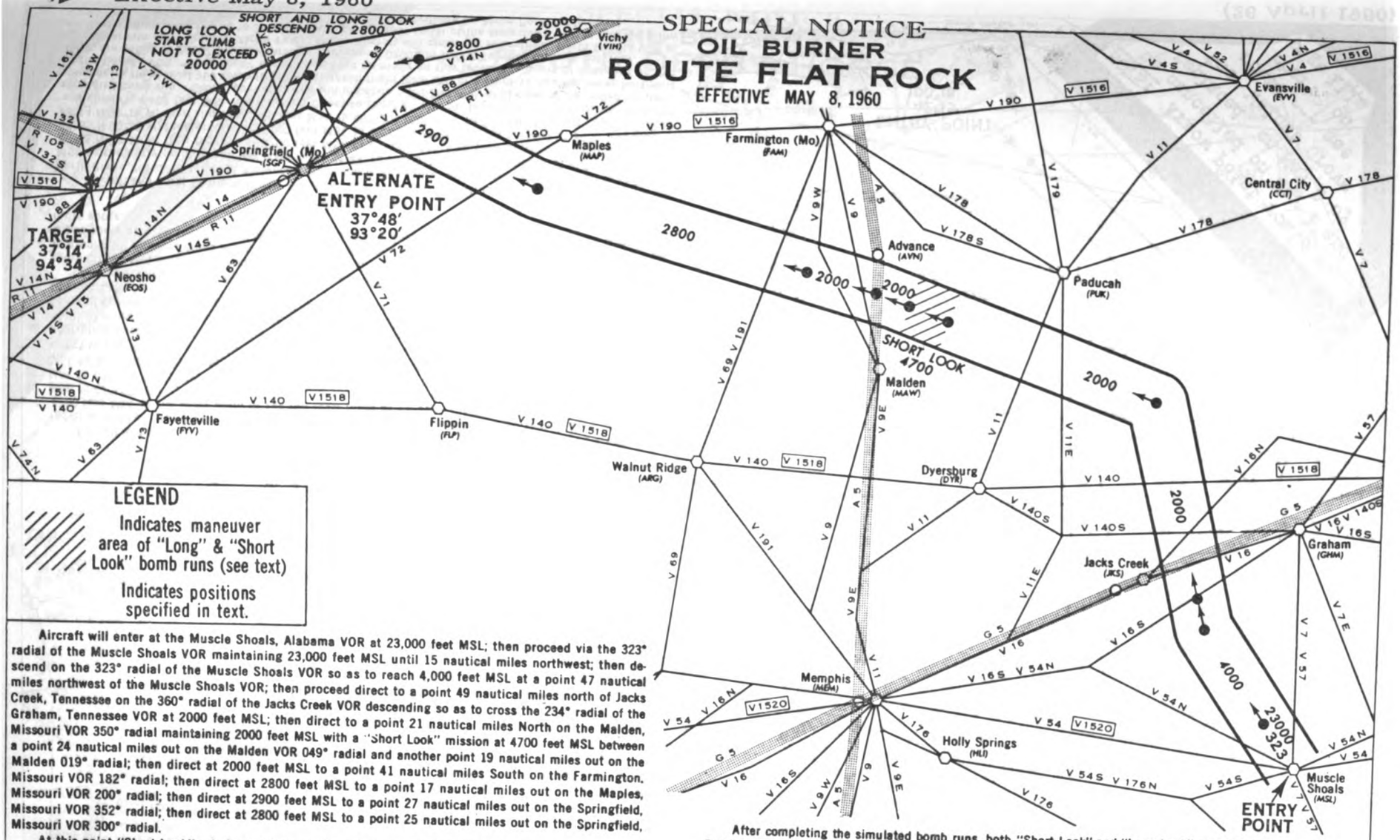
CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in B-47 and B-52 jet acft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the actt climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.



Effective May 8, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14'N-94°34'W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

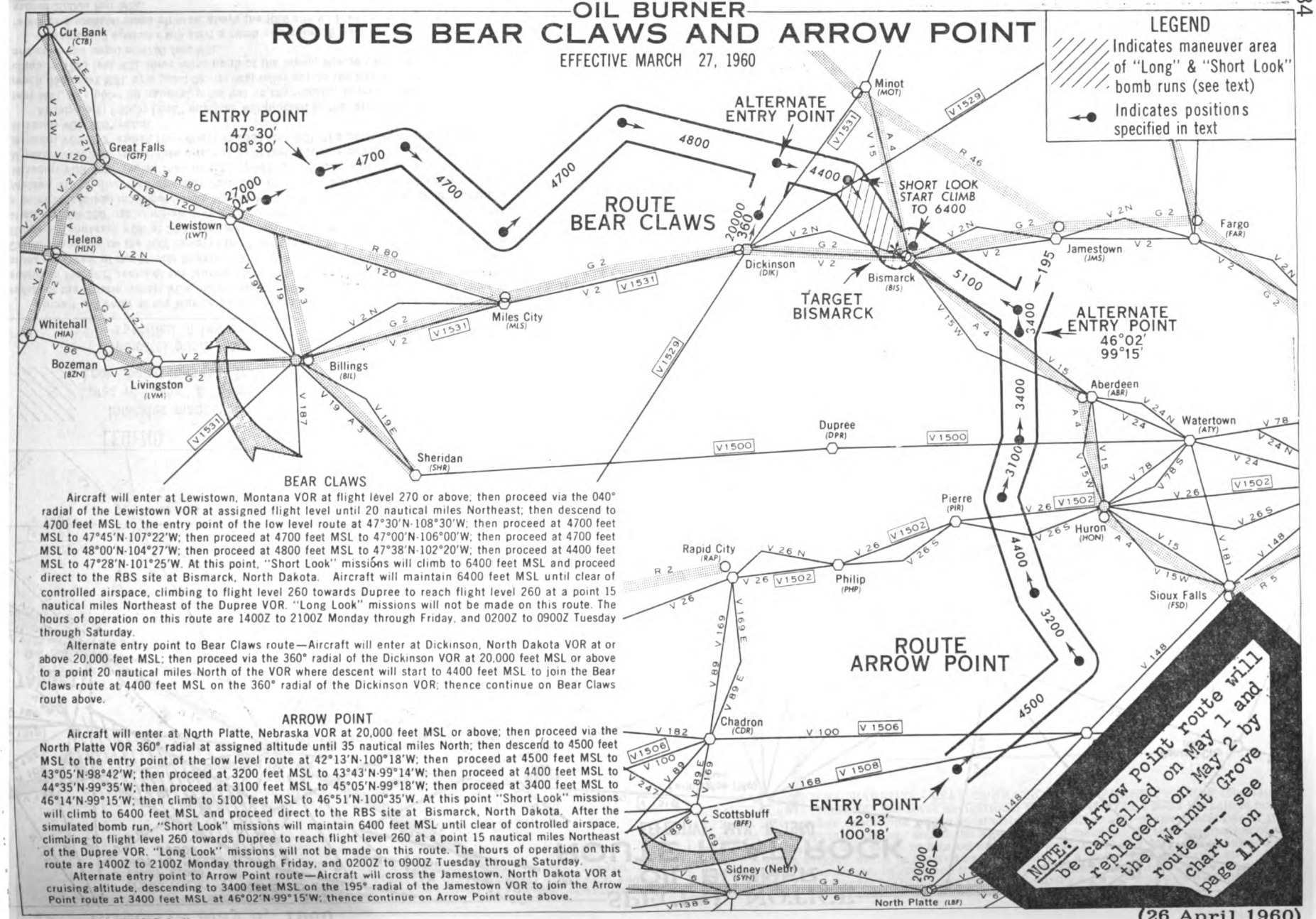
Prepared at Washington, D.C. by
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTES BEAR CLAWS AND ARROW POINT

EFFECTIVE MARCH 27, 1960



BEAR CLAWS

Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30′N-108°30′W; then proceed at 4700 feet MSL to 47°45′N-107°22′W; then proceed at 4700 feet MSL to 47°00′N-106°00′W; then proceed at 4700 feet MSL to 48°00′N-104°27′W; then proceed at 4800 feet MSL to 47°38′N-102°20′W; then proceed at 4400 feet MSL to 47°28′N-101°25′W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

ARROW POINT

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 360° radial at assigned altitude until 35 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°13′N-100°18′W; then proceed at 4500 feet MSL to 43°05′N-98°42′W; then proceed at 3200 feet MSL to 43°43′N-99°14′W; then proceed at 4400 feet MSL to 44°35′N-99°35′W; then proceed at 3100 feet MSL to 45°05′N-99°18′W; then proceed at 3400 feet MSL to 46°14′N-99°15′W; then climb to 5100 feet MSL to 46°51′N-100°35′W. At this point "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. After the simulated bomb run, "Short Look" missions will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Arrow Point route—Aircraft will cross the Jamestown, North Dakota VOR at cruising altitude, descending to 3400 feet MSL on the 195° radial of the Jamestown VOR to join the Arrow Point route at 3400 feet MSL at 46°02′N-99°15′W; thence continue on Arrow Point route above.

NOTE: Arrow Point route will be cancelled on May 1 and replaced on May 2 by the Walnut Grove route --- see chart on page 111.

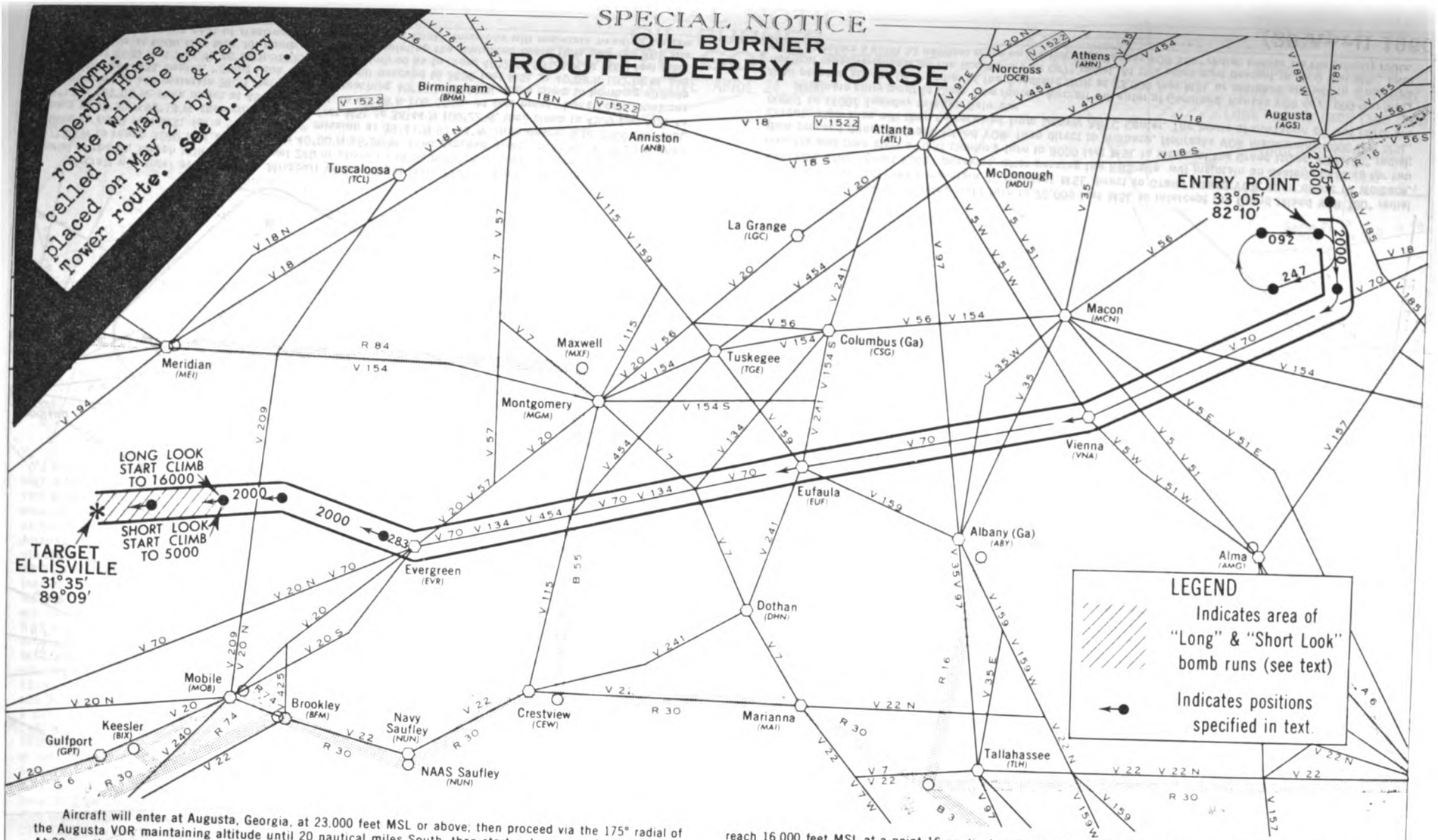
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(26 April 1960)

OIL BURNER
ROUTE DERBY HORSE

NOTE: Derby Horse route will be cancelled on May 1 & replaced on May 2 by Ivory Tower route. See p. 112.

SPECIAL NOTICE
OIL BURNER
ROUTE DERBY HORSE



Aircraft will enter at Augusta, Georgia, at 23,000 feet MSL or above; then proceed via the 175° radial of the Augusta VOR maintaining altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to entry point of the low level route at 33°05'N-82°10'W, and at 2000 feet MSL turn right to intercept the 175° radial of the Augusta VOR to 32°50'N-82°04'W; then turn right to intercept Victor Airway 70 Westbound; then via Victor Airway 70 to Evergreen, Alabama VOR; then at 2000 feet MSL via the 283° radial of the Evergreen VOR to 31°32'N-87°31'W; then at 2000 feet MSL to 31°42'N-88°06'W; then at 2000 feet MSL to 31°40'N-88°26'W. At this point, "Short Look" missions will climb, on a direct course to the RBS site at 31°35'N-89°09'W, so as to reach 5000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 5000 feet MSL. "Long Look" missions will start a climb at 31°40'N-88°26'W, on a direct course to the RBS site, so as to reach 16,000 feet MSL at a point 16 nautical miles from the RBS site; then cross the RBS site at 16,000 feet MSL.

After completing the simulated bomb runs, "Short Look" missions will make a right turn to a true course of 096° at 31°43'N-89°09'W, proceed via the true course of 096° until passing the 180° radial of Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding to the intersection of the McComb VOR 068° radial and the Meridian VOR 160° radial to continue climbing in a non-standard one minute holding pattern making all turns to the left, Southwest of the intersection on the 068° radial of the McComb VOR.

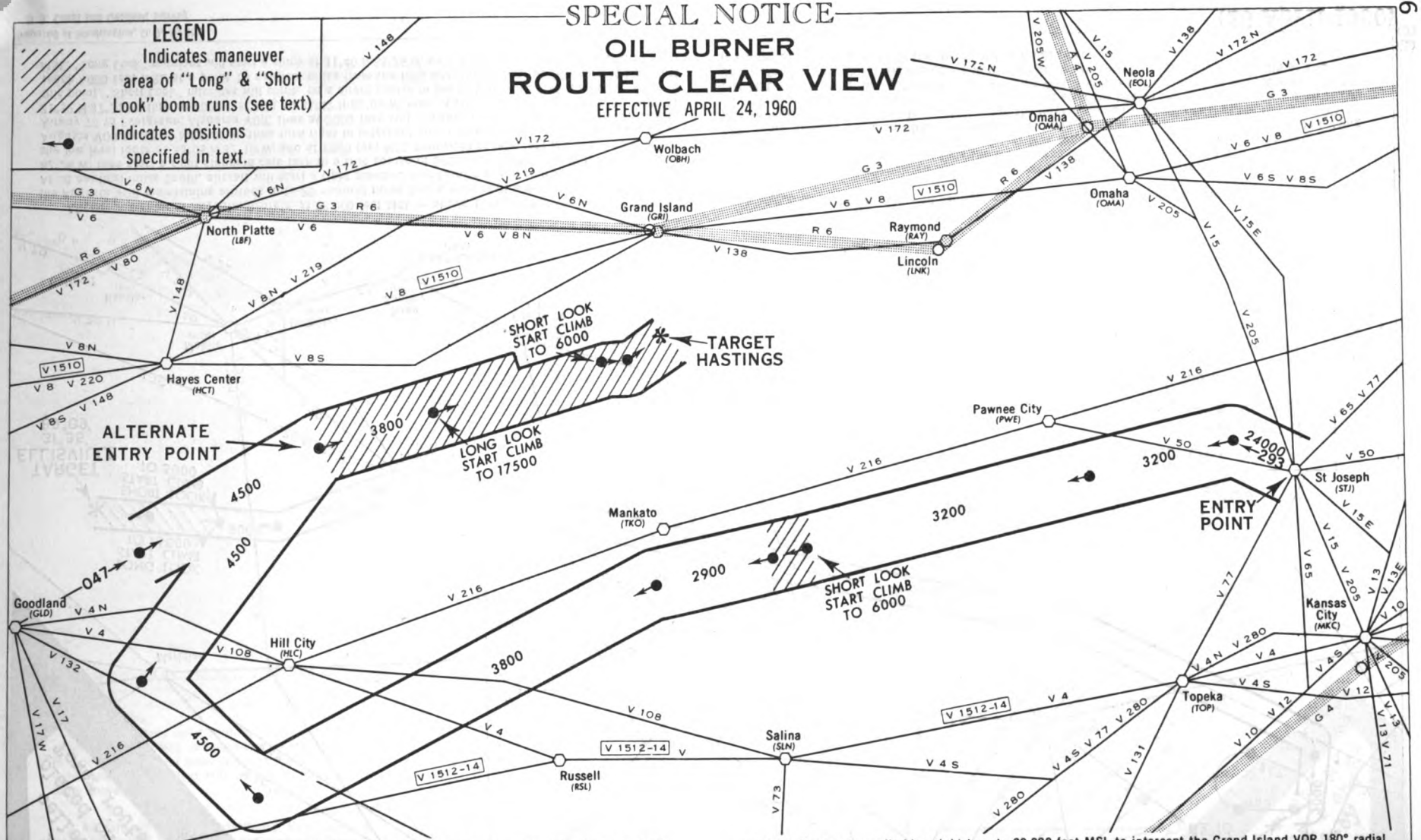
"Long Look" missions will follow the same procedure after the bomb run, starting their climb from 16,000 feet MSL after passing the 180° radial of the Meridian VOR. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday. The route width on this route is limited to 10 statute miles, 5 statute miles either side of course.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

(26 April 1960)

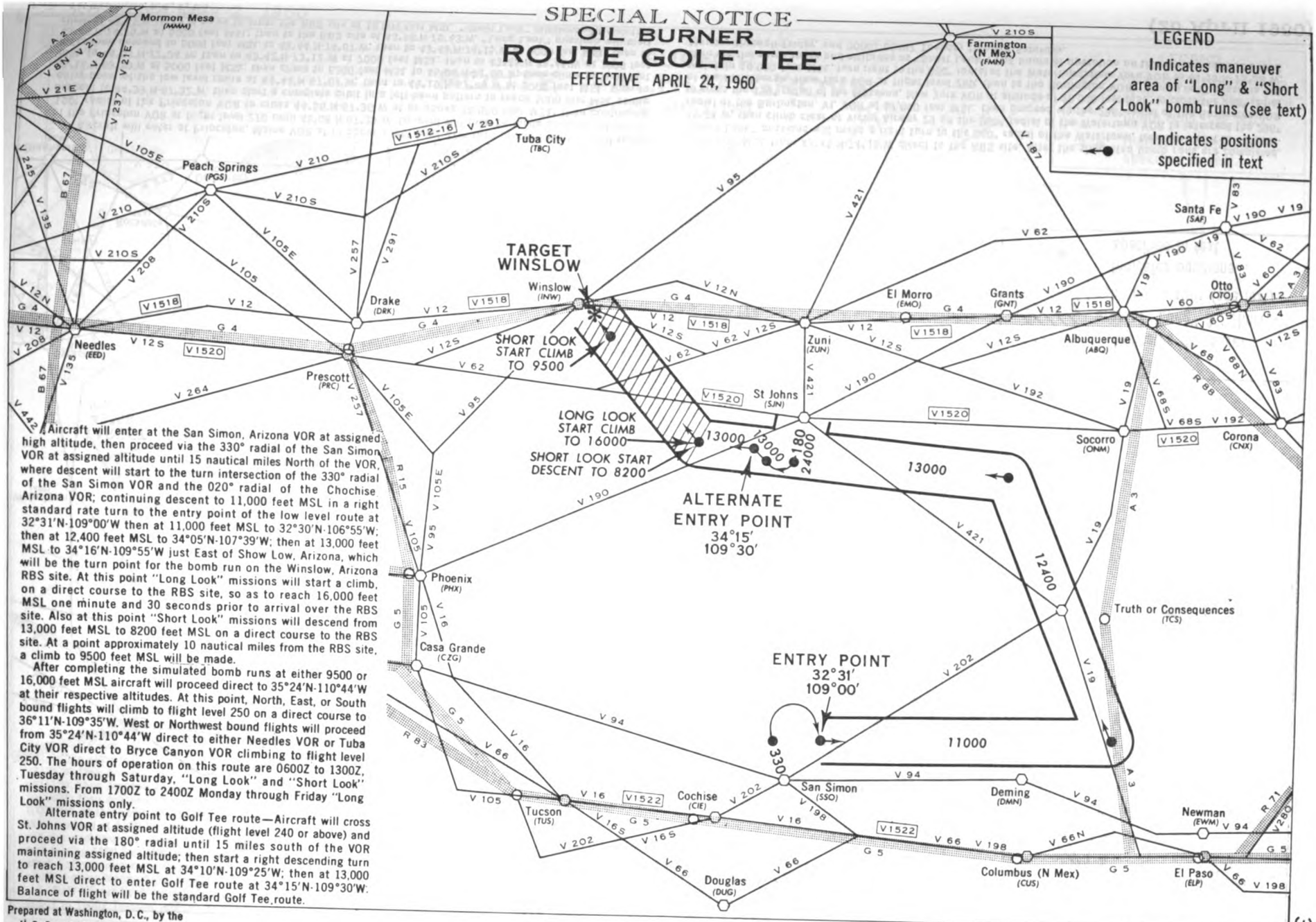
Prepared at Washington, D.C., by the U. S. Coast and Geodetic Survey



SPECIAL NOTICE

OIL BURNER
ROUTE GOLF TEE

EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24'N-110°44'W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11'N-109°35'W. West or Northwest bound flights will proceed from 35°24'N-110°44'W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

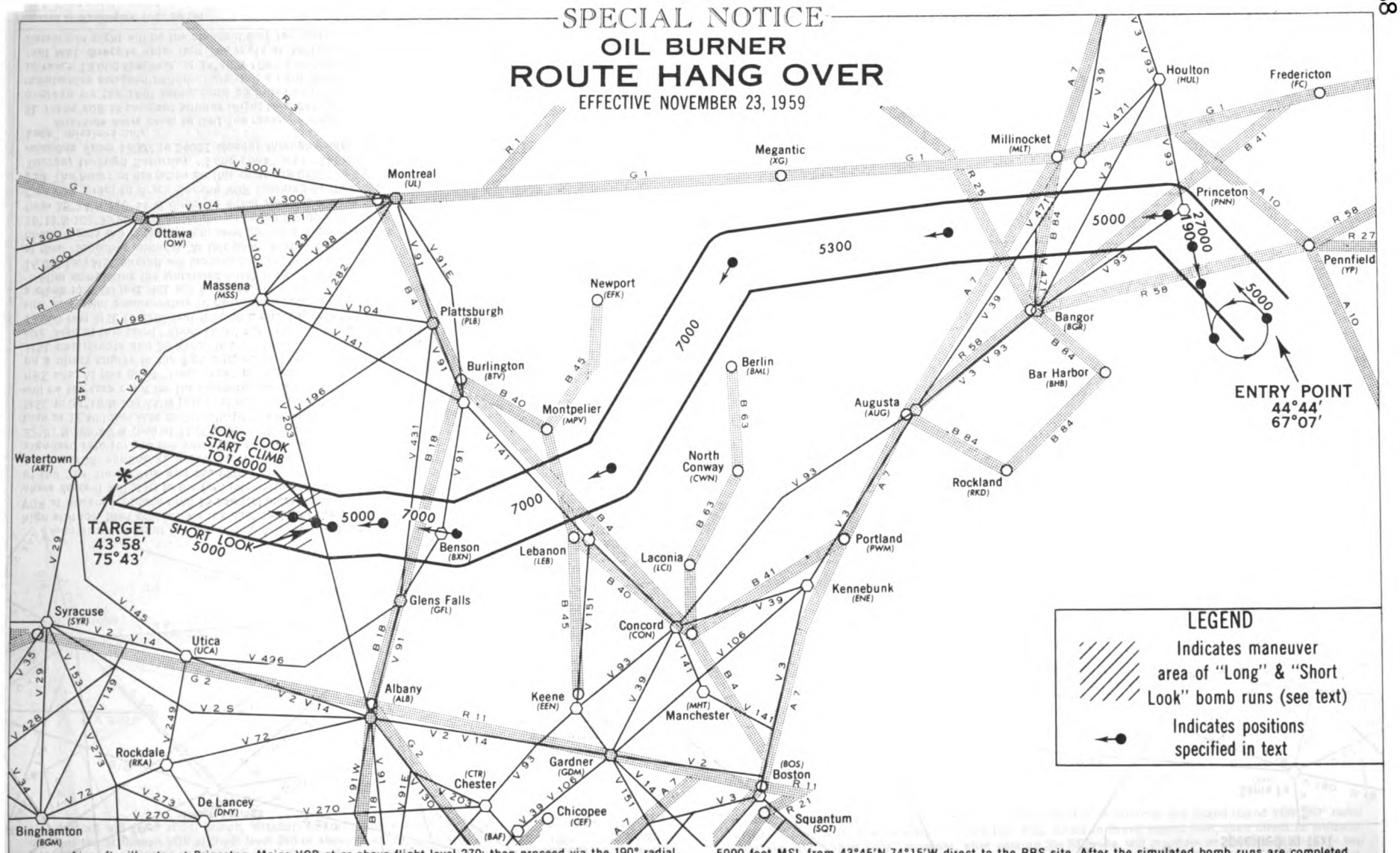
Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE HANG OVER

EFFECTIVE NOVEMBER 23, 1959



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

(26 April 1960)

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

OIL BURNER
ROUTE WALNUT GROVE

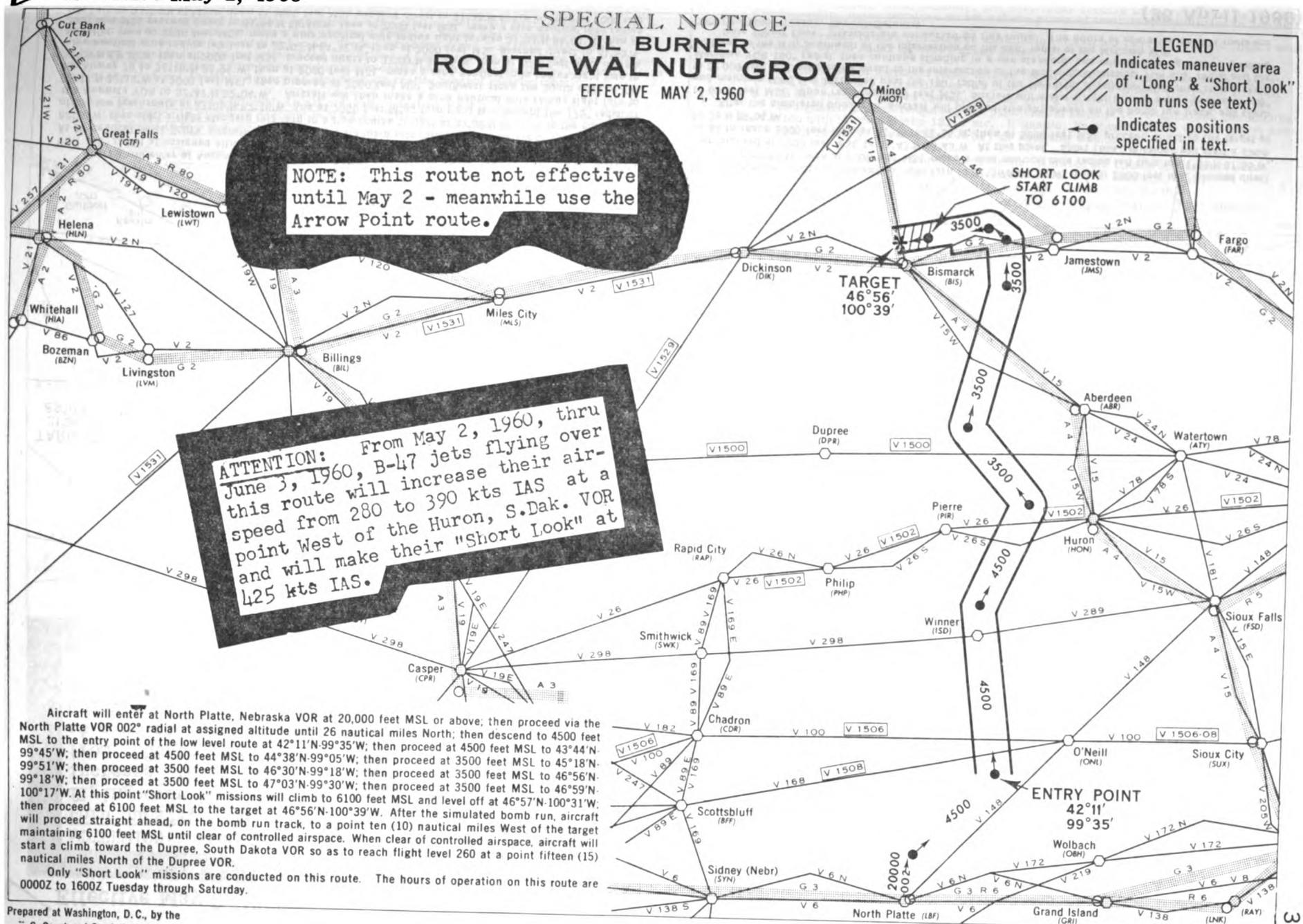
LEGEND
Indicates maneuver area

Effective May 2, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE MAY 2, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11′N-99°35′W; then proceed at 4500 feet MSL to 43°44′N-99°45′W; then proceed at 4500 feet MSL to 44°38′N-99°05′W; then proceed at 3500 feet MSL to 45°18′N-99°51′W; then proceed at 3500 feet MSL to 46°30′N-99°18′W; then proceed at 3500 feet MSL to 46°56′N-99°18′W; then proceed at 3500 feet MSL to 47°03′N-99°30′W; then proceed at 3500 feet MSL to 46°59′N-100°17′W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57′N-100°31′W; then proceed at 6100 feet MSL to the target at 46°56′N-100°39′W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

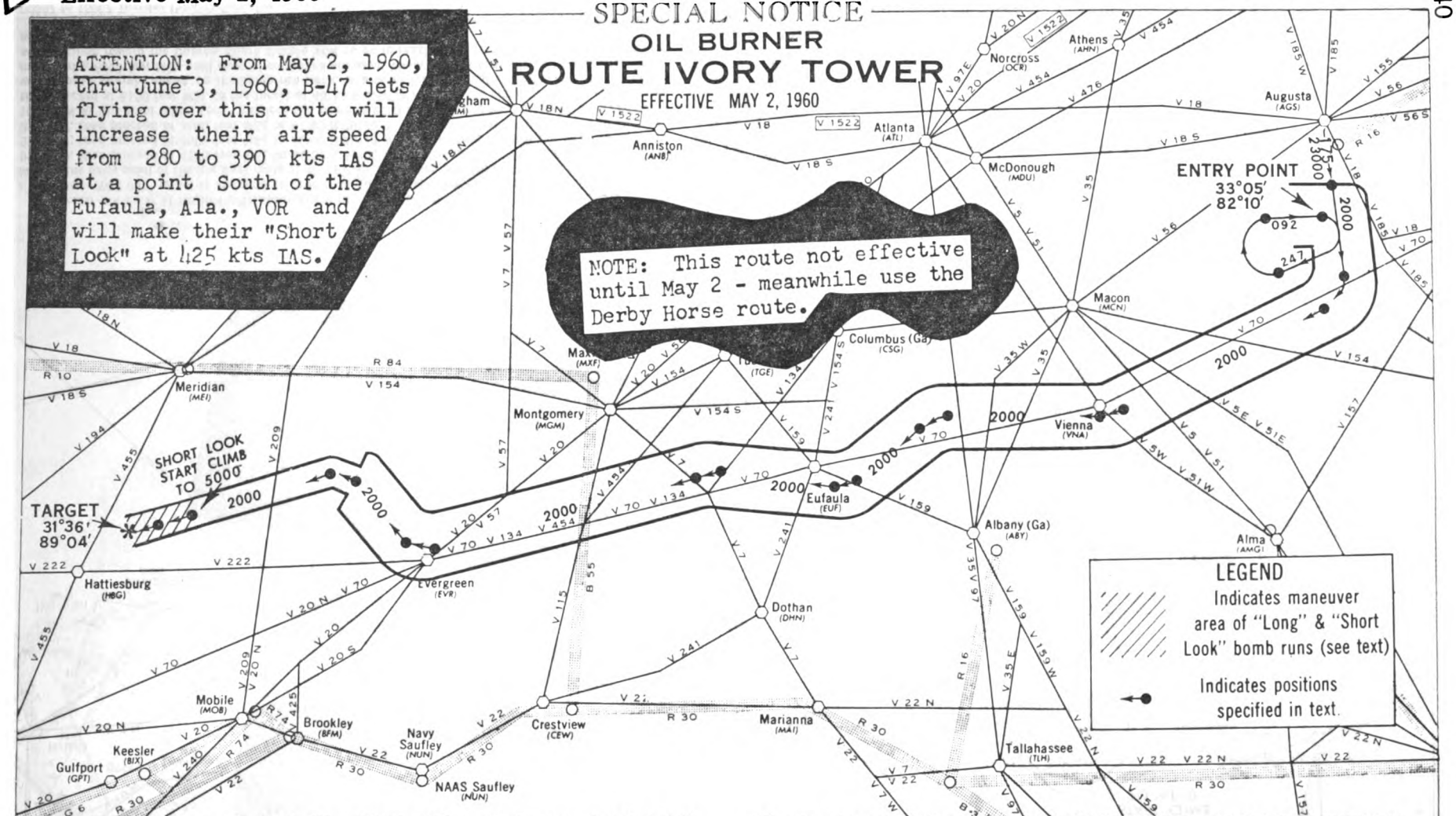
(26 April 1960)

Effective May 2, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE IVORY TOWER
EFFECTIVE MAY 2, 1960

ATTENTION: From May 2, 1960, thru June 3, 1960, B-47 jets flying over this route will increase their air speed from 280 to 390 kts IAS at a point South of the Eufaula, Ala., VOR and will make their "Short Look" at 425 kts IAS.

NOTE: This route not effective until May 2 - meanwhile use the Derby Horse route.



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 175° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49′N-82°26′W; then start a right standard rate turn to a true course of 092° at 33°06′N-82°30′W to the entry point of the low level route at 33°05′N-82°10′W, and at 2000 feet MSL, turn right to intercept the 175° radial of the Augusta VOR to 32°47′N-82°04′W. Aircraft will then make a nine nautical mile radius right turn to 32°37′N-82°12′W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10′N-83°25′W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09′N-83°30′W; then at 2000 feet MSL, proceed direct to 32°09′N-84°25′W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07′N-84°32′W, then at 2000 feet MSL proceed direct to 31°53′N-84°54′W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51′N-85°01′W, then at 2000 feet MSL proceed direct to 31°54′N-85°46′W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54′N-85°49′W; then at 2000 feet MSL proceed direct to 31°34′N-87°18′W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36′N-87°28′W; then at 2000 feet MSL proceed direct to 31°53′N-87°46′W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55′N-87°55′W; then proceed at 2000 feet MSL to 31°43′N-88°43′W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39′N-88°55′W; then at 5000 feet MSL proceed direct to the target at 31°36′N-89°04′W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(26 April 1960)

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route" published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code 40. Other civil aircraft will adjust transponder to reply on Mode A, Code 05.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information, when possible, and with radar vectors when requested by the pilot. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Oakland, Calif.)
2. VOR/VORTAC Jet Route No. 1 (Oakland, Calif., to Seattle, Wash.)
3. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.) (Houston, Texas to New Orleans, La. Effective 5 May 1960.)
4. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
5. VOR/VORTAC Jet Route No. 4 (Los Angeles, Calif., to Phoenix, Ariz. Effective 5 May 1960.)
6. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
7. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
8. VOR/VORTAC Jet Route No. 14 (Cleveland, Ohio to Idlewild, N.Y.. Effective 5 May 1960).
9. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Chicago, Ill.) Nonradar Advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon. (Portland, Ore., to Pullman, Mich.,; Albany, N.Y., to Boston, Mass. Effective 5 May 1960).
10. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
11. VOR/VORTAC Jet Route No. 22 (Lake Charles, La., to Gordonsville, Va.)
12. VOR/VORTAC Jet Route No. 24 (Phoenix, Ariz., to Albuquerque, N.M. Effective 5 May 1960).
13. VOR/VORTAC Jet Route No. 25 (Dallas, Tex., to Tulsa, Okla. Effective 5 May 1960).
14. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Joliet, Ill.) (Amarillo, Tex., to Appleton, Ohio. Effective 5 May 1960).
15. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.) Eff. 5/1/60.
16. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
17. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. of J33V with J31V.) Eff. 5/1/60.
18. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
19. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.) Eff. 5/1/60.
20. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
21. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
22. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
23. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
24. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
25. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V.)
26. VOR/VORTAC Jet Route No. 53 (Spartanburg, S.C., to Pittsburgh, Pa.)
27. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.) Eff 5/1/60.
28. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
29. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
30. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
31. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
32. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
33. VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va. Effective 5 May 1960).
34. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
35. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
36. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)

37. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.)
38. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N. Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
39. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
40. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
41. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
42. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
43. VOR/VORTAC Jet Route No. 87 (Dallas, Tex., to Houston, Tex.) (Houston, Tex., to Northbrook, Ill. Effective 5 May 1960).
44. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
45. Control 1150 (West Palm Beach, Fla., to Wilmington, N. C.)
46. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. **Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.**
7. **Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.**
8. **Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.**
9. **Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.**
10. **Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.**
11. **Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.**
12. **Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.**
13. **Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.**
14. **Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.**
15. **Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.**
16. **Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.**
17. **Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.**
18. **Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area) Effective 15 November 1959.**
19. **Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay). B. C., Canada RR.**
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N. Y., & Boston, Mass. Effective 17 December 1959.
21. New York City, N. Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N. Y., VOR to Albany, N. Y., VOR.
    b. Idlewild, N. Y., VORTAC via Huguenot, N. Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
    Effective 17 December 1959.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
    Baltimore, Md., Terminal Area-- Effective 5 May 1960
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N. Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
    Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 Ukiah, Calif., VOR; V-107 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S. C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S. C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.

b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. ✓ New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
Effective 5 May 1960.

35. ✓ Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
Effective 5 May 1960.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:
Radiated Test Signals:
(1) Page 15 add, *Birmingham, Alabama (Municipal 111.0 mc).
(2) Page 15 add, *Chicago, Illinois (O'Hare International 112.0 mc).
(3) Page 15 add, *El Paso, Texas (International 111.0 mc).
Receiver Check Points:
(1) Page 20, Yuma, Arizona (County)- change to: Yuma, Arizona (MCAAS-Yuma County).
(2) Page 21, Athens, Georgia - change to: 0.3 mi on circle in front of arpt terminal bldg.
(3) Page 23, Mason City, Iowa - change bearing to: 356°.
(4) Page 18, delete Monroe, Louisiana.
(5) Page 23, add Monroe, Louisiana(Selman): -- 033°; on arpt ramp in front of old twr structure adjacent to the taxiway leading to intersection of runways 17-35 and 4-22.
FAA and WB Telephone Numbers:
(1) Page 36, Phoenix, Arizona - change FAA telephone number to: BR 5-7505.
(2) Page 36, Burbank, California - change FAA telephone number to: THornwall 6-0400.
(3) Page 37, Springfield, Illinois - change FAA telephone number to: KIngswood 4-9012.
(4) Page 37, Indianapolis, Indiana - change FAA telephone number to: CH 4-9561.
(5) Page 37, Mason City, Iowa - change FAA telephone number to: GArden 3-7512.
(6) Page 38, Meridian, Mississippi - change WB telephone number to: 3-3725.
(7) Page 38, Imperial, Nebraska - change FAA telephone number to: TU 2-4887.
(8) Page 40, Spartanburg, South Carolina - change WB telephone number to: 5-2966.
(9) Page 39, Ardmore, Oklahoma - add FAA telephone number: (Gene Autry Exchange) CY 4-3800.
(10) Page 40, Montpelier, Vermont - change FAA telephone number to: CApitol 3-2376.
Standard Broadcast Stations:
(1) Page 97, West Frankfort, Illinois WFRX - change elevation to: 608'; height to: 208' and location to: 1 nmi S, 37-52-59.37, 88-55-46.94.
(2) Page 99, Ishpeming, Michigan WJPD - change coordinance to: 46-30-15, 87-40-10 and hours of operation to: 0600-LS.
ATC Procedures:
(1) Pages 74, 75, 78 and 83- See this issue of Airgi page 32.
Flight Test Areas:
(1) Page 119 - add Farmingdale, N. Y-Republic Airport- See this issue of Airgi page 15.
(2) Page 119 - add Bethpage, N. Y. -Grumman-Bethpage Airport - See this issue of Airgi page 15.
(3) Page 119- add Calverton, N. Y. -Grumman-Peconic Airport - See this issue of Airgi page 15.
(4) Page 119- change Columbus, Ohio-Port Columbus Airport(Area #3) - See this issue of Airgi page 17.

U.S. Entry and Departure Requirements - See this issue of Airgi page 30.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-Q-3: Entry point 35-18N, 88-00W (Entry reporting point -Jacks Creek Radio); 36-34N, 88-12W; 37-20N, 91-42W; 37-33N, 93-23W (end nav. leg.); to target Joplin, Mo.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

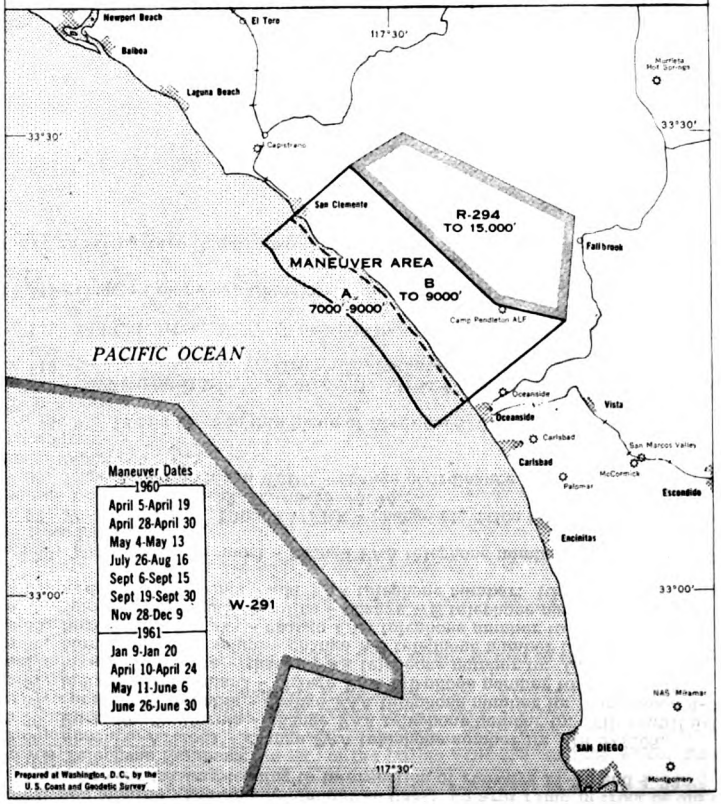
Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

SPECIAL NOTICE

CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact Oceanside, San Diego, Thermal, Long Beach, Ontario and Los Angeles FSS for information pertaining to air activity during daylight hours on the maneuver dates.



Route 15-H-2: Entry at 42-31N, 117-18W to 42-24-30N, 118-36W.
Route 15-M-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.
Route 15-R-1: Entry at 38-30N, 103-00W to target, 38-19N, 120-52W, to target 36-18 1/2N, 102-25W to 38-30N, 103-00W.

FEDERAL AIRWAYS, CONTROL AREAS, CONTROL AREA EXTENSIONS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS AND JET ROUTES: Note: All bearings and radials are TRUE unless otherwise indicated.

Effective 0001 EST 13 April 1960:

(1) Federal Airway: VOR 232 (Sandusky, Ohio, to Somerset, Pa.) amended as follows: In the caption delete "(Sandusky, Ohio, to Somerset, Pa.)." and substitute therefor "(Sandusky, Ohio, to Somerset, N.J.)."

(2) Control Area: VOR 232 (Sandusky, Ohio, to Somerset, Pa.) amended as follows: In the caption delete "(Sandusky, Ohio, to Somerset, Pa.)." and substitute therefor "(Sandusky, Ohio, to Somerset, N.J.)."

Effective 0001 EST 5 May 1960:

(1) Federal Airway: Amber 1 (United States-Mexican Border to Nome, Alaska) amended as follows: (a) In the caption, delete "(United States-Mexican Border to Nome, Alaska)" and substitute therefor "(Oceanside, Calif., to Nome, Alaska)". (b) In the text, delete "That airspace over the United States territory from the Int. of the SE crs of the San Diego, Calif., rdo rng and the United States-Mexican Border via the San Diego, Calif., rdo rng stn.; the Int. of the NW crs of the San Diego, Calif., rdo rng and the SE crs. of the Long Beach, Calif., rdo rng.; Long Beach, Calif., rdo rng stn.;" and substitute therefor "That airspace over the United States territory from the Oceanside, Calif., Rbn via the Long Beach, Calif., RR;"

(2) Federal Airway: Red 9 (San Diego, Calif., to Casa Grande, Ariz.) amended as follows: (a) In the caption delete "(San Diego, Calif., to Casa Grande, Ariz.)" and substitute therefor, "(Campo, Calif., to Casa Grande, Ariz.)" (b) In the text, delete "From the Int. of a line bearing 178° from the Oceanside, Calif., Rbn and a line bearing 275° from the San Diego RR via the San Diego, Calif., RR; Int. of the E crs. of the San Diego RR and the W crs of the El Centro RR; El Centro, Calif., RR;" and substitute therefor "From the Int. of a line bearing 165° from the Julian, Calif., Rbn and the W crs of the El Centro, Calif., RR via the El Centro, RR;".

(3) Control Area: Amber 1 (United States-Mexican Border to Nome, Alaska) amended as follows: (a) In the caption, delete "(United States-Mexican Border to Nome, Alaska)." and substitute therefor "(Oceanside, Calif., to Nome, Alaska)."

(4) Control Area: Red 9 (San Diego, Calif., to Casa Grande, Ariz.) amended as follows: (a) In the caption, delete "(San Diego, Calif., to Casa Grande, Ariz.)" and substitute therefor "(Campo, Calif., to Casa Grande, Ariz.)"

(5) Reporting Point: Amber 1 (United States-Mexican Border to Nome, Alaska) amended as follows: (a) In the caption, delete "(United States-Mexican Border to Nome, Alaska)" and substitute therefor "(Oceanside, Calif., to Nome, Alaska)" (b) In the text, delete "San Diego, Calif., rdo rng stn.; the Int. of the NW crs of the San Diego, Calif., rdo rng and the SE crs of the Long Beach, Calif., rdo rng.;".

(6) Reporting Point: Red 9 (San Diego, Calif., to Casa Grande, Ariz.) amended as follows: (a) In the caption, delete "(San Diego, Calif., to Casa Grande, Ariz.)" and substitute therefor "(Campo, Calif., to Casa Grande, Ariz.)".

(7) Jet Route: L/MF Jet Route No. 1 (San Diego, Calif., to Seattle, Wash.) amended as follows: (a) In the caption, delete "(San Diego, Calif., to Seattle, Wash.)." and substitute therefor "(Oceanside, Calif., to Seattle, Wash.)." (b) In the text, delete "From the San Diego, Calif., RR via the Oceanside, Calif., Rbn; Long Beach, Calif., RR." and substitute therefor "From the Oceanside, Calif., Rbn via the Long Beach, Calif., RR;".

(8) Jet Route: L/MF Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.) amended as follows: (a) In the caption, delete "(San Diego, Calif., to Jacksonville, Fla.)" and substitute therefor "(El Centro, Calif., to Jacksonville, Fla.)". (b) In the text, delete "From the San Diego, Calif., RR via the Yuma, Ariz., RR;" and substitute therefor "From the El Centro, Calif., RR via the Yuma, Ariz., RR;".

(9) Jet Route: L/MF Jet Route No. 3 (San Diego, Calif., to Spokane, Wash.) amended as follows: (a) In the caption, delete "(San Diego, Calif., to Spokane, Wash.)" and substitute therefor "(Oceanside, Calif., to Spokane, Wash.)". (b) In the text, delete "From the San Diego, Calif., RR via the Oceanside, Calif., Rbn; Long Beach, Calif., RR;" and substitute therefor "From the Oceanside, Calif., Rbn via the Long Beach, Calif., RR;".

(10) Control Area Extension: (Miramar, Calif.) amended to read: "The airspace E of Miramar bounded on the N by VOR Federal airway No. 208 on the E by long. 116-05-00N, on the S by the United States-Mexican Border and on the W by the 160° T radial of the Oceanside, Calif., VORTAC."

Effective 0001 EST 2 June 1960:

(1) Federal Airway: Blue 2 (Sitka, Alaska, to Sisters Island, Alaska) added to read: "From the Sitka, Alaska, RR to the Sisters Island, Alaska, Rbn."

(2) Control Area: Blue 2 (Sitka, Alaska, to Sisters Island, Alaska) added to read: "All of Blue Federal airway No. 2."

(3) Five Mile radius zones amended by adding the following: "Juneau, Alaska: Juneau Municipal Airport(lat 58-21-30N, long. 134-35-00W.)

(4) Federal Airway: VOR 34 (Rochester, N. Y., to Wilton, Conn.) amended as follows: In the text delete "The portion of this airway below 6000' above MSL, within the West Point Restricted Area (R-93), is excluded daily from sunrise to sunset during the period from March 1, to November 1, each year." and substitute therefor "The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the West Point Restricted Area (R-93) is excluded during the Restricted Area's time of designation."

(5) Federal Airway: VOR 97 (Knoxville, Tenn., to Cincinnati, Ohio) amended as follows: In the text of "London, Ky., omnirng stn.; Lexington, Ky., omnirng stn.; Cincinnati, Ohio, omnirng stn., including an E alternate via the Falmouth, Ky., VOR;" is deleted and "London, Ky., VOR including an E alternate via the Knoxville VOR 013°T and the London VOR 141° T radials and also a W alternate via the Knoxville VOR 321° T and the London VOR 201°T radials; Lexington, Ky., VOR; Cincinnati, Ohio, VOR, including an E alternate from the London VOR to the Cincinnati VOR via the Int. of the London VOR 004° T with the Lexington VOR 107° T radials, and the Falmouth, Ky., VOR;" is substituted therefor.

(6) Federal Airway: VOR 134 (Evergreen, Ala., to Atlanta, Ga.,) amended to read: "From the Evergreen, Ala., VOR via the Int. of the Evergreen VOR 075° T and the Tuskegee, Ala., VOR 220° T radials; Tuskegee, Ala., VOR; Int. of the Tuskegee VOR 053° T and the Columbus, Ga., VOR 011° T radials; Int. of the Columbus VOR 011° T and the Atlanta VORTAC 233° T radials; to the Atlanta, Ga., VORTAC."

(7) Control Area: VOR 134 (Evergreen, Ala., to Atlanta, Ga.) amended to read: "All of VOR Federal airway No. 134."

(8) Federal Airway: VOR 14 (Roswell, N. Mex., to Boston, Mass.) amended as follows: In the text delete "Int of the Indianapolis VOR 054° and the Findlay VOR 250° radials;" and substitute therefor "Int. of the Indianapolis VORTAC 054°T and the Findlay VOR 249°T radials;".

(9) Federal Airway: VOR 38 (Iowa City, Iowa to Elkins, W. Va.) amended as follows: In the text delete "Int of the Findlay VOR 128° and the Appleton VOR 310° radials;" and substitute therefor "Int of the Findlay VOR 131°T and the Appleton VOR 312°T radials;".

(10) Federal Airway: VOR 144 (Chicago, Ill., to Washington, D. C.) amended as follows: In the text delete "Int of the Findlay VOR 128° and the Appleton VOR 310° radials;" and substitute therefor "Int of the Findlay VOR 131°T and the Appleton VOR 312°T radials;".

(11) Control Zone: (Findlay, Ohio) amended as follows: In the text delete "and within 2 mi either side of a line bearing 218° T extending from the Findlay nondirectional rdo bcn to a point 10 mi SW of the Findlay omnirng stn." and substitute therefor "and within 2 mi either side of a line bearing 229°T extending from the Findlay Rbn to a point 12 mi SW of the Findlay VOR."

(12) VOR Reporting Points: Domestic VOR reporting points amended as follows: (a) In the text delete "Coldwater Int.: Int. of the Fort Wayne, Ind., omnirng 148°T and the Findlay, Ohio, omnirng 250°T radials". and substitute therefor "Coldwater Int.: The Int. of the Fort Wayne, Ind., VORTAC 148°T and the Findlay, Ohio, VOR 249°T radials." (b) In the text add: "Antwerp Int.: The Int. of the Fort Wayne, Ind., VORTAC 068°T and the Findlay, Ohio VOR 289°T radials."

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective on 2 June 1960:

(Part 608 - Amendment 97)

(1) In Section 608.40, the West Point, New York, Restricted Area (R-93) is amended as follows: Designated altitudes: Delete "Surface to 6000' MSL." and substitute therefor "Surface to 7000' MSL." Time of designation: Delete "Daylight hours only, March 1 thru November 1, annually." and substitute therefor "0600 to 1600 EST, Monday thru Saturday, May 1 thru August 31, annually."

(Part 608 - Amendment 68)

(2) In Section 608.42, Minot, North Dakota(Minot AFB) Restricted Area/Military Climb Corridor (R-588) is added to read: Description: That area centered on the 308° T radial of the Minot AFB TACAN extending from 5 statute miles NW of the airbase to 32 statute miles NW of the airbase having a width of 2 statute miles at the beginning and 4.6 statute miles at the outer extremity. Designated altitudes: 3,650' MSL to 16,650' MSL from 5 smi NW of the airbase to 6 smi NW of the airbase. 3,650' MSL to 25,650' MSL from 6 to 7 smi NW of the airbase. 3,650' MSL to 27,000' MSL from 7 to 10 smi NW of the airbase. 7,650' MSL to 27,000' MSL from 10 to 15 smi NW of the airbase. 11,650' MSL to 27,000' MSL from 15 to 20 smi NW of the airbase. 16,650' MSL to 27,000' MSL from 20 to 25 smi NW of the airbase. 20,650' MSL to 27,000' MSL from 25 to 32 smi NW of the airbase. Time of designation: Continuous. Controlling Agency: Minot AFB Approach Control.

ON REQUEST REPORTING POINTS: The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 2 June 1960:

ESTABLISHED:

(1) COLLEY, PA(VHF) INT: 289 M rad Wilkes-Barre, Pa. VOR; 320 M rad Thornhurst, Pa. VOR.

(2) RUSSELL, MICH(VHF) INT: 093 M rad Lansing, Mich. VOR; 172 M rad Flint, Mich. VOR.

(3) LANIER, GA(VHF) INT: 025 M rad Norcross, Ga. VOR; 300 M rad Athens, Ga. VOR.

(4) SUPERIOR, COLO(VHF) INT: 208 M rad Gill, Colo. VOR; 263 M rad Denver, Colo. VOR.

(5) REBEL, N C(VHF) INT: SE crs Greensboro, N. C. ILS lclzr; 090 M rad Greensboro, N. C. VOR.

(6) WAVE, P R(VHF) INT: 341 M rad San Juan, P. R. VOR; 032 M brg from San Pat, P. R. Rbn.

(7) TIDE, P R(VHF) INT: 322 M rad San Juan, P. R. VOR; 041 M brg from San Pat, P. R. Rbn.

(8) OCEAN, P R(VHF) INT: 359 M rad San Juan, P. R. VOR; 041 M brg from San Pat, P. R. Rbn.

(9) MALONE, FLA(VHF) INT: 146 M rad Dothan, Ala. VOR; 232 M rad Albany, Ga. VOR.

(10) JOHNSONVILLE, S C(VHF) INT: 290 M rad Myrtle Beach, S. C. VOR; 149 M rad Florence, S. C. VOR.

(11) HOPEFUL, GA(VHF) INT: 069 M rad Marianna, Fla. VOR; 352 M rad Tallahassee, Fla. VOR.

(12) SNOW CAMP, N C(VHF) INT: 202 M rad South Boston, Va. VOR; 103 M rad Greensboro, N. C. VOR.

(13) SANDY RIVER, VA(VHF) INT: 029 M rad Greensboro, N. C. VOR; 270 M rad South Boston, Va. VOR.

(14) RUFFIN, N C(VHF) INT: 251 M rad South Boston, Va. VOR; 324 M rad Raleigh, N. C. VOR.

(15) MILTON, N C(VHF) INT: 235 M rad South Boston, Va. VOR; 324 M rad Raleigh, N. C. VOR.

(16) CUTLER, FLA(VHF) INT: 152 M rad Miami, Fla. VOR; 224 M rad Biscayne Bay, Fla. VOR.

(17) JULIAN, N C(VHF) INT: 125 M rad Greensboro, N. C. VOR; 219 M rad South Boston, Va. VOR.

(18) DENTON, N C(VHF) INT: 195 M rad Greensboro, N. C. VOR; 099 M rad Hickory, N. C. VOR.

(19) BURCH, N C(VHF) INT: 188 M rad Pulaski, Va. VOR; 051 M rad Hickory, N. C. VOR.

(20) YANKEE, FLA(VHF) INT: 151 M rad W. Palm Beach, Fla. VOR; 075 M rad Miami, Fla. VOR.

(21) TYRO, N C(VHF) INT: 099 M rad Hickory, N. C. VOR; 241 M rad Greensboro, N. C. VOR.

(22) McFARLAN, S C(VHF) INT: 047 M rad Columbia, S. C. VOR; 336 M rad Florence, S. C. VOR.

(23) DUBLIN, PA(VHF) INT: 294 M rad Yardley, Pa. VOR; 187 M rad Stroudsburg, Pa. VOR.

(24) SEYMOUR, CONN(VHF) INT: 072 M rad Wilton, Conn. VOR; 335 M rad Riverhead, N. Y. VOR.

(25) KEYSTONE, PA(VHF) INT: 134 M rad Bradford, Pa. VOR; 205 M rad Wellsville, N. Y. VOR.

(26) W. DOVER, VT(VHF) INT: 088 M rad Albany, N. Y. VOR; 300 M rad Keene, N. H. VOR.

(27) BIG BEND, WIS(VHF) INT: 159 M rad Milwaukee, Wis. VOR; 060 M rad Janesville, Wis. VOR.

(28) STATEN ISLAND, N Y(VHF) INT: 050 M rad Robbinsville, N. J. VOR ;128 M rad Stroudsburg, Pa. VOR.

(29) LOGLICK, KY(VHF) INT: 004 M rad London, Ky. VOR; 107 M rad Lexington, Ky. VOR.

(30) CHROME, ARIZ(VHF) INT: 320 M rad Tucson, Ariz. VOR; 091 M rad Casa Grande, Ariz. VOR.

(31) CALUMET, COLO(VHF) INT: 056 M rad Alamosa, Colo. VOR; 190 M rad Pueblo, Colo. VOR.

(32) BROOKLYN, MICH(VHF) INT: 083 M rad Litchfield, Mich. VOR; 144 M rad Jackson, Mich. VOR.

(33) BREMEN, IND(VHF) INT: 089 M rad Joliet, Ill. VOR; 176 M rad Pullman, Mich. VOR. (Depict on High Terminal Area Chart only).

(34) STERLING, ILL(VHF) INT: 269 M rad Joliet, Ill. VOR; 355 M rad Bradford, Ill. VOR. (Depict on High Terminal Area Chart only).

(35) PARK, ARIZ(VHF) INT: 232 M rad Phoenix, Ariz. VOR; 320 M rad Casa Grande, Ariz. VOR.

(36) POTTER, ARIZ(VHF) INT: 190 M rad Phoenix, Ariz. VOR; 262 M rad Casa Grande, Ariz. VOR.

(37) SPRAGUE, ORE(VHF) INT: 351 M rad Klamath Falls, Ore VOR; 253 M rad Lakeview, Ore. VOR.

(38) PINEHURST, ORE(VHF) INT: 248 M rad Klamath Falls, Ore. VOR; 012 M rad Ft. Jones, Calif. VOR.

(39) FOWLER, MICH(VHF) INT: 093 M rad Lansing, Mich. VOR; 310 M rad Salem, Mich. VOR.

(40) BAKERHILL, ALA(VHF) INT: 280 M rad Albany, Ga. VOR; 198 M rad Eufaula, Ala VOR. (Depict flag MRA 1700').

(41) ECHO, ALA(VHF) INT: 333 M rad Dothan, Ala. VOR; 211 M rad Eufaula, Ala. VOR.

(42) RATCLIFF, ARK(VHF) INT: 030 M rad Page, Okla. VOR; 090 M rad Fort Smith, Ark. VOR.

(43) DANVILLE, GA(VHF) INT: 009 M rad Vienna, Ga. VOR; 102 M rad Macon, Ga. VOR.

(44) BONAIRE, GA(VHF) INT: 327 M rad Vienna, Ga. VOR; 180 M rad Macon, Ga. VOR.

(45) CLINTON, GA(VHF) INT: 011 M rad Macon, Ga. VOR; 135 M rad McDonough, Ga. VOR. (Depict flag MRA 2500').

(46) ELLAVILLE, GA(VHF) INT: 008 M rad Albany, Ga. VOR; 259 M rad Vienna, Ga. VOR.

(47) COCHRAN, GA(VHF) INT: 065 M rad Vienna, Ga. VOR; 139 M rad Macon, Ga. VOR.

(48) JEFFERSONVILLE, GA(VHF) INT: 080 M rad Macon, Ga. VOR; 033 M rad Vienna, Ga. VOR.

(49) LORAINE, GA(VHF) INT: 328 M rad Macon, Ga. VOR; 072 M rad Columbus, Ga. VOR. (Depict flag MRA 3500').

(50) TALMO, GA(VHF) INT: 053 M rad Norcross, Ga. VOR; 300 M rad Athens, Ga. VOR.

(51) ROANOKE, TEX(VHF) INT: 265 M rad Addison, Tex. VOR; Carter, Tex. ILS lclzr NW crs.

(52) MADRID, ALA(VHF) INT: 146 M rad Dothan, Ala. VOR; 192 M rad Eufaula, Ala. VOR.

(53) REYNOLDS, GA(VHF) INT: 178 M rad McDonough, Ga. VOR; 266 M rad Macon, Ga. VOR. (Depict flag MRA 2500').

(54) LANDMARK, IDAHO(VHF) INT: 082 M rad McCall, Idaho VOR; 006 M rad Boise, Idaho VOR.

(55) TALLMADGE, OHIO(VHF) INT: 293 M rad Akron, Ohio VOR; N crs. Akron, Ohio ILS lclzr.

MODIFIED:

(1) CAPRON, OKLA(VHF) INT: 271 M rad Ponca City, Okla. VOR; 230 M rad Anthony, Kans. VOR.

(2) EARL, COLO(VHF) INT: 260 M rad Tobe, N. M. VOR; 161 M rad Pueblo, Colo. VOR.

(3) GORDON, COLO(VHF) INT: 178 M rad Pueblo, Colo. VOR; 240 M rad Lamar, Colo. VOR.

(4) SALT, KANS(VHF) INT: 214 M rad Hutchinson, Kans. VOR; 286 M rad Anthony, Kans. VOR.

(5) BLACK JACK, NEV(VHF) INT: N crs. Reno, Nev. ILS; 300 M rad Reno, Nev. VOR. (Depict on Terminal Area & AL Charts).

(6) BLACK JACK, NEV(LF) INT: N crs. Reno, Nev. LFR; 270 M brg to Stead, Nev. Rbn. (Depict on Terminal Area & AL Charts).

(7) EUREKA, N C(VHF) INT: 196 M rad Rocky Mount, N. C. VOR; 301 M rad Kinston, N. C. VOR.

(8) KENANSVILLE, N C(VHF) INT: 218 M rad Kinston, N. C. VOR 356 M rad Wilmington, N. C. VOR.

(9) ESTRELLA, ARIZ(VHF) INT: 025 M rad Gila Bend, Ariz. VOR; 130 M rad Buckeye, Ariz. VOR.

(10) INDIAN, ARIZ(VHF) INT: 097 M rad Buckeye, Ariz. VOR; 168 M rad Phoenix, Ariz. VOR.

(11) ROCK SPRINGS, ARIZ(VHF) INT: 325 M rad Phoenix, Ariz. VOR; 032 M rad Buckeye, Ariz. VOR.

(12) PERRYVILLE, ARIZ(VHF) INT: 077 M rad Buckeye, Ariz. VOR; 005 M rad Gila Bend, Ariz. VOR.

(13) BIG HORN, ARIZ(VHF) INT: 277 M rad Buckeye, Ariz. VOR; 313 M rad Gila Bend, Ariz. VOR.

(14) SILVER BELL, ARIZ(VHF) INT: 103 M rad Gila Bend, Ariz. VOR; 144 M rad Casa Grande, Ariz. VOR.

(15) KLAMATH JUNCTION, ORE(VHF) INT: 137 M rad Medford, Ore. VOR; 248 M rad Klamath Falls, Ore. VOR.

(16) TALENT, ORE(VHF) INT: 156 M rad Medford, Ore. VOR; 248 M rad Klamath Falls, Ore. VOR.

(17) MERRY OAKS, N C(VHF) INT: 229 M rad Raleigh, N. C. VOR; 120 M rad Greensboro, N. C. VOR.

(18) MONCURE, N C(VHF) INT: 125 M rad Greensboro, N. C. VOR; 229 M rad Raleigh, N. C. VOR.

(19) CLERMONT, GA(VHF) INT: 285 M rad Royston, Ga. VOR; 230 M rad Toccoa, Ga. VOR.

(26 April 1960)

(35) PARK, ARIZ(VHF) INT: 333 M rad Phoenix, Ariz. VOR; 320 M rad Casa Grande, Ariz. VOR.

(17) MERRY OAKS, N C(VHF) INT: 229 M rad Raleigh, N. C. VOR; 120 M rad Greensboro, N. C. VOR.

(18) MONCURE, N C(VHF) INT: 135 M rad Greensboro, N. C. VOR; 230 M rad Raleigh, N. C. VOR.

(20) PINECLIFFE, COLO(VHF) INT: 212 M rad Gill, Colo. VOR; 263 M rad Denver, Colo. VOR.

(21) AMBOY, ORE(VHF) INT: 059 M rad Portland, Ore. VOR; 029 M rad Newburg, Ore. VOR. (Retain holding. No change in description.)

(22) WASHOUGAL, ORE(VHF) INT: 074 M rad Portland, Ore. VOR; 034 M rad Newburg, Ore. VOR. (Retain holding. No change in description.)

(23) PRINCETON, ALA(VHF) INT: 079 M rad Huntsville, Fla. VOR; 049 M rad Redstone, Ala. VOR.

(24) ORANGEBURG, S C(VHF) INT: 154 M rad Columbia, S. C. VOR; 037 M rad Allendale, S. C. VOR.

(25) FORT VALLEY, GA(VHF) INT: 204 M rad Macon, Ga. VOR; 285 M rad Vienna, Ga. VOR.

(26) KIMES, N C(VHF) INT: 219 M rad South Boston, Va. VOR; 103 M rad Greensboro, N. C. VOR.

(27) BAYNES, N C(VHF) INT: 309 M rad Raleigh, N. C. VOR; 219 M rad South Boston, Va. VOR.

(28) REID, N C(VHF) INT: 306 M rad Raleigh, N. C. VOR; 054 M rad Greensboro, N. C. VOR.

(29) LEXINGTON, N C(VHF) INT: 099 M rad Hickory, N. C. VOR; 221 M rad Greensboro, N. C. VOR.

(30) LEAKSVILLE, N C(VHF) INT: 306 M rad Raleigh, N. C. VOR; 029 M rad Greensboro, N. C. VOR.

(31) HIGH ROCK, N C(VHF) INT: 221 M rad Greensboro, N. C. VOR; 115 M rad Hickory, N. C. VOR.

(32) BARBER, N C(VHF) INT: 241 M rad Greensboro, N. C. VOR; 115 M rad Hickory, N. C. VOR.

(33) SEA ISLAND, GA(VHF) INT: 060 M rad Brunswick, Ga, VOR; 181 M rad Savannah, Ga. VOR.

(34) CARLTON, FLA(LF) INT: 227 M brg from Perrine, Fla. LFR; 145 M brg from Tamiami, Fla. Rbn.

(35) CLEMSON, S C(VHF) INT: 033 M rad Royston, Ga. VOR; 316 M rad Greenwood, S. C. VOR.

(36) MACKEREL, FLA(VHF) INT: 043 M rad Vero Beach, Fla. VOR; 108 M rad Orlando, Fla. VOR. (MRA-4100' Depict flag.)

(37) KNOB, TENN(VHF) INT: 333 M rad Nashville, Tenn. VOR; NE crs. Nashville, Tenn. ILS lclzr.

(38) PRICE, VA(VHF) INT: 360 M rad Greensboro, N. C. VOR; 234 M rad Lynchburg, Va. VOR.

(39) CAMELLIA, S C(VHF) INT: 112 M rad Charleston, S. C. VOR; 205 M rad Myrtle Beach, S. C. VOR. (MRA - 3000' Depict flag).

(40) CAMELLIA, S C(LF) INT: E crs. Charleston, S. C. LFR; 205 M rad Myrtle Beach, S. C. VOR. (MRA - 3000'. Depict flag).

(41) SOUTH ISLAND(ATLANTIC) VHF INT: 160 M rad Idlewild, N. Y. VOR; 100 M rad Coyle, N. J. VOR.

(42) WETMORE, TEX(LF) INT: NE crs. San Antonio, Tex. ILS lclzr; 264 M brg to San Antonio, Tex. Rbn.

(43) CIBOLO, TEX(LF) INT: 175 M brg to San Antonio, Tex. Rbn; 037 M brg to Austin, Tex. Rbn.

(44) GARRETT, IND(VHF) INT: 278 M rad Findlay, Ohio VOR; 016 M rad Ft. Wayne, Ind. VOR.

(45) CUSTAR, OHIO(VHF) INT: 012 M rad Findlay, Ohio VOR; 282 M rad Attica, Ohio VOR.

(46) CARY, OHIO(VHF) INT: 079 M rad Findlay, Ohio VOR; 150 M rad Waterville, Ohio VOR.

(47) UPPER SANDUSKY, OHIO(VHF) INT: 097 M rad Findlay, Ohio VOR; 150 M rad W Waterville, Ohio VOR.

(48) CONVOY, OHIO(VHF) INT: 274 M rad Findlay, Ohio VOR; 188 M rad Defiance, Ohio VOR.

(49) ROCKFORD, OHIO(VHF) INT: 249 M rad Findlay, Ohio VOR; 128 M rad Ft. Wayne, Ind. VOR.

(50) ANNA, OHIO(VHF) INT: 310 M rad Rosewood, Ohio VOR; 021 M rad Dayton, Ohio VOR.

(51)KENTON, OHIO(VHF) INT: 148 M rad Findlay, Ohio VOR; 043 M rad Rosewood, Ohio VOR.

(52) RIDGEWAY, OHIO(VHF) INT: 148 M rad Findlay, Ohio VOR; 063 M rad Rosewood, Ohio VOR.

(53) ASHLEY, OHIO(VHF) INT: 314 M rad Appleto Ohio VOR; 267 M rad Tiverton, Ohio VOR.

(54) MARION, OHIO(VHF) INT: 133 M rad Findlay, Ohio VOR; 246 M rad Mansfield, Ohio VOR.

(55) GRINDELL, OHIO(VHF) INT: 084 M rad Rosewood, Ohio VOR; 294 M rad Appleton, Ohio VOR.

(56) BIG SPRING, GA(VHF) INT: 009 M rad Columbus, Ga. VOR; 051 M rad Tuskegee, Ala. VOR.

(57) RAYMOND, GA(VHF) INT: 009 M rad Columbus, Ga. VOR; 232 M rad Atlanta, Ga. VOR.

(58) HOOSICK, N Y(VHF) INT: 088 M rad Albany, N. Y. VOR; 170 M rad Glens Falls, N. Y. VOR.

(59) ROCK CAMP, W VA(VHF) INT: 073 M rad Bluefield, W. Va. VOR; 012 M rad Pulaski, Va. VOR.

(60) TOLLESON, ARIZ(VHF) INT: 258 M rad Phoenix, Ariz. VOR; 320 M rad Casa Grande, Ariz. VOR.

(61) GORDON, COLO(VHF) INT: 179 M rad Pueblo, Colo. VOR; 285 M rad Tobe, Colo. VOR.

(62) WALSENBURG, COLO(VHF) INT: 061 M rad Alamosa, Colo. VOR; 190 M rad Pueblo, Colo. VOR.

(63) PARKMAN, OHIO(LF) INT: 028 M brg to Perry, Ohio Rbn; E crs. Cleveland, Ohio LFR.

(64) PLAINS, MICH(VHF) INT: 093 M rad Lansing, Mich. VOR; 143 M rad Flint, Mich. VOR.

(65) GREGORY, TEX(LF) INT: NE crs. Corpus Christi, Tex. LFR; 353 M rad Navy Corpus Christi, Tex. VOR.

(66) LAWNDALE, N C(VHF) INT: 090 M rad Asheville, N. C. VOR; 040 M rad Spartanburg, S. C. VOR.

(67) ARCOLA, TEX(VHF) INT: 218 M rad Houston, Tex. VOR; 278 M rad Galveston, Tex. VOR; Houston, Tex. ILS lclzr SW crs.

(68) SHORT, OKLA(VHF) INT: 354 M rad Page, Okla. VOR; 311 M rad Fort Smith, Ark. VOR.

(69) OVERTON, S C(VHF) INT: 031 M rad Charleston, S. C. VOR; 254 M rad Myrtle Beach, S. C. VOR.

(70) WILTON, ALA(VHF) INT: 115 M rad Tuscaloosa, Ala. VOR; 177 M rad Birmingham, Ala. VOR.

(71) PARIS, ARK(VHF) INT: 043 M rad Page, Okla. VOR; 090 M rad Fort Smith, Ark. VOR.

(72) JEFFERSON, ALA(VHF) INT: 179 M rad Tuscaloosa, Ala. VOR; 084 M rad Meridian, Miss. VOR.

(73) ATKINS, OKLA (VHF) INT: 346 M rad Page, Okla. VOR; 276 M rad Fort Smith, Ark. VOR.

(74) LONG, OKLA(VHF) INT: 348 M rad Page, Okla. VOR; 296 M rad Fort Smith, Ark. VOR.

(75) BURTON, GA(VHF) INT: 052 M rad Savannah, Ga. VOR; 152 M rad Allendale, Ga. VOR. (Depict flag MRA 1700').

(76) TANNER, ALA(VHF) INT: 260 M rad Huntsville, Ala. VOR; 291 M rad Redstone, Ala. VOR.

(77) ALLENTOWN, GA(VHF) INT: 038 M rad Vienna, Ga. VOR; 102 M rad Macon, Ga. VOR.

(78) YATESVILLE, GA(VHF) INT: 146 M rad Atlanta, Ga. VOR; 072 M rad Columbus, Ga. VOR . (Depict flag MRA 3000').

(79) MARIN, CALIF(VHF) INT: 287 M rad San Francisco, Calif. VOR; 224 M rad Pt. Reyes, Calif. VOR.

(80) SPRING HILL, CALIF(VHF) INT: 029 M rad Linden, Calif. VOR; 061 M rad Sacramento, Calif. VOR.

(81) LICK, CALIF(VHF) INT: 120 M rad San Jose, Calif. VOR; 330 M rad Salinas, Calif. VOR.

CANCELLED:

(1) LATROBE, PA(VHF) INT., (2) MACKALL, N C(VHF) INT., (3) IDEAL, GA(VHF) INT. (4) CREST, GA(VHF) INT., (5) HAROLD, FLA(LF) INT., (6) BAKER, FLA(LF) INT., (7) ELKIN, N C(VHF) INT., (8) SONORA, TEX(LF) INT., (9) LEROY, MINN(LF) INT., (10) DANVILLE, KANS(LF) INT., (11) LAKE SHORE, ILL(LF) INT., (12) CRIB, ILL(LF) INT., (13) WAYLAND, MICH(LF) INT., (14) HASTINGS, MICH(LF) INT., (15) MANCHESTER, MICH(LF) INT., (16) BRIDGEWATER, MICH(LF) INT., (17) ANN ARBOR, MICH(LF) INT., (18) PERCH, MICH(LF) INT., (19) BURR OAK, MICH(LF) INT., (20) MOSCOW, MICH(VHF) INT., (21) SHOP SPRING, TENN(LF) INT., (22) CONEY ISLAND, N Y(VHF) INT., (23) SAN MARCOS, CALIF(LF) INT., (24) SURF, CALIF(LF) INT., (25) MT DAD, CALIF (LF) INT., (26) CLAIRMONT, CALIF(LF) INT., (27) SARGO, CALIF (LF) INT., (28) NAUTILUS, CALIF(LF) INT., (29) SAN YSIDRO, CALIF(LF) INT., (30) LEMON GROVE, CALIF(LF) INT., (31) JAMUL, CALIF RBN., (32) BARRETT LAKE, CALIF(LF) INT., (33) CAGE, TENN(VHF) INT., (34) DERBY, OHIO(LF) INT., (35) CHIPPEWA, OHIO(LF) INT., (36) WALTER, OHIO(LF) INT., (37) TALLMADGE, OHIO(LF) INT.

RENAMED:

(1) MOUSE, MISS(VHF) INT: 076 M rad Picayune, Miss. VOR; 350 M rad Gulfport, Miss. VOR. (Formerly Saucier Int.)

(2) MORRIS, MISS(VHF) INT: 242 M rad Gulfport, Miss. VOR; 115 M rad Picayune, Miss. VOR. (Formerly Pass Christian Int.)

(3) PILOT ROCK, ORE(VHF) INT: 117 M rad Pendleton, Ore. VOR; 184 M rad Walla Walla, Wash. VOR. (Formerly Cabbage Hill Int.)

(4) SARDIS, ALA(VHF) INT: 016 M rad Evergreen, Ala. VOR; 279 M rad Montgomery, Ala. VOR. (Formerly Craig, Int.)

HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled as indicated effective 2 June 1960:

ESTABLISHED:

(1) ANTWERP, OHIO(VHF) INT: direction of holding - NE on 068 M rad Ft. Wayne, Ind. VOR; direction of turns-left; time - 1 min; MHA - 2200'. (compulsory reporting point).

(2) PARK RIDGE, N J(VHF) INT: direction of holding - SE on 140 M rad Huguenot, N. Y. VOR; direction of turns-left; time - 1 min; MHA - 4000'. (compulsory reporting point).

(3) URBABA, OHIO(VHF) INT: direction of holding - NE on 068 M rad Dayton, Ohio VOR; direction of turns-right; time - 1 min; MHA - 2500'. (compulsory reporting point).

(4) REBEL, N C(VHF) INT: direction of holding - SE on SE crs. Greensboro, N. C. ILS; direction of turns-right; time - 2 mins; MHA - 2300'.

(5) YANKEE, FLA(VHF) INT: direction of holding - SE on 150 M rad W. Palm Beach, Fla. VOR; direction of turns-right; time - 2 mins; MHA - 1200'.

(6) GREENVILLE, S C(LFR: direction of holding - N on N crs; direction of turns-right; time- 2 mins; MHA - 4000'.

(7) TYRO, N C(VHF) INT: direction of holding - SW on 241 M rad Greensboro, N. C. VOR; direction of turns-right; time - 1 min; MHA - 2400'.

(8) PULASKI, N Y(VHF) INT: direction of holding - N on 018 M rad Syracuse, N. Y. VOR; direction of turns-right; time - 2 mins; MHA - 2000'.

(9) DUBLIN, PA(VHF) INT: direction of holding - W on 294 M rad Yardley, Pa. VOR; direction of turns-right; time - 1 min; MHA - 20, 000'.

(10) SEYMOUR, CONN(VHF) INT: direction of holding - NE on 072 M rad Wilton, Conn. VOR; direction of turns-left; time - 1 min; MHA - 20, 000'.

(11) ATLANTIC CITY, N J(VHF) INT: direction of holding - SW on 213 M rad Coyle, N. Y. VOR; direction of turns-right; time - 1 min; MHA - 20, 000'.

(12) SOUTH ISLAND(ATLANTIC) VHF INT: direction of holding - S on 160 M rad Idlewild, N. Y. VOR; direction of turns-right; time - 2 mins; MHA - 4000'.

(13) KEYSTONE, PA(VHF) INT: direction of holding - SE on 134 M rad Bradford, Pa. VOR; direction of turns-right; time - 1 min; MHA - 4000'.

(14) BIG BEND, WIS(VHF) INT: direction of holding - N on 159 M rad Milwaukee, Wis. VOR; direction of turns-right; time - 1 min; MHA - 3000'.

(15) BREMEN, IND(VHF) INT: direction of holding - E on 089 M rad Joliet, Ill. VOR; direction of turns-right; time - 1 min; MHA - flight level 240. (Depict on High Alt Terminal Area Chart only).

(16) STERLING, ILL(VHF) INT: direction of holding - W on 269 M rad Joliet, Ill. VOR; direction of turns-right; time - 1 min; MHA - flight level 240. (Depict on High Alt Terminal Area Chart only).

(17) SPRAGUE, ORE(VHF) INT: direction of holding - S on 351 M rad Klamath Falls, Ore. VOR; direction of turns-right; time - 2 mins; MHA - 9000'.

(18) PINEHURST, ORE(VHF) INT: direction of holding-W on 248 M rad Klamath Falls, Ore. VOR; direction of turns-right; time - 1 min; MHA - 9000'.

(19) DANVILLE, GA(VHF) INT: direction of holding - SE on 102 M rad Macon, Ga.VOR; direction of turns-right; time - 1 min; MHA - 2500'.

(20) CLINTON, GA(VHF) INT: direction of holding - NE on 011 M rad Macon, Ga. VOR; direction of turns-right; time - 1 min; MHA - 2500'.

(21) JEFFERSONVILLE, GA(VHF) INT: direction of holding W on 080 M rad Macon, Ga. VOR; direction of turns-left; time - 2 mins; MHA -1800'.

(22) MADRID, ALA(VHF) INT: direction of holding - SE on 146 M rad Dothan, Ala. VOR; direction of turns-right; time - 1 min; MHA - 1800'.

(23) COTTON, LA(VHF) INT: direction of holding - NE on 225 M rad El Dorado, Ark. VOR; direction of turns-right; time - 1 min.

(24) BARKSDALE, LA VOR: direction of holding- SE on 144 M rad; direction of turns-right; time - 1 min.

MODIFIED:

(1) MITCHELL, ILL(VHF) INT: direction of holding -NE on 068 M rad Maryland Hgts, Mo. VOR; direction of turns-left; time - 1 min; MHA - 1900'.

(2) AMBOY, ORE(VHF) INT: MHA - 7000'.

(3) MADISON, N C(VHF) INT: direction of holding - N on 360 M rad Greensboro, N. C. VOR; direction of turns-right; time- 1 min ; MHA - 2100'.

(4) LEXINGTON, N C(VHF) INT: MHA - 2900'.

(5) DURHAM, N C(VHF) INT: MHA - 2900'.

(6) MACKEREL, FLA(VHF) INT: direction of holding - NE on 043 M rad Vero Beach, Fla. VOR; direction of turns-right; time - 1 min; MHA - 4100'.

(7) ISLE OF PALMS, S C(LF) INT: MHA - 3000'.

(8) ISLE OF PALMS, S C(VHF) INT: MHA - 3000'.

(9) CAMELLIA, S C(VHF) INT: direction of holding - E on 112 M rad Charleston, S. C. VOR; direction of turns-right; time - 1 min; MHA - 3000'.

(10) CAMELLIA, S C(LF) INT: direction of holding - E on E crs Charleston, S. C. LFR; direction of turns-right; time - 1 min; MHA - 3000'.

(11) MONCURE, N C(VHF) INT: direction of holding - SW on 229 M rad Raleigh, N. C. VOR; direction of turns-right; time - 1 min; MHA - 2800'.

(12) MERRY OAKS, N C(VHF) INT: direction of holding - SW on 229 M rad Raleigh, N. C. VOR; direction of turns-right; time - 1 min; MHA- 2800'.

(13) MURRAY, N C(VHF) INT: direction of holding - S on 189 M rad Raleigh, N. C. VOR; direction of turns-right; time - 2 mins; MHA - 3000'.

(14) SAN ANTONIO, TEX RBN: direction of holding - N on 175 M inbnd brg; direction of turns-right; time - 2 mins; MHA - 2500'.

(15) DONCASTER, MD(LF) INT: direction of turns-left.

(16) KNOB, ARIZ(VHF) INT: MHA - 8000'.

(17) FOUR PEAKS, ARIZ(VHF) INT: direction of holding- SW on 052 M rad Phoenix, Ariz. VOR; direction of turns-left; time - 1 min; MHA - 6000'

(18) MACON, GA VOR: direction of holding - NW on 328 M rad Macon, Ga. VOR; direction of turns-right; time - 1 min; MHA - 2000'.

(19) PINEVIEW, N C INTEGRATED INT: direction of holding - W on 270 M rad Ft. Bragg, N. C. VOR; direction of turns-left; time - 1 min; MHA - 2000'.

(20) ROBERTA, GA(VHF) INT: direction of holding - W on 266 M rad Macon, Ga. VOR; direction of turns-left; time - 1 min; MHA - 1700'.

(21) SHREVEPORT, LA VOR: MHA - 3000'.

(22) IDA, LA(VHF) INT: MHA - 2300'.

(23) CUPPLES, LA(VHF) INT: MHA - 5300'.

(24) LUCIEN, LA(VHF) INT: direction of holding - S on 168 M rad Shreveport, La. VOR; direction of turns-left; time - 1 min; MHA - 1400'.

CANCELLED:

(1) PINEHURST, N C(VHF) INT: direction of holding - S on 010 M rad Florence, S. C. VOR; direction of turns-left; time - 1 min; MHA - 2600'.

(2) CADDO LAKE, TEX(VHF) INT: direction of holding - NW on NW crs. Shreveport, La. ILS lclzr; direction of turns-right; time - 1 min; MHA - 1500'.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ADM	Ardmore, Okla., REP (Description changed from Ardmore Airport)
AFD	Ardmore, Okla., Municipal Airport (Assignment)
ANT	San Antonio, Tex., 2ND ILS (Assignment)
EAT	Pangborn Airport, Wenatchee, Wash. (Identifier correction - cancel WEE)
TWO	Oklahoma City, Okla., Tulakes Airport (Description changed from REP)
XFL	Tribune, Mo., Forney AAF, Ft. Leonard Wood, Test VOR (Assignment)
XKA	Kansas City, Mo., Test VOR (Assignment)

SPECIAL NOTICE
CALIFORNIA

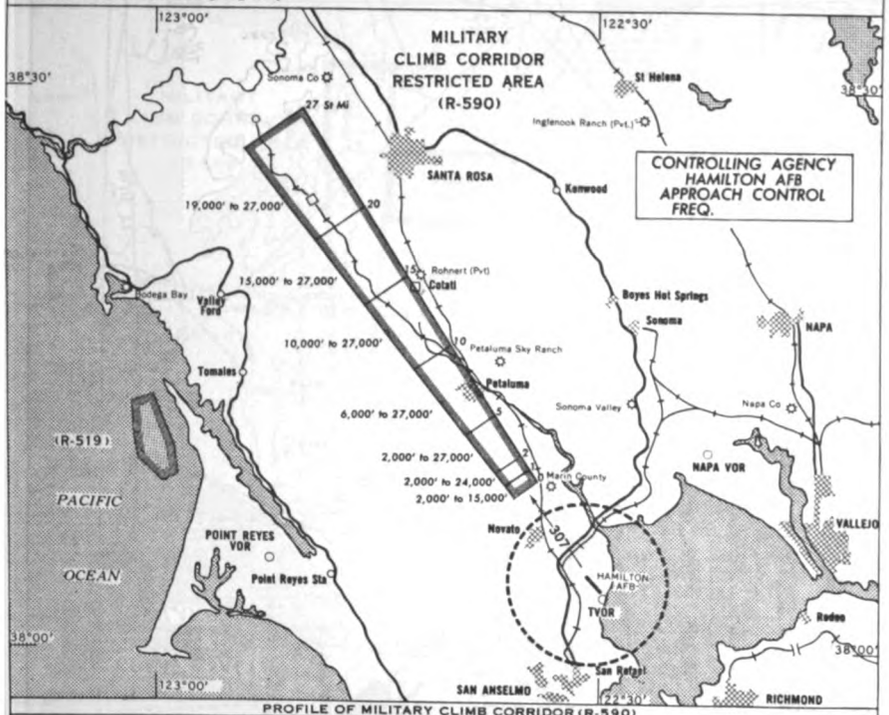
SAN RAFAEL (HAMILTON AFB) MILITARY CLIMB CORRIDOR

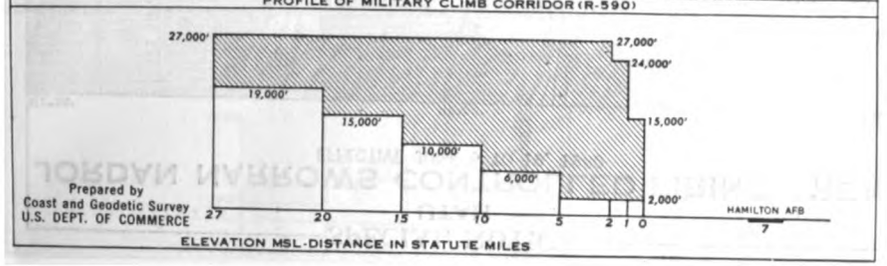
EFFECTIVE 0001 E.S.T. MAY 5, 1960

(This Special Notice will not normally be revised or reissued,)

(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.





SPECIAL NOTICE
CALIFORNIA

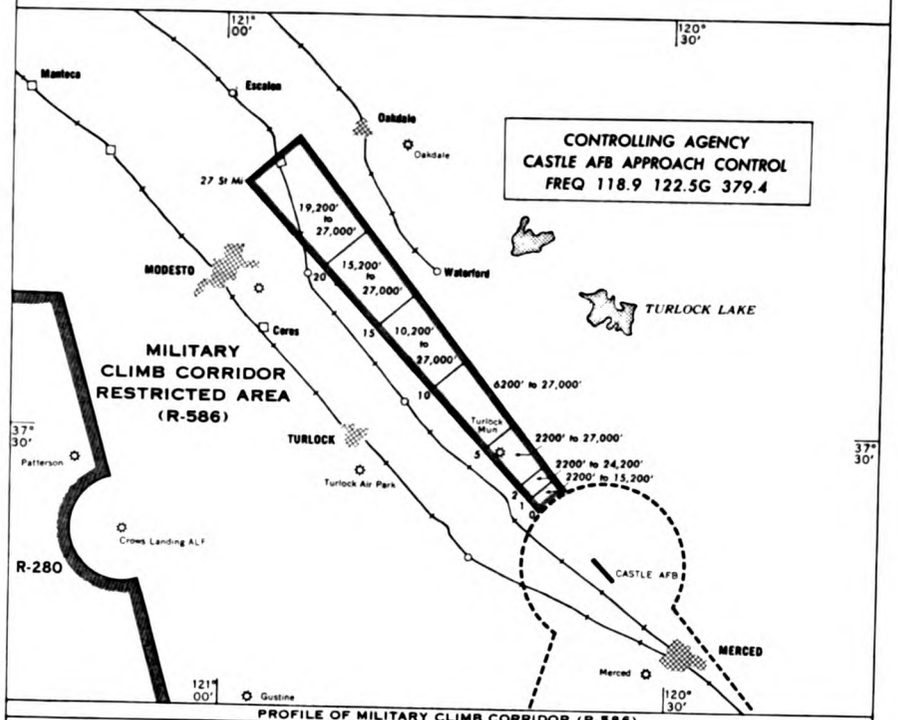
MERCED (CASTLE AFB) MILITARY CLIMB CORRIDOR

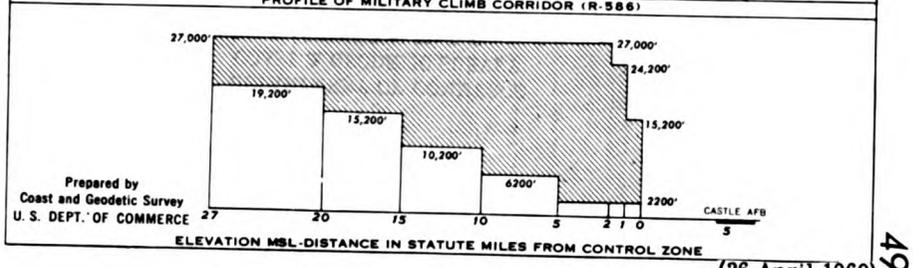
EFFECTIVE 0001 E.S.T. MAY 5, 1960

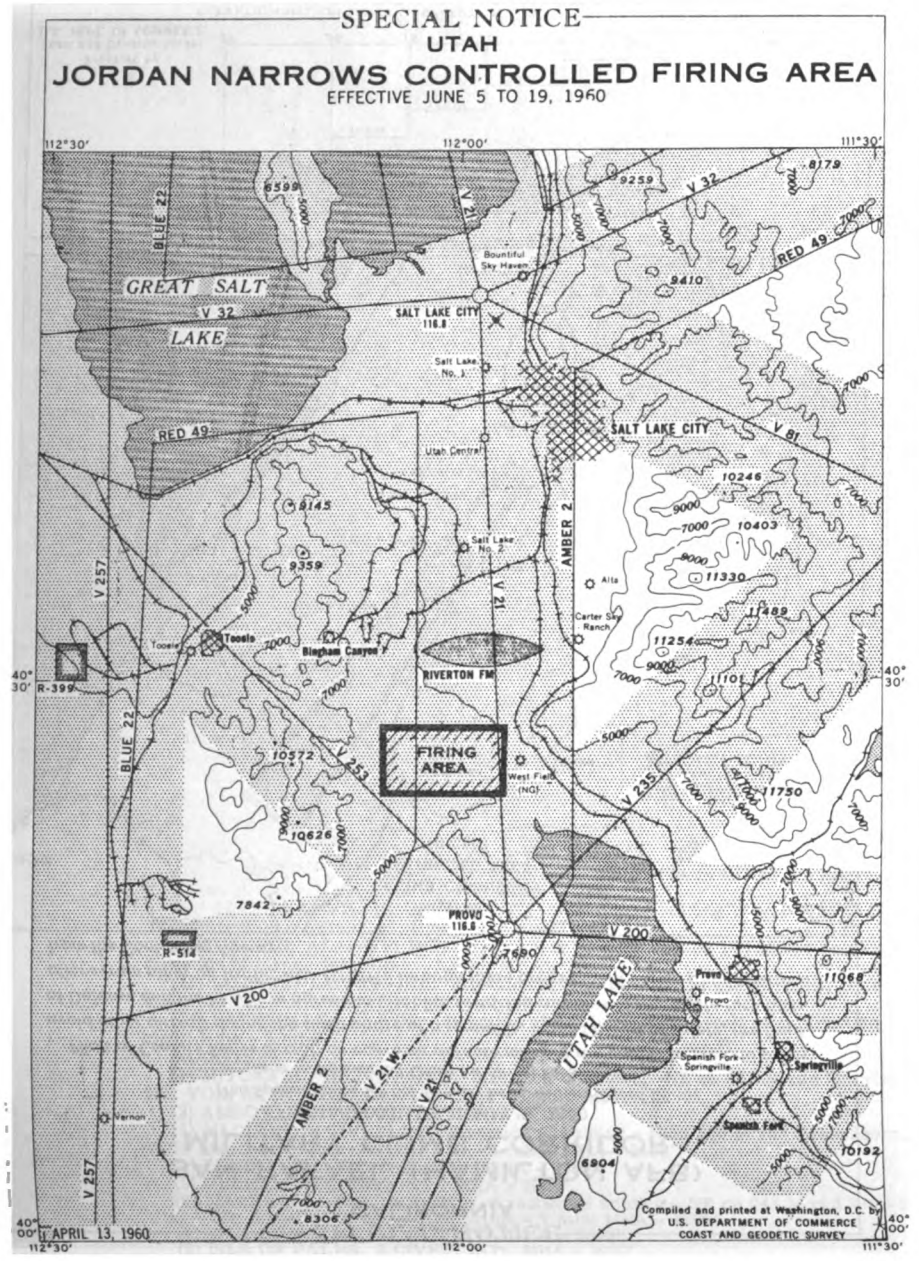
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DEPARTMENT OF COMMERCE
COAST & GEODETIC SURVEY
WASHINGTON 25, D. C.

Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of use	– Sunrise to sunset only during period of June 5-19, 1960 inclusive
Activity	– Artillery firing
Using Agency	– Utah National Guard

Firing to be conducted in accordance with the following:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than 2/10 coverage and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

4. All firing to be conducted to the west.

5. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

(26 April 1960)

NORTH DAKOTA
GRAND FORKS (GRAND FORKS AFB)

LOUISIANA
ALEXANDRIA (ENGLAND AFB)

SPECIAL NOTICE

NORTH DAKOTA

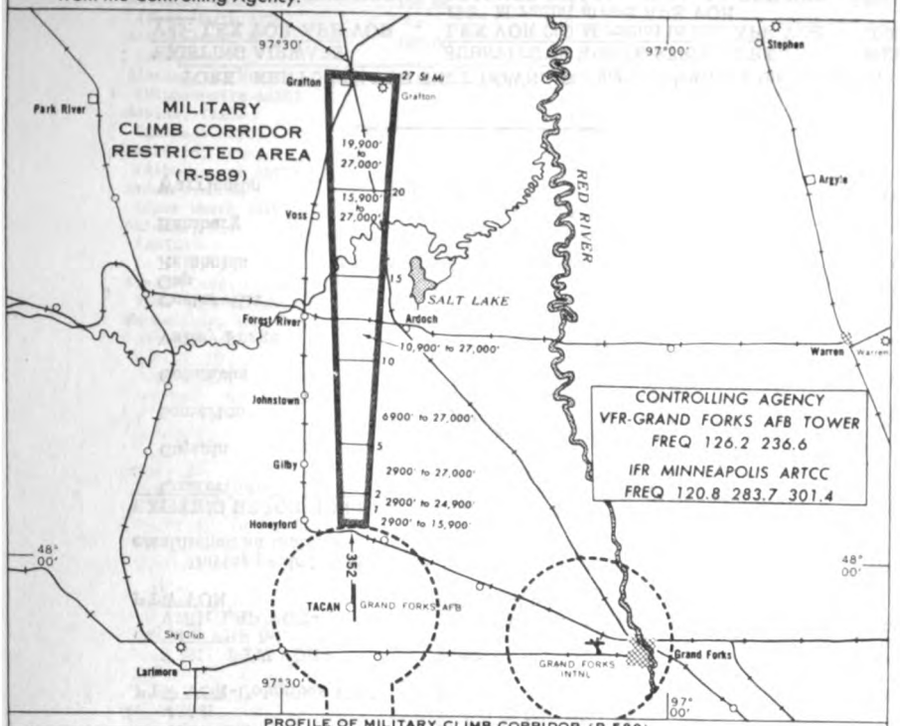
GRAND FORKS (GRAND FORKS AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. MAY 5, 1960

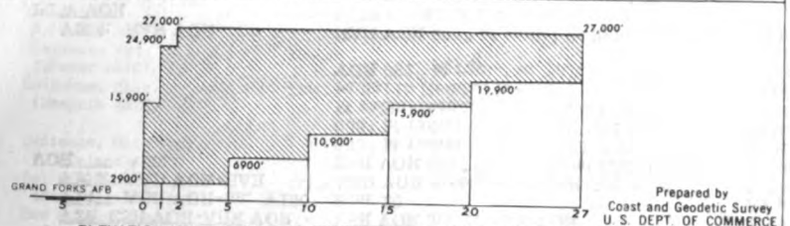
(This Special Notice will not normally be revised or reissued.)

(Refer to Aeronautical Charts for current information)

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PROFILE OF MILITARY CLIMB CORRIDOR (R-589)



ELEVATION MSL-DISTANCE IN STATUTE MILES FROM CONTROL ZONE

Prepared by
Coast and Geodetic Survey
U. S. DEPT. OF COMMERCE

SPECIAL NOTICE

LOUISIANA

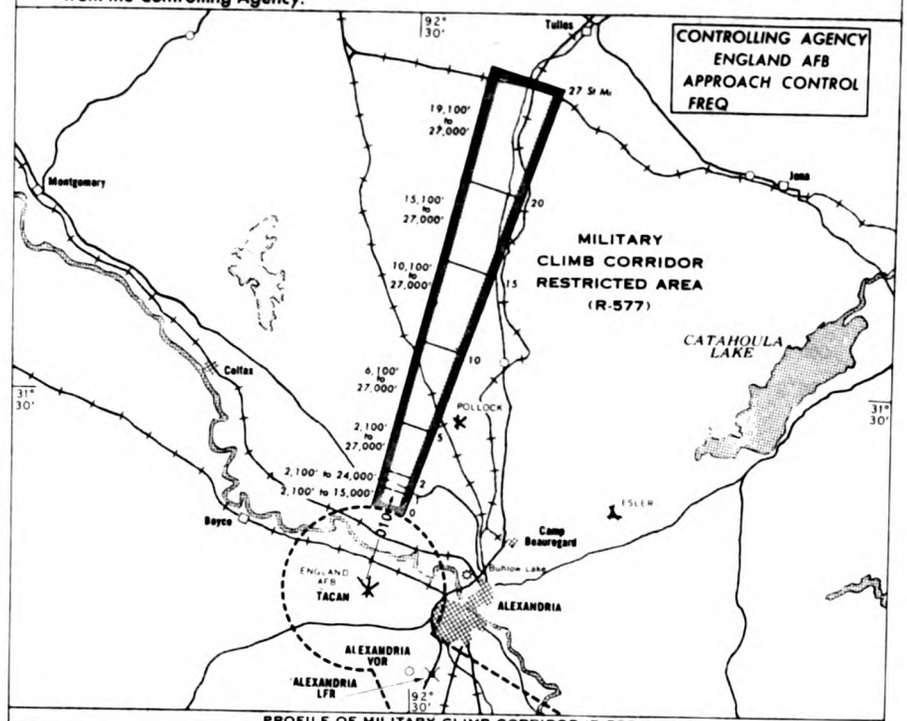
ALEXANDRIA (ENGLAND AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. MAY 5, 1960

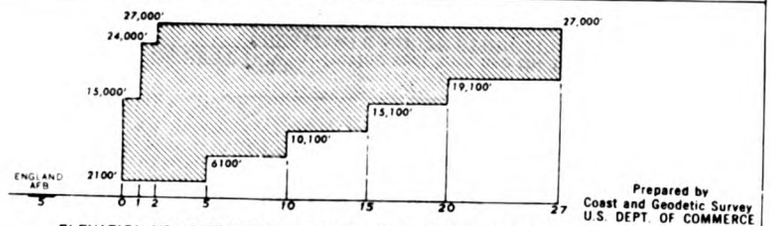
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PROFILE OF MILITARY CLIMB CORRIDOR (R-577)



ELEVATION MSL-DISTANCE IN STATUTE MILES FROM CONTROL ZONE

Prepared by
Coast and Geodetic Survey
U.S. DEPT. OF COMMERCE

✓ POTTSTOWN, PA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V29: ESR VOR-ABE VOR	ESR VOR direct ABE VOR	2,500
V147: ABE VOR-Int. V166	Blue 20	As published
V256: ARD VOR-HAR VOR	ARD VOR direct NXX LFR direct Int. ESR VOR 025° M radial and LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. ESR VOR 324° M radial thence via ESR VOR 324° M radial to Reinholds thence via HAR VOR 097° M radial to HAR VOR	1,700 - NXX 2,000 Int. ESR VOR 025° M radial LRP VOR 088° M radial; as published thereafter
V254: HAR VOR-PTW VOR	HAR VOR 097° M radial to Reinholds, V170 to Int. of LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. Blue 20	As published
V254: PTW VOR-Columbus VHF Int.	None	----
V251: PTW VOR-Captain VHF Int.	None	----
V251: LRP VOR-PTW VOR	LRP VOR 088° M radial to point of Int. ESR VOR 025° M radial	2,100

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Quakertown	ARD VOR 294° M radial ABE VOR 186° M radial	2,500
Captain	ABE VOR 115° M radial SSB VOR 174° M radial	2,500
Somerton	ARD VOR 234° M radial CYN VOR 314° M radial	2,400
Columbus	RBV VOR 249° M radial ARD VOR 165° M radial	2,000
Valley Forge	ESR VOR 056° M radial OOD VOR 359° M radial	2,000
Coatesville	None	----
Gap	None	----
Reinholds	LRP VOR 055° M radial TWC VOR 136° M radial	3,500
Hamburg	LRP VOR 037° M radial ABE VOR 255° M radial	3,000
Warrington	None	----

YORK, KENTUCKY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V45: LEX VOR-APE VOR	LEX VOR 060 M radial to Int. APE VOR 193° M radial direct APE VOR	8000
V44: FLM VOR-PKB VOR	FLM VOR 090° M radial to Int PKB VOR 241° M radial direct PKB VOR	8000
V174, V1516: FLM VOR-HNN VOR	FLM VOR direct HNN VOR	4000
V128: CVG VOR-CRW VOR	CVG VOR direct CRW VOR	8000
V128S: CVG VOR-YRK VOR	CVG VOR 120° M radial to Int FLM VOR 090° M radial thence via FLM VOR 090° M radial to Int PKB VOR 241° M radial	2500 to Int FLM VOR 090° M radial thence 8000' to Int. PKB VOR 241° M radial

During period of shutdown, the following temporary reporting points are established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Tyler	FLM VOR 071° M radial CVG VOR 105° M radial	8000
Rushtown	HNN VOR 278° M radial CRW VOR 305° M radial	8000
Vinton	HNN VOR 317° M radial PKB VOR 241° M radial	8000
Morehead	FLM VOR 130° M radial LEX VOR 079° M radial	4000
Bruin	None	----

LONDON, KY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V140, V1518: Highway VHF Int-LOZ VOR	Highway VHF Int direct LOZ Rbn	6,000
LOZ VOR-BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V140 S: BNA VOR-LOZ VOR	None	----
V140 N: Hillsdale VHF Int-LOZ VOR	LOZ VOR via BNA 041° M radial-Freedom Int., thence via BWG VOR 098° M radial & intercept V 140.	(MRA) 6,000
V97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3,500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5,000

During the shutdown period, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3,500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5,000
Vincent	LEX VOR 129° M radial LOZ Rbn 210° M brng inbnd	5,000
Daley	TYS VOR 025° M radial TRI VOR 311° M radial	6,000
Westbourne	TYS VOR 351° M radial CSV VOR 045° M radial	7,000

✓ CUMULUS CLOUD RESEARCH PROJECT: Beginning May 15 and ending August 31 annually, a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 11 statute miles east of West Plains, Missouri, at N lat 36-45, W long. 91-39, excluding airways.

All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1300Z to 0300Z. Three Cessna 172 aircraft will operate VFR in the western portion of the area at selected altitudes between the surface and 10,000 feet MSL. One Beechcraft D-18 will operate VFR or IFR throughout the area between the surface and 23,000 feet MSL, generally within a selected group of five altitudes.

Flight operations will be conducted on days selected at random during the three and one-half month period each year. Specific information concerning these operations will be issued by NOTAM on each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St. Louis, Mo. FSS
Vichy, Mo. FSS
Springfield, Mo. FSS
Farmington, Mo. FSS
Malden, Mo. FSS
Flippin, Ark. FSS
Walnut Ridge, Ark. FSS
St. Louis, Mo. ARTCC
Memphis, Tenn. ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.

(26 April 1960)

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation invloves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude 24,000' and above
I - Non-Radar Sectors 23,000' and below
Ir - Radar Sectors 23,000' and below
A - Center Area Discrete 23,000' and below

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	126.90		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo. (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Loneta, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa. (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

(26 April 1960)

Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	125.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		A

132.025-134.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre, Pa.) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I

Location	Freq. (Mc) New	Old	Function
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa. (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70 *	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans. (Kansas City ARTC)	133.45	121.00	H
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60 *	H
	134.65	120.85	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn. (Memphis ARTC)	132.35	120.20	H
	134.45	119.80	H
Grand Forks, N.D. (Minneapolis ARTC)	134.75	118.60	H
	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C. (Atlanta ARTC)	132.20	123.80	I
Greenville, Miss. (Memphis ARTC)	132.90 132.50	121.00 124.40	I I
Henryville, Ind. (Indianapolis ARTC)	133.75	124.40	H
Hickory, N.C. (Atlanta ARTC)	134.55 132.75	125.80 126.50	H H
Hobart, Okla. (Fort Worth ARTC)	133.00	124.10	I
Holland, N.Y. (Cleveland ARTC)	133.95	118.60	H
Horton, Ore. (Seattle ARTC)	133.65	125.00	H
Houghton, Mich. (Detroit ARTC)	133.55	124.80	H
Houston, Texas (San Antonio ARTC)	134.35	120.60	H
Jackson, Miss. (Memphis ARTC)	132.10 134.90	125.30 120.40	I H
Joplin, Mo. (St. Louis ARTC)	133.40	124.60	I
Julian, Calif. (Los Angeles ARTC)	133.40 134.55	124.60 120.40	I H
Kingsville, Texas (San Antonio ARTC)	134.70	124.80	I
Kirksville, Mo. (Kansas City ARTC)	134.70	120.00	H
Klamath Falls, Ore. (Seattle ARTC)	133.05	125.00*	H
Lafayette, La. (New Orleans ARTC)	133.65	125.00	H
Lake Charles, La. (New Orleans ARTC)	133.00	125.20	I
Lake George, N.Y. (Boston ARTC)	134.45	118.40*	H
Lebanon, Mo. (St. Louis ARTC)	132.65 133.80	124.00 126.05	I H
Longview, Texas (Fort Worth ARTC)	132.45 134.65	126.00 124.80	H H
Los Angeles, Calif. (ARTC)	133.80 134.20	124.10 119.60	I I
Lubbock, Texas (El Paso ARTC)	132.95 133.35	124.95 118.40	H H
Lufkin, Texas (San Antonio ARTC)	134.80	119.20	I
Magna, Utah (Salt Lake City ARTC)	134.70	124.40	H
Mansfield, Ohio (Cleveland ARTC)	132.45	118.60*	H
Mason City, Iowa (Kansas City ARTC)	132.50	125.80	I
Mathews, Va. (Norfolk ARTC)	132.55	124.20	H

Location	Freq. (Mc) New	Old	Function
Melbourne, Fla. (Miami ARTC)	132.60	125.90	I
Miami, Fla. (ARTC)	133.75 134.35 134.95	125.80 125.40 125.00	H H H
Midland, Texas (El Paso ARTC)	133.10 133.95	124.60 125.40*	I H
Miles City, Mont. (Great Falls ARTC)	133.95	119.80*	H
Milwaukee, Wisc. (Chicago ARTC)	132.60	124.30	I
Mobile, Ala. (New Orleans ARTC)	132.60 133.30	124.60 124.20	I I
Moontownship, Pa. (Pittsburgh ARTC)	132.25	126.80*	H
Mountain View, Calif. (Oakland ARTC)	134.85	119.20	H
Myrtle Beach, S.C. (Jacksonville ARTC)	133.40	124.70	I
Nashville, Tenn. (Memphis ARTC)	134.80 133.50		I I
North Mountain, Pa. (New York ARTC)	132.95	118.80	H
Ogallala, Nebr. (Denver ARTC)	132.70	120.80	I
Oklahoma City, Okla. (Ft. Worth ARTC)	132.10	125.40	I
Omaha, Nebr. (Kansas City ARTC)	132.95	125.00	H
Orlando, Fla. (Miami ARTC)	132.95	125.60	H
Pellston, Mich. (Detroit ARTC)	133.85 134.80	126.60 118.60	H I
Pensacola, Fla. (New Orleans ARTC)	134.75	126.10	H
Pierre, S.D. (Minneapolis ARTC)	134.45	124.80	H
Pine Bluff, Ark. (Memphis ARTC)	132.30	124.50	I
Pioche, Nev. (Salt Lake City ARTC)	132.75	120.00	H
Portsmouth, Ohio (Indianapolis ARTC)	133.45	125.00	H
Pueblo, Colo. (Denver ARTC)	132.80	126.60	I
Philipsburg, Pa. (New York ARTC)	133.80	121.20	I
Raleigh, N.C. (Washington ARTC)	132.40	125.60	I
Raton, N.M. (Albuquerque ARTC)	133.05	125.50	H
Red Bluff, Calif. (Oakland ARTC)	133.75	124.30	H
Redmond, Ore. (Seattle ARTC)	134.35	125.00 *	H
Redwood Falls, Minn. (Minneapolis ARTC)	133.65	121.00	H
Rock Springs, Wyo. (Salt Lake City ARTC)	132.55	124.40	H
Rocky Mount, N.C. (Washington ARTC)	133.85	119.40	H
Saddle Peak, Calif. (Los Angeles ARTC)	132.50 133.55 134.75	123.90 125.60 * 119.00	I H H

Location	Freq. (Mc) New	Old	Function
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas (ARTC)	132.15 134.95	126.40 125.80	H H
San Luis Obispo, Calif. (Oakland ARTC)	132.80	118.80	I
Santa Barbara, Calif. (Los Angeles ARTC)	134.40	124.00	I
Savannah, Ga. (Jacksonville ARTC)	132.50 134.70	119.80 124.60	I I
Scappoose, Ore. (Seattle ARTC)	132.80 133.90	125.30 124.10	I I
Seattle, Wash. (ARTC)	134.95 132.45 133.50	120.60 123.80 125.60	H H I
Seligman, Ariz. (Phoenix ARTC)	132.45	120.10	H
Ships Bottom, N.Y. (New York ARTC)	133.55	118.80	H
Sioux City, Iowa (Kansas City ARTC)	132.80	120.40	I
Sioux Falls, S.D. (Minneapolis ARTC)	132.10	120.60	I
Spokane, Wash. (ARTC)	134.75	126.40	H
Springfield, Mo. (St. Louis ARTC)	132.90	123.70	I
Sunnyside, Utah (Salt Lake City ARTC)	133.15 134.25 134.90	126.50 124.40 120.60	H H I
Tallahassee, Fla. (Jacksonville ARTC)	132.80 133.95	121.00 120.40*	I H
Thermopolis, Wyo. (Salt Lake City ARTC)	132.85	125.30*	H
Tonopah, Nev. (Oakland ARTC)	133.35	125.70*	H
Waco, Texas (Fort Worth ARTC)	133.30	120.80	I
Washington, Iowa (Chicago ARTC)	133.70	125.95	I
Wausau, Wisc. (Minneapolis ARTC)	134.25	118.85	H
Wichita Falls, Tex. (Fort Worth ARTC)	132.75 134.55	126.10 125.00	H H
Winslow, Ariz. (Phoenix ARTC)	132.70 134.35	126.00 123.70	I H
Woodstock, Conn. (Boston ARTC)	132.40 133.75	124.50 119.40	I I
Yakima, Wash. (Seattle ARTC)	134.65	125.50	H
Zuni, N.M. (Albuquerque ARTC)	133.65	125.70	H

* - Old frequency to be retained as Function A.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Mt. Whitney	Los Angeles Local	WAC 405
Sacramento	San Diego Local	JN 30

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Birmingham	4-15-60	Orlando	4-11-60	Montgomery Local	4-15-60
Chattanooga	4-15-60	Savannah	4-7-60	Norfolk Local	4-11-60
Miami	4-11-60	Atlanta Local	4-15-60	WAC 63	4-11-60
New Orleans	4-7-60	Miami Local	4-15-60		

Instrument Approach Procedure Charts and Radio Facility Charts released since April 4, 1960

AL 1 RNG VOR	Abilene Municipal Airport, Texas
AL 37 RNG	Harbor Field, Maryland
AL 78 RNG/VOR/ADF/ILS R5	Douglas Field, North Carolina
AL 94 RNG/ADF-2/ADF-1/ILS R27/ILS R9	Port Columbus Airport, Ohio
AL 139 RNG/VOR/ILS R6	Port Erie Airport, Pennsylvania
AL 162 RNG/VOR/ADF/ILS R29	Fresno Air Terminal, California
AL 180 RNG	Greenville Airport, South Carolina
AL 243 VOR/DME	Macon(Cochran) Airport, Georgia
AL 282 RNG/ADF/ILS R2L/VOR/ILS R20R	Berry Field, Tennessee
AL 285 ADF/ILS R4/ILS R22	Newark Airport, New Jersey
AL 304 RNG/ILS R32R/ADF/ILS R14L	Eppley Field, Nebraska
AL 358 RNG/ADF/ILS R2/VOR/ILS R20	Sacramento Airport, California
AL 363 VOR R13	Salinas Airport, California
AL 369 RNG/ADF/ILS R3/VOR/ILS R21	San Antonio International Airport, Texas
AL 373 ADF/VOR R9	San Diego Mun (Lindbergh Fld), California
AL 378 RNG/ILS R7	Santa Barbara Airport, California
AL 423 RNG/VOR	Tonopah Airport, Nevada
AL 437 ADF/VOR	Vero Beach Airport, Florida
AL 465 RNG/VOR/ILS R27	Yakima Airport, Washington
AL 487 VOR	Van De Graaf Field, Alabama
AL 499 RNG-1/RNG-2/VOR	Preston Glenn Airport, Virginia
AL 588 RNG-1/VOR-1/VOR-2	Silver Bow County Airport, Montana
AL 623 ADF	Davis Field, Oklahoma
AL 628 ADF/VOR	Barkley Airport, Kentucky
AL 665 RNG/VOR	Merced Airport, California
AL 675 ADF	Barnstable Airport, Massachusetts
AL 684 VOR	Goodland Airport, Kansas
AL 719 VOR	Pryor Field, Alabama
AL 799 ADF	Greenbrier Airport, West Virginia
AL 852 ADF/ILS R23	Kanawha County Airport, West Virginia
AL 866 ADF-2/ILS R31/VOR Rwys 13 &35	Greater Ft. Worth International Airport, Texas
AL 912 VOR	Hobart Airport, Oklahoma
AL 915 VOR	Ottumwa Airport, Iowa
AL 2162 ADF-1/ADF-2	Wake Airport, Wake Island
AL 5006 VOR	Columbus Lowndes Co. Airport, Mississippi
AL 5014 ADF	Anniston Airport, Alabama
AL 5015 VOR	Hayward Airport, California
AL 5016 VOR	East Hampton Airport, New York
FAA Radar (Eastern) page 1 & 2	
AL Revision Notice No. 11-60 Eastern and Western	
RF Alaska	

DISCONTINUED CHARTS

AL 350 VOR - Rochester, Minnesota - Lobb Field (Procedure cancelled - effective 3-11-60)

AL 637 ADF - El Dorado, Arkansas - Goodwin Field (Facility decommissioned, effective 5-5-60)

MINIMUM EN ROUTE ALTITUDES:

The following minimum en route IFR altitudes are amended as follows, effective June 2, 1960:

Section 610.12 Green Federal Airway 2 is added to read:

FROM	TO	MEA
Sitka,Alaska LFR	Sisters Island, Alas.LF/RBN	6500

Section 610.13 Green Federal Airway 3 is amended to read in part:

FROM	TO	MEA
*Promotory Pt. INT,Utah	**Ogden,Utah LFR W-bound	9000
	E-bound	11000

*10000 - MCA Promotory Pt., E-bound
**7500 - MCA Ogden LFR, W-bound
**11000 - MCA Ogden LFR, E-bound

Section 610.15 Green Federal Airway 5 is amended to read in part:

FROM	TO	MEA
*Salt Flat,Tex. LFR	Wink,Tex.LFR	10000
Guadalupe Pass, Tex. FM	Wink,Tex.LFR E bound only	8000
Nashville,Tenn. LFR	Smithville,Tenn. LF/RBN	3500

*9100 - MCA Salt Flat LFR, E-bound

Section 610.101 Amber Federal Airway 1 is amended to delete:

FROM	TO	MEA
U.S. Mexican Border LFR	San Diego, Calif. LFR	2500
San Diego,Calif. LFR	*Oceanside,Calif. LF/RBN	2500

*2500 - MCA Oceanside LF/RBN, NW-bound

Section 610.109 Amber Federal Airway 9 is amended to read:

FROM	TO	MEA
Int. SE crs Waverly,Va.LFR & SW crs Norfolk, Va.LFR	Norfolk,Va.LFR	1400

Section 610.204 Red Federal Airway 4 is deleted:

Section 610.209 Red Federal Airway 9 is amended to delete:

FROM	TO	MEA
Sargo INT,Calif.	San Diego,Calif. LFR	1500
*San Diego,Calif. LFR	**El Centro,Calif. LFR	8000
Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif.LFR W-bound only	4500

*3000 - MCA San Diego LFR, E-bound
**4000 - MCA El Centro LFR, W-bound

Section 610.209 Red Federal Airway 9 is amended by adding:

FROM	TO	MEA
Campo INT,Calif.	*El Centro,Calif. LFR	8000

*4000 - MCA El Centro LFR, W-bound

Section 610.244 Red Federal Airway 44 is amended to read:

FROM	TO	MEA
*Bellingham,Wash. LFR	Cultus Lake INT, Canada	**8600

*6000 - MCA Bellingham LFR, NE-bound
**For that airspace over U.S. Territory

Section 610.280 Red Federal Airway 80 is deleted:

Section 610.283 Red Federal Airway 83 is deleted:

Section 610.614 Blue Federal Airway 14 is amended to read in part:

FROM	TO	MEA
Campo INT,Calif.	Julian,Calif. LF/RBN	9000

Section 610.684 Blue Federal Airway 84 is amended to delete:

FROM	TO	MEA
Bangor,Me.LFR	Millinocket,Me.LFR	2300

Section 610.6002 VOR Federal Airway 2 is amended to read in part:

FROM	TO	MEA
Williams INT, Mich. Via N alter.	*Fowler INT,Mich. Via N alter.	2600
Fowler INT,Mich. Via N alter.	Salem,Mich.VOR Via N alter.	2600

*4000 - MRA

Section 610.6003 VOR Federal Airway 3 is amended to read in part:

FROM	TO	MEA
Sea Island INT, Fla. Via E alter.	*Catherine INT,Ga. Via E alter.	1500
Catherine INT,Ga. Via E alter.	Savannah,Ga.VOR Via E alter.	1500
Florence,S.C.VOR	Pinehurst,N.C.VOR	1900
Pinehurst,N.C. VOR	*Moncure INT,N.C.	2000
Moncure INT,N.C.	*Merry Oaks INT, N.C.	2000
Merry Oaks INT, N.C.	Raleigh,N.C.VOR	2000
Florence,S.C.VOR Via E alter.	*Murray INT,N.C. Via E alter.	**2700

*2800 - MRA
*3000 - MRA
**2000 - MOCA

VOR Federal Airway 3 - cont'd.

FROM	TO	MEA
Murray INT,N.C. Via E alter. *3000 - MRA **2000 - MOCA	*Broadway INT,N.C. Via E alter.	**2700
Broadway INT,N.C. Via E alter. *2000 - MOCA	Raleigh,N.C.VOR Via E alter.	*2700

Section 610.6004 VOR Federal Airway 4 is amended to read in part:

FROM	TO	MEA
Louisville,Ky.VOR Via S alter.	Lexington,Ky.VOR Via S alter.	2200
Gill,Colo.VOR Via N alter. *9000 - MRA	*Hudson INT,Colo. Via N alter.	7000
Hudson INT,Colo. Via N alter.	Denver,Colo.VOR Via N alter.	7000

Section 610.6006 VOR Federal Airway 6 is amended to read in part:

FROM	TO	MEA
*Lost Creek INT,Utah *14000 - MOCA **13000 - MRA	**Almy INT,Utah	12000
Almy INT,Utah	Ft.Bridger,Wyo. VOR	12000
*Ogden,Utah VOR Via N alter. *11000 - MCA Ogden VOR, N-bound *13000 - MRA ***12000 - MOCA	**Blacksmith INT,Utah Via N alter.	***13000
Blacksmith INT, Utah	Ft.Bridger,Wyo.VOR W-bound	13000
	E-bound	12000

Section 610.6007 VOR Federal Airway 7 is amended to read in part:

FROM	TO	MEA
Marianna,Fla.VOR *3000 - MRA	*Malone INT,Fla.	1800
Malone INT,Fla.	Dothan,Ala.VOR	1800

Section 610.6008 VOR Federal Airway 8 is amended to read in part:

FROM	TO	MEA
Goshen,Ind.VOR *3000 - MRA **2300 - MOCA	*Garrett INT,Ind.	**3000
Garrett INT,Ind. *2300 - MOCA	Findlay,Ohio VOR	*3000
Findlay,Ohio VOR	Mansfield,Ohio VOR	2200

Section 610.6009 VOR Federal Airway 9 is amended to read in part:

FROM	TO	MEA
Raymond INT,Miss. Via W alter.	Jackson,Miss.VOR Via W alter.	2900

Section 610.6013 VOR Federal Airway 13 is amended to read in part:

FROM	TO	MEA
Des Moines,Iowa VOR Via W alter.	Grimes INT,Iowa Via W alter.	4000

VOR Federal Airway 13 - cont'd.

FROM	TO	MEA
Grimes INT,Iowa Via W alter.	Ft.Dodge,Iowa VOR Via W alter.	2800
Ft.Dodge,Iowa VOR Via W alter.	Mason City,Iowa VOR Via W alter.	2600

Section 610.6014 VOR Federal Airway 14 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR	Attica,Ohio VOR	2100

Section 610.6016 VOR Federal Airway 16 is amended to read in part:

FROM	TO	MEA
Blythe,Calif.VOR	Buckeye,Ariz.VOR	6000
Big Horn INT, Ariz. Via N alter.	Buckeye,Ariz.VOR Via N alter.	
	E-bound	5000
	W-bound	6000
Buckeye,Ariz.VOR	Phoenix,Ariz.VOR	5000
Mineral Wells, Tex.VOR Via S alter. *2000 - MOCA	Dallas,Tex.VOR Via S alter.	*2700

Section 610.6018 VOR Federal Airway 18 is amended by adding:

FROM	TO	MEA
Quitman,Tex.VOR Via S alter.	Marshall INT,Tex. Via S alter.	1700
Marshall INT,Tex. Via S alter.	Shreveport,La.VOR Via S alter.	2600

Section 610.6019 VOR Federal Airway 19 is amended to read in part:

FROM	TO	MEA
*Billings,Mont. VOR Via W alter. *6800 - MCA Billings VOR, NW-bound **9500 - MCA Lewistown VOR, SE-bound	**Lewistown,Mont. VOR Via W alter.	11000
*Platte INT,Colo. *10500 - MRA	Cheyenne,Wyo.VOR	7500

Section 610.6020 VOR Federal Airway 20 is amended to read in part:

FROM	TO	MEA
Martin INT,Ga. Via N alter. *2500 - MRA **3000 - MOCA	*Clemson INT,S.C. Via N alter.	**7000

Section 610.6022 VOR Federal Airway 22 is amended to read in part:

FROM	TO	MEA
*Milton INT,Fla. *2200 - MRA **1700 - MOCA	Crestview,Fla. VOR	**2000

Section 610.6023 VOR Federal Airway 23 is amended to read in part:

FROM	TO	MEA
Ft.Jones,Calif. VOR *10500 - MRA	*Talent INT,Ore.	10000

Section 610.6025 VOR Federal Airway 25 is amended to read in part:

FROM	TO	MEA
Triton INT,Calif. Via E alter.	Pacific INT,Calif. Via E alter.	3000
*Red Bluff,Calif. VORTAC *5000 - MCA Red Bluff VORTAC, S-bound **10000 - MOCA	Klamath Falls, Ore.VORTAC	**11000

Section 610.6032 VOR Federal Airway 32 is amended to read in part:

FROM	TO	MEA
*Benefer INT, Utah *14000 - MRA **14000 - MRA	**Evanston INT,Wyo.	12000
Evanston INT,Wyo.	Ft.Bridger,Wyo. VOR	12000

Section 610.635 VOR Federal Airway 35 is amended to read in part:

FROM	TO	MEA
Royston,Ga.VOR *2500 - MRA	*Clemson INT,S.C.	2200

Section 610.6037 VOR Federal Airway 37 is amended to read in part:

FROM	TO	MEA
Statesville INT, N.C. *2400 - MOCA	Burch INT,N.C.	*5000
Burch INT,N.C.	Pulaski,Va.VOR	5600

Section 610.6038 VOR Federal Airway 38 is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind. VORTAC	Findlay,Ohio VOR	2200

Section 610.6039 VOR Federal Airway 39 is amended by adding:

FROM	TO	MEA
Pinehurst,N.C.VOR *1900 - MOCA	South Boston,Va. VOR	*2500

Section 610.6042 VOR Federal Airway 42 is amended to read in part:

FROM	TO	MEA
Flint,Mich.VOR *4000 - MRA	*Plains INT,Mich.	2400

Section 610.6045 VOR Federal Airway 45 is amended to read in part:

FROM	TO	MEA
New Bern,N.C.VOR	Kinston,N.C.VOR	1900
Kinston,N.C.VOR	Raleigh,N.C.VOR	2800

Section 610.6047 VOR Federal Airway 47 is amended to read in part:

FROM	TO	MEA
Rosewood,Ohio VOR	Findlay,Ohio VOR	2000
Findlay,Ohio VOR	Custar INT,Ohio	2200
Custar INT,Ohio	Waterville,Ohio VOR	2000

VOR Federal Airway 47 - cont'd.

FROM	TO	MEA
Waterville,Ohio VOR	Deerfield INT,Ohio	2000
Deerfield INT, Ohio	Detroit (Willow Run),Mich ILS loc.	2300
Detroit (Willow Run),Mich.ILS loc.	Int. NW crs Willow Run ILS loc & 109 M rad Salem,Mich.VOR	2300

Section 610.6058 VOR Federal Airway 58 is amended to read in part:

FROM	TO	MEA
Williamsport,Pa. VOR	Wilkes-Barre Scranton,Pa.VOR	4500

Section 610.6062 VOR Federal Airway 62 is amended to read in part:

FROM	TO	MEA
Cornville INT, Ariz. *10000 - MOCA	Chevelon INT, Ariz.	*12000

Section 610.6068 VOR Federal Airway 68 is amended to read in part:

FROM	TO	MEA
*Floresville INT, Tex. *3000 - MRA **2000 - MOCA	Burnell INT,Tex.	**2200
Burnell INT,Tex.	Corpus Christi,Tex. VOR	1400

Section 610.6072 VOR Federal Airway 72 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR	Attica,Ohio VOR	2100

Section 610.6089 VOR Federal Airway 89 is amended to read in part:

FROM	TO	MEA
*Platte INT,Colo. *10500 - MRA	Cheyenne,Wyo.VOR	7500
Denver,Colo.VOR Via E alter. *9000 - MRA	*Hudson INT,Colo. Via E alter.	7000
Hudson INT,Colo. Via E alter.	Gill,Colo.VOR Via E alter.	7000

Section 610.6094 VOR Federal Airway 94 is amended to delete:

FROM	TO	MEA
Hassayampa,Ariz. VOR	Gila Bend,Ariz.VOR	5000

Section 610.6094 VOR Federal Airway 94 is amended to read in part:

FROM	TO	MEA
*Toltec INT,Ariz. *5500 - MCA Toltec INT, E-bound	Chrome INT,Ariz.	7000
Chrome INT,Ariz.	San Simon,Ariz. VOR	10000
Cupples INT,La. *1500 - MOCA	Jamestown INT,La.	*5300
Jamestown INT,La. *1500 - MOCA	Bryceland INT,La.	*3500

Section 610.6097 VOR Federal Airway 97
is amended to delete:

FROM	TO	MEA
Lexington, Ky. VOR Via E alter.	Falmouth, Ky. VOR Via E alter.	2600

Section 610.6097 VOR Federal Airway 97
is amended by adding:

FROM	TO	MEA
Knoxville, Tenn. VOR Via E alter.	London, Ky. VOR Via E alter.	5300
London, Ky. VOR Via E alter.	Loglick INT, Ky. Via E alter.	2700
Loglick INT, Ky. Via E alter.	Falmouth, Ky. VOR Via E alter.	2100
Knoxville, Tenn. VOR Via W alter.	London, Ky. VOR Via W alter.	5500

Section 610.6097 VOR Federal Airway 97
is amended to read in part:

FROM	TO	MEA
Dry Ridge INT, Ky.	Cincinnati, Ohio VOR	2000

Section 610.6100 VOR Federal Airway 100
is amended to read in part:

FROM	TO	MEA
Sioux City, Iowa VOR	Ft. Dodge, Iowa VOR	2700
Ft. Dodge, Iowa VOR	Alden INT, Iowa	2300

Section 610.6106 VOR Federal Airway 106
is amended to read in part:

FROM	TO	MEA
Selinsgrove, Pa. VOR	Thornhurst, Pa. VOR	4000
Thornhurst, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	4000

Section 610.6119 VOR Federal Airway 119
is amended to read in part:

FROM	TO	MEA
Parkersburg, W.Va. VOR	Bellaire, Ohio VOR	2500
Bellaire, Ohio VOR	Wheeling, W.Va. VOR	2600

Section 610.6122 VOR Federal Airway 122
is amended to read in part:

FROM	TO	MEA
*Talent INT, Ore.	**Klamath Junction INT, Ore.	***10500

*10500 - MRA
**10500 - MRA
***9500 - MOCA

Klamath Junction INT, Ore.	Klamath Falls, Ore. VORTAC	*10500
	Lakeview, Ore. VOR	9500
Klamath Falls, Ore. VORTAC		

*9500 - MOCA

Section 610.6123 VOR Federal Airway 123
is amended to read in part:

FROM	TO	MEA
Preston INT, N.J.	*Staten Island INT, N.Y.	1600

*2000 - MRA

VOR Federal Airway 123 - cont'd.

FROM	TO	MEA
Staten Island INT, N.Y.	Wilton, Conn. VOR	2500

Section 610.6131 VOR Federal Airway 131
is amended by adding:

FROM	TO	MEA
McAlester, Okla. VOR	Okmulgee, Okla. VOR	2000
Okmulgee, Okla. VOR	Tulsa, Okla. VOR	2700

Section 610.6133 VOR Federal Airway 133
is amended to read in part:

FROM	TO	MEA
Linden INT, Mich.	*Russell INT, Mich.	2200
Russell INT, Mich.	Flint, Mich. VOR	2200

*4000 - MRA

Section 610.6134 VOR Federal Airway 134
is amended to read:

FROM	TO	MEA
Evergreen, Ala. VOR	Rutledge INT, Ala.	*1800
Rutledge INT, Ala.	*Shady Grove INT, Ala.	**3000
Shady Grove INT, Ala.	Tuskegee, Ala. VOR	1700
Tuskegee, Ala. VOR	Big Spring INT, Ga.	2100
Big Spring INT, Ga.	Raymond INT, Ga.	2200
Raymond INT, Ga.	Atlanta, Ga. VORTAC	2100

*1500 - MOCA
*3000 - MRA
**1800 - MOCA

Section 610.6136 VOR Federal Airway 136
is amended to read in part:

FROM	TO	MEA
S. Boston, Va. VOR	*Durham INT, N.C.	2500
Durham INT, N.C.	Raleigh, N.C. VOR	2500

*2900 - MRA

Section 610.6138 VOR Federal Airway 138
is amended to read in part:

FROM	TO	MEA
Neola, Iowa VOR	Ft. Dodge, Iowa VOR	2500

Section 610.6144 VOR Federal Airway 144
is amended to read in part:

FROM	TO	MEA
Ft. Wayne, Ind. VORTAC	Findlay, Ohio VOR	2200

Section 610.6147 VOR Federal Airway 147
is amended to read in part:

FROM	TO	MEA
Allentown, Pa. VOR	Thornhurst, Pa. VOR	4500
Thornhurst, Pa. VOR	Colley INT, Pa.	4400
Colley INT, Pa.	Elmira, N.Y. VOR	4000

Section 610.6149 VOR Federal Airway 149
is amended to read in part:

FROM	TO	MEA
Allentown, Pa. VOR	Thornhurst, Pa. VOR	4500
Thornhurst, Pa. VOR	Binghamton, N.Y. VOR	4500

Section 610.6154 VOR Federal Airway 154
is amended to read in part:

FROM	TO	MEA
*York INT, Ala.	**Safford INT, Ala.	***4500

*2500 - MRA
**4500 - MRA
***1300 - MOCA

Section 610.6155 VOR Federal Airway 155
is amended to read in part:

FROM	TO	MEA
Chesterfield, S.C. VOR	Pinehurst, N.C. VOR	*2000
Pinehurst, N.C. VOR	*Moncure INT, N.C.	2000
Moncure INT, N.C.	*Merry Oaks INT, N.C.	2000
Merry Oaks INT, N.C.	Raleigh, N.C. VOR	2000

*1800 - MOCA
*2800 - MRA
*2800 - MRA

Section 610.6157 VOR Federal Airway 157
is amended to read in part:

FROM	TO	MEA
Wilmington, N.C. VOR	Kinston, N.C. VOR	1400
Kinston, N.C. VOR	Rocky Mount, N.C. VOR	1600

Section 610.6157 VOR Federal Airway 157
is amended by adding:

FROM	TO	MEA
Richmond, Va. VOR Via W alter.	Brooke, Va. VORTAC Via W alter.	1500
Brooke, Va. VORTAC Via W alter.	Washington, D.C. VOR Via W alter.	1500

Section 610.6164 VOR Federal Airway 164
is amended to read:

FROM	TO	MEA
Buffalo, N.Y. VOR	Wellsville, N.Y. VOR	4500
Wellsville, N.Y. VOR	Stonyfork, Pa. VOR	4500
Stonyfork, Pa. VOR	Williamsport, Pa. VOR	4000
Williamsport, Pa. VOR	Stroudsburg, Pa. VOR	4000

Section 610.6170 VOR Federal Airway 170
is amended to read in part:

FROM	TO	MEA
Bradford, Pa. VOR	Slate Run, Pa. VOR	4000
Slate Run, Pa. VOR	Selinsgrove, Pa. VOR	4000
Hickory INT, Mich.	Leslie INT, Mich.	*3500

*3000 - MOCA

Section 610.6174 VOR Federal Airway 174
is amended to delete:

FROM	TO	MEA
Vichy, Mo. VOR	Meramec INT, Mo.	2200
Meramec INT, Mo.	Troy, Ill. VOR	2600

Section 610.6187 VOR Federal Airway 187
is amended to read in part:

FROM	TO	MEA
*Grand Junction, Colo. VOR	Rock Springs, Wyo. VOR	13000

*12000 - MCA Grand Junction VOR, S-bnd

Section 610.6188 VOR Federal Airway 188
is amended to read in part:

FROM	TO	MEA
Jefferson, Ohio VOR	Tidioute, Pa. VOR	3500
Tidioute, Pa. VOR	Slate Run, Pa. VOR	4000
Slate Run, Pa. VOR	Williamsport, Pa. VOR	4200
Williamsport, Pa. VOR	Thornhurst, Pa. VOR	4600
Thornhurst, Pa. VOR	Stroudsburg, Pa. VOR	4300

Section 610.6197 VOR Federal Airway 197
is amended to read in part:

FROM	TO	MEA
Las Vegas, N.M. VOR	Gordon INT, Colo.	12000

Section 610.6207 VOR Federal Airway 207
is amended to read:

FROM	TO	MEA
Denver, Colo. VOR	*Hudson INT, Colo.	7000
Hudson INT, Colo.	Gill, Colo. VOR	7000
Gill, Colo. VOR	Pine Bluff INT, Colo.	7500
Pine Bluff INT, Colo.	Scottsbluff, Neb. VOR	7000

*9000 - MRA

Section 610.6210 VOR Federal Airway 210
is amended to read in part:

FROM	TO	MEA
Alamosa, Colo. VOR Via S alter.	Walsenburg INT, Colo. Via S alter.	13000
Walsenburg INT, Colo. Via S alter.	*Calument INT, Colo. Via S alter. NE-bound	8000
	SW-bound	13000
Calument INT, Colo. Via S alter.	*Pueblo, Colo. VOR Via S alter. NE-bound	8000
	SW-bound	13000

*14300 - MRA

*10000 - MCA Pueblo VOR, SW-bound

Section 610.6213 VOR Federal Airway 213
is amended to read in part:

FROM	TO	MEA
*Dock INT, S.C.	Bolton INT, N.C.	**1500
Bolton INT, N.C.	Kenansville INT, N.C.	*3000
Kenansville INT, N.C.	Eureka INT, N.C.	*5500
Eureka INT, N.C.	Rocky Mount, N.C. VOR	*1500

*2500 - MRA
**1400 - MOCA
*2000 - MOCA
*1400 - MOCA

Section 610.6218 VOR Federal Airway 218 is amended to delete:

FROM	TO	MEA
Lansing,Mich.VOR	Flint,Mich.VOR	2400

Section 610.6218 VOR Federal Airway 218 is amended by adding:

FROM	TO	MEA
Rochester,Minn. VOR	Waukon,Iowa VOR	3500
Waukon,Iowa VOR	Rewey,Wis.VOR	2500
Rewey,Wis.VOR	*Rockford,Ill.VOR	2500
*2500 MCA Rockford VOR, NW bound		
Rockford,Ill.VOR	Malta INT,Ill.	2100
Lansing,Mich.VOR	*Fowler INT,Mich.	**4000
*4000 - MRA		
**2900 - MOCA		
Fowler INT,Mich.	*Russell INT, Mich.	**4000
*4000 - MRA		
**2900 - MOCA		
Russell INT,Mich.	*Plains INT, Mich.	**4000
*4000 - MRA		
**2900 - MOCA		

Section 610.6221 VOR Federal Airway 221 is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind. VORTAC	*Garrett INT,Ind.	2700
*3000 - MRA		
Garrett INT,Ind.	Litchfield,Mich. VOR	2700

Section 610.6222 VOR Federal Airway 222 is amended to read in part:

FROM	TO	MEA
*Smithville INT, Tex.	Round Top INT, Tex.	**5000
*2600 - MRA		
**1700 - MOCA		
Norcross,Ga.VOR	Lanier INT,Ga.	3000
Lanier INT,Ga.	Toccoa,Ga.VOR	3500

Section 610.6226 VOR Federal Airway 226 is amended to read in part:

FROM	TO	MEA
Williamsport,Pa. VOR	Thornhurst,Pa.VOR	4600
Thornhurst,Pa.VOR	Stillwater,N.J.VOR	4300

Section 610.6230 VOR Federal Airway 230 is amended to read in part:

FROM	TO	MEA
Los Banos,Calif. VOR	Mendota INT,Calif.	4500
Mendota INT, Calif.	Fresno,Calif.VOR W-bound	4500
	E-bound	2000

Section 610.6232 VOR Federal Airway 232 is amended to read in part:

FROM	TO	MEA
Stroudsburg,Pa. VOR	Somerset INT,N.J.	2500

Section 610.6235 VOR Federal Airway 235 is amended to read:

FROM	TO	MEA
*Provo,Utah VOR	**Aspen INT,Wyo.	14000
*12500 - MCA Provo VOR, NE-bound		
**15000 - MRA		
Aspen INT,Wyo.	Ft.Bridger,Wyo. VOR	14000

Section 610.6241 VOR Federal Airway 241 is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR	Atlanta,Ga.VORTAC	2200

Section 610.6241 VOR Federal Airway 241 is amended by adding:

FROM	TO	MEA
Columbus,Ga.VOR Via W alter.	Raymond INT,Ga. Via W alter.	2200
Raymond INT,Ga. Via W alter.	Atlanta,Ga.VORTAC Via W alter.	2100

Section 610.6275 VOR Federal Airway 275 is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	Findlay,Ohio VOR	2300
Findlay,Ohio VOR	Custar INT,Ohio	2200
Custar INT,Ohio	Waterville,Ohio VOR	2000
Waterville,Ohio VOR	Carleton,Mich.VOR	2000

Section 610.6276 VOR Federal Airway 276 is amended to read in part:

FROM	TO	MEA
Tower City,Pa.VOR	Fleetwood INT,Pa.	4000
Fleetwood INT,Pa. *2500 - MOCA	Yardley,Pa.VOR	*4000

Section 610.6279 VOR Federal Airway 279 is amended to read:

FROM	TO	MEA
Columbus,Ohio LFR	Findlay,Ohio VOR	2500

Section 610.6288 VOR Federal Airway 288 is amended to read:

FROM	TO	MEA
Lucin,Utah VOR	*Corinne INT, Utah	**13000
*13000 - MRA		
**10000 - MOCA		
Corinne INT,Utah	*Blacksmith INT, Utah	13000
*13000 - MRA		
Blacksmith INT, Utah	Ft.Fridger,Wyo.VOR W-bound	13000
	E-bound	12000

Section 610.6295 VOR Federal Airway 295 is amended by adding:

FROM	TO	MEA
Vero Beach,Fla. VOR	Hopkins INT,Fla.	
Via E alter. *1300 - MOCA	Via E alter.	*1500
Hopkins INT,Fla. Via E alter. *1300 MOCA	Orlando,Fla.VOR Via E alter.	*2000

Section 610.6298 VOR Federal Airway 298 is amended to read in part:

FROM	TO	MEA
McCall,Idaho VOR	*Dubois,Idaho VOR	**16000
*12000 - MCA Dubois VOR, W-bound		
*11000 - MCA Dubois VOR, E-bound		
**14000 - MOCA		

Section 610.6422 VOR Federal Airway 422 is amended to read in part:

FROM	TO	MEA
Wolflake,Ind.VOR	Defiance,Ohio VOR	2200

Section 610.6437 VOR Federal Airway 437 is amended to read in part:

FROM	TO	MEA
*Overton INT,S.C.	Florence,S.C.VOR	**2000
*1800 - MRA		
**1500 - MOCA		

Section 610.6454 VOR Federal Airway 454 is amended to read in part:

FROM	TO	MEA
Tuskegee,Ala.VOR	Big Spring INT,Ga.	2100
Big Spring INT, Ga.	McDonough,Ga.VOR	*2800
*2300 - MOCA		

Section 610.6461 VOR Federal Airway 461 is added to read:

FROM	TO	MEA
Gila Bend,Ariz. VOR	Buckeye,Ariz.VOR	5000

Section 610.6600 VOR Federal Airway 1500 is amended by adding:

FROM	TO	MEA
*Pocatello,Idaho VOR	Irwin INT,Idaho	10500
*8000 - MCA Pocatello VOR, NE-bound		
*Irwin INT,Ida.	Dunoir,Wyo.VOR	15000
*13000 - MCA Irwin INT, NE-bound		

Section 610.6602 VOR Federal Airway 1502 is amended to read in part:

FROM	TO	MEA
Bradford,Pa.VOR	Slate Run,Pa.VOR	4000
Slate Run,Pa.VOR	Selinsgrove,Pa.VOR	4000

Section 610.6606 VOR Federal Airway 1506 is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	2700
Ft.Dodge,Iowa VOR	Alden INT,Iowa	2300
Keeler,Mich.VOR	LeRoy INT,Mich.	*2300
*2100 - MOCA		

VOR Federal Airway 1506 - cont'd.

FROM	TO	MEA
*Honefer INT, Utah	**Evanston INT,Wyo.	12000
*14000 - MRA		
**14000 - MRA		
Evanston INT,Wyo.	Ft.Bridger,Wyo. VOR	12000

Section 610.6608 VOR Federal Airway 1508 is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	2700
Ft.Dodge,Iowa VOR	Alden INT,Iowa	2300
Keeler,Mich.VOR	LeRoy INT,Mich.	*2300
*2100 - MOCA		

Section 610.6608 VOR Federal Airway 1508 is amended to delete:

FROM	TO	MEA
Jefferson,Ohio VOR	Fitzgerald,Pa.VOR	3500
Fitzgerald,Pa.VOR	Philipsburg,Pa.VOR	4000
Philipsburg,Pa. VOR	Selinsgrove,Pa.VOR	4000
Selinsgrove,Pa. VOR	E.Texas,Pa.VOR	4000
E.Texas,Pa.VOR	Ringoes INT,N.J.	2500
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	*3000
*1500 - MOCA authorized only when utilizing Scotland,N.J. LF/RBN		

Section 610.6608 VOR Federal Airway 1508 is amended by adding:

FROM	TO	MEA
Jefferson,Ohio VOR	Tidioute,Pa.VOR	3500
Tidioute,Pa.VOR	Slate Run,Pa.VOR	4000
Slate Run,Pa.VOR	Williamsport,Pa. VOR	4200
Williamsport,Pa. VOR	Thornhurst,Pa.VOR	4600
Thornhurst,Pa.VOR	Stillwater,Pa.VOR	4300
Stillwater,Pa.VOR	Caldwell INT,N.J.	2500

Section 610.6612 VOR Federal Airway 1512 is amended to read in part:

FROM	TO	MEA
*Alamosa,Colo. VOR	**Calumet INT,Colo.	15000
*14000 - MCA Alamosa VOR, E-bound		
**14300 - MRA		
Calumet INT, Colo.	*Gordon INT,Colo.	15000
*12000 - MCA Gordon INT, W-bound		
Gordon INT,Colo.	*Rattlesnake INT, Colo.	10500
*10500 - MCA Rattlesnake INT, W-bound		
Rattlesnake INT, Colo.	Bloom INT,Colo.	7500
Bloom INT,Colo. *6500 - MRA	*LaJunta INT,Colo.	7000
LaJunta INT,Colo.	Lamar,Colo.VOR	6000

Section 610.6620 VOR Federal Airway 1520 is amended to read in part:

FROM	TO	MEA
Cornville INT, Ariz.	St.Johns,Ariz. VOR	*12000

*10000 - MOCA

Section 610.6622 VOR Federal Airway 1522 is amended to read in part:

FROM	TO	MEA
Blythe,Calif.VOR	Buckeye,Ariz.VOR	6000

Section 610.6631 VOR Federal Airway 1531 is amended to read in part:

FROM	TO	MEA
Lamont INT,Idaho	*Billings,Mont. VOR	**16000

*11000 - MCA Billings VOR, SW-bound
**15000 - MOCA
**Continuous navigation signal Coverage does not exist over the entire route segment below 18000 feet

Section 610.6633 VOR Federal Airway 1533 is amended to read in part:

FROM	TO	MEA
Red Bluff,Calif. VORTAC	Klamath Falls, Ore.VORTAC	*11000

*10000 - MOCA

Section 610.6635 VOR Federal Airway 1535 is amended to read in part:

FROM	TO	MEA
Boise,Idaho VOR	*Missoula,Mont. VOR	**25000

*10500 - MCA Missoula VOR, SW-bound
*14000 - MCA Missoula VOR, NE-bound
**12000 - MOCA

MEA, MCA, MOCA, MRA, INTERSECTIONS, AND REPORTING POINTS: (1) The following corrections are made to MEA Amdt. 59, effective date of May 5, 1960: Delete the MEAs for V-18S from Quitman, Tex. VOR to Marshall Int., Tex. to Shreveport, La. VOR. Ignore A-9 and revert back to presently published MEAs. (2) Until further advised effective immediately the following reporting points and MEAs are established: Aspen Int., Wyo. MRA 15,000'; Evanston Int., Wyo. MRA 14,000'; Almy Int., Wyo MRA 13,000'; Blacksmith Int., Utah MRA 13,000'; Corinne Int., Utah MRA 13,000'. V-288, Lucin, Utah VOR to Corinne Int., Utah MEA 13,000', MOCA 10,000'; Corinne Int., to Blacksmith Int., Utah 13,000'; Blacksmith Int., to Ft. Bridger, Wyo. VOR, W-bound 13,000', E-bound 12,000'. V-6N, Ogden, Utah VOR to Blacksmith Int., Utah MEA 13,000', MOCA 12,000'; Blacksmith Int., to Ft. Bridger, Wyo. VOR, W-bound 13,000', E-bound 12,000'. (3) Effective 5 May 1960, the following MEAs are cancelled: A-1, U.S. Mexican Border to San Diego, Calif., LFR 2500'; San Diego LFR to Oceanside, Calif Rbn 2500'. R-9, Sargo Int., Calif to San Diego, Calif. LFR 1500'; San Diego LFR to El Centro, Calif. LFR 8000', MCA 3000' San Diego LFR, E-bound; Barrett Lake FM to Jamul Rbn, W-bound only 6000'; Jamul Rbn to San Diego LFR, W-bound only 4500'. Add the following MEA: R-9, Campo Int., Calif. to El Centro, Calif. LFR 8000', MCA 4000' El Centro LFR, W-bound. Also cancel the following LF Ints.: San Marcos, Surf, Mt. Dad, Clairmont, Sargo, Nautilus, San Ysidro, Lemon Grove, and Barrett Lake.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

NOTE: Destroy copy of CANCELLATION of ADF Procedure No. 1, Orig., Effective 12 March 55, for Fallon, Nev.-Mun Arpt., issued with Trans. Ltr. No. 60-9. Range still in effect.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
CDR VOR	CDR "H"	017°-18.9	5900	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of final approach crs - 357° Outbnd, 177° Inbnd. 4600' Within 10 miles.
Facility on airport. Minimum altitude over facility 4000'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles turn right climb to 4600' on course 357° within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chadron, Nebr	Chadron 3312'	HW CDR	1, Amdt 4, 21 May 60	3, 6 Feb 60

(Non Federal Facility)

County Int	Cuyahoga County RBn	Direct	2500	T-dn	300-1		
Perry RBn	Cuyahoga County RBn	Direct	2500	C-dn	600-1		
Fairport Int	Cuyahoga County RBn	Direct	2500	S-dn-23	500-1		
				A-dn	NA		

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 2300' within 10 miles of *Chagrin River Int.
Minimum altitude over *Chagrin Int on final approach crs, 1800'
Crs and distance, *Chagrin River Int to airport, 240°-4.1 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles after passing *Chagrin River Int, turn left, climb to 2500' on crs of 060° within 10 miles.
Return to CGF RBn. Hold in standard holding pattern 060° outbnd, 240° inbnd.
CAUTION: Airport bounded by trees East and Northeast.
NOTES: (1) No weather reporting service. (2) After 8 PM runway lights upon request through UNICOM or Cleveland Center.
This procedure authorized only for aircraft equipped to receive CGF RBn and CXR-VOR simultaneously.
Facility owned and operated by Cuyahoga County Airport.

*Chagrin River Int: Int 240° brng to CGF RBn & R-300 CXR-VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cuyahoga County 855'	MHW CGF	1, Orig, 21 May 60	None

County Int	Cuyahoga County RBn	Direct	2500	T-dn	300-1		
Perry RBn	Cuyahoga County RBn	Direct	2500	C-dn	1000-1		
Fairport Int	Cuyahoga County RBn	Direct	2500	A-dn	NA		

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 2300' within 10 miles. Beyond 10 miles NA.
Facility on airport.
Minimum Altitude over facility on final approach crs, 1800'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of CGF RBn, turn left, climb to 2500' on crs of 060° within 10 miles. Return to CGF RBn. Hold in standard holding pattern 060° outbnd, 240° inbnd.
CAUTION: Airport bounded by trees East and Northeast.
NOTES: (1) No weather reporting service. (2) After 8 P.M. runway lights upon request through UNICOM or Cleveland Center.
Facility owned and operated by Cuyahoga County Airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cuyahoga County 855'	MHW CGF	2, Orig, 21 May 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
DSM-LFR	LOM	Direct	2400	T-dn*	300-1	300-1	200-½
DSM-VOR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Martensdale FM	LOM	Direct	2400	S-dn-30	400-1	400-1	400-1
Grimes Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Ankeny Int	LOM	Direct	2500				
Elkhart Int	LOM	Direct	2500				
**Mine Int	LOM (Final)	Direct	1600				
Beech Int	LOM (Final)	Direct	1600				

→ Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 2300' within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 305°-4.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 2600' on crs 305° from LOM within 20 mi or, when directed by ATC, make climbing left turn to 2600' on W crs of DSM-LFR within 20 miles.
CAUTION: 1546' MSL tower 3 mi NNE, 1410' MSL tower 3 mi N, 1430' tower 8.7 mi NE and 1250' tower 13 mi SE of arpt.

*When 1546' MSL tower 3 mi NNE of airport not visible on N, NW, E and NE takeoffs, climb to 2100' prior to turning toward tower.
**Mine Int: SE crs DSM-ILS & R-079 DSM-VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Des Moines, Iowa	Des Moines 957'	LOM DS	1, Amdt 4, 21 May 60	3, 7 Nov 59

T-d	300-1	500-2	500-2
C-d	700-2	800-2	800-2
A-dn	NA	NA	NA

Procedure turn East side of crs, 190° Outbnd, 010° Inbnd, 1300' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to landing area, 040°-7.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 miles, climb to 1400' on crs of 040° from GNI RR.
CAUTION: 324' radio tower 1 mile South of landing area.
NOTES: Sea Planes only (No runways available).
Procedure limited to operators with usable frequencies for direct communications with New Orleans ARTC.
Procedure NA for air carriers.
No weather available.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Grande Isle, La	(Water Area)	HRW GNI	1, Orig, 28 May 60	None

Little Rock LFR	LOM	Direct	1800	T-dn	300-1	300-1	200-½
Little Rock VOR	LOM	Direct	1800	C-dn	500-1	600-1	600-1½
Lakeside Int	LOM	Direct	1800	S-dn-4	500-1	500-1	500-1
→ City Int	LOM	Direct	1900	A-dn	800-2	800-2	800-2
Malvern Int	LOM	Direct	1800				
Mablevale Int	LOM (Final)	Direct	1300				
Bauxite Int	040° brng to LOM	010-2.3	1800				

Procedure turn N side SW crs, 220° Outbnd, 040° Inbnd, 1800' within 10 mi. (Nonstandard due to traffic.)
Minimum altitude over LOM inbnd final 1300'; over LMM# inbnd final 900'
Crs and distance, LOM to airport, 040°-4.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished .
within 4.6 mi of LOM, climb to 1800' on crs of 040° from LOM within 20 miles or, when directed by ATC, turn right, climb to 1500' and proceed to LFR.
NOTE: No approach lights. 300-1 required for takeoff Runways 17, 35, 32.

#Descent below 900' NA unless MM or LMM received.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Little Rock, Ark	Adams Field 257'	LOM LI	1, Amdt 4, 28 May 60	3, 13 Dec 58

Macon VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Macon LFR	LOM	direct	1600	C-dn	500-1	500-1	500-1½
→ Robins Int	LOM	direct	1600	S-dn-5	500-1	500-1	500-1
→ Powersville Int	LOM (Final)	direct	1400	A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 227° Outbnd, 047° Inbnd, 1600' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 047°-3.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 mi after passing LOM, climb to 1800' on crs 047° within 20 miles or, when directed by ATC, turn left,
→ climbing direct to LOM.
Major Changes: Deletes note regarding approach lights. Deletes MRA note at Powersville Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Macon, Ga.	Macon (Cochran) 354'	LOM MC	1, Amdt 4, 21 May 60	3, 9 Nov 57 (ADF portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Mobile VOR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
→ Brookley RBn	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transitions:
2000' within 20 mi Brookley AFB.
2200' required within sector from 060° to 100° mag. from Brookley AFB.

→ Procedure turn W side NW crs, 320° Outbnd, 140° Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 139°-4.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi. after passing LOM, make right turn, climb to 1600' on 180° crs from LOM within 20 mi or, when directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' and enter VOR holding pattern.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Mobile, Ala	Bates 217'	LOM MO	1, Amdt 10, 21 May 60	9, 7 Dec 58

→ Wilmington RBn	LOM	Direct	1400	T-dn	300-1	300-1	200-½
→ Wilmington VOR	LOM	Direct	1400	C-dn	500-1	500-1	500-1½
→ Swamp Int*	LOM	Direct	1400	S-dn-34	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of S crs, 163° Outbnd, 343° Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 343°-4.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles after passing LOM, climb to 1300' on crs 343° within 20 miles.
Major Change: Deletes note regarding approach lights.

*Swamp Int: Int R-237 ILM-VOR & 125° brng to CLB RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Wilmington, N C	New Hanover County 31'	LOM IL	1, Amdt 3, 21 May 60	2, 12 Dec 57 (ADF portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Procedure CANCELLED, effective upon publication in the Federal Register. Airport closed about 1 Apr 60.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Akron, Colo	CAA Intermediate 4585'	BVOR AKO	1, Amdt 1 9 Jun 56	Form ACAN-1725 27 Apr 5[illegible]

				T-d	300-1	300-1	300-1
				C-d	800-2	800-2	800-2
				A-dn	NA	NA	NA

Procedure turn South side of crs, 274° Outbnd, 094° Inbnd, 2600' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 094°-6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, make a left climbing turn to 2600' and return to STW-VOR.
NOTE: UNICOM available on 122.8

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Andover, N J	Aeroflex-Andover 583'	BVOR STW	1, Orig, 21 May 60	None

→ Beaumont LFR	BPT VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 236 Outbnd, 056 Inbnd, 1200 within 10 mi.
→ Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 056-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 mi, climb to 1400' on R-067 within 20 mi. or, when directed by ATC, climb to 1400' on R-050 within
→ 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Beaumont, Tex	Jefferson County 15'	BVOR BPT	1, Amdt 3, 28 May 60	2, 28 May 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Spring Lake Int	OBK VOR	Direct	2200	T-dn	300-1	300-1	200-½
Morton Int	OBK VOR	Direct	2000	C-dn	500-1	500-1	500-1½
White Fish Int*	OBK VOR	Direct	2000	#A-dn	800-2	800-2	800-2

Radar Transition to final approach course authorized. Aircraft will be released for final approach without procedure turn, on inbound final approach course 3 miles from OBK VOR.

Procedure turn North side of crs, 338° Outbnd, 158° Inbnd, 2000' within 10 miles. Nonstandard due to O'Hare approach area.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 158°-4.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles of OBK VOR, make immediate left turn, climb to 2500' and proceed to Northbrook VOR via the OBK VOR R-140.
#Alternate weather minimums dependent on O'Hare weather.
*Int ORD R-091 & CGT R-011

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	Pal Waukee 642'	VOR OBK	1, Orig, 28 May 60	None

Columbia LFR	CAE-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-34	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

→ Procedure turn E side of crs, 147° Outbnd, 327° Inbnd, 1700' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 327-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi, climb to 1600' on R-327 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Columbia, S C	Columbia 244'	BVOR CAE	1, Amdt 4, 28 May 60	3, 24 Jan 59

GFK-LFR	GFK-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	*500-1	*500-1	*500-1½
				C-n	*500-1½	*500-1½	*500-1½
				S-d-31&35	*500-1	*500-1	*500-1
				S-n-31&35	*500-1½	*500-1½	*500-1½
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 151° Outbnd, 331° Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to Rnwy 31, 331°-6.5 mi; crs and distance, facility to Rnwy 35, 330°-6.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.5 miles of GFK-VOR or within 2.8 mi after passing NE crs GFK-LFR, climb to 2100' on GFK-VOR R-331 within 15 miles.
CAUTION: Tower 997' MSL 0.6 mi ESE of approach end of Rnwy 31.

*Authorized only for aircraft equipped to receive GFK-VOR and GFK-LFR simultaneously. If passing NE crs GFK-LFR not identified on final, descent below 1400' MSL and ceiling minimums below 600' not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Grand Forks, N D	International 836'	BVOR GFK	1, Orig, 21 May 60	None

Fairbanks Int.	#HOU FM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Radar Terminal Area maneuvering altitude all directions 1500'. Radar control will provide 1000' vertical
→ clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232'
→ TV tower 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure
→ 7 mi NE of airport. Radar may be used to position aircraft for a final approach within 5 miles of VOR, with
→ elimination of a procedure turn.

Procedure turn W side of crs, 315° Outbnd, 135° Inbnd, 1800' within 10 mi of #HOU FM. Beyond 10 mi NA.
Minimum Altitude over #HOU FM on final approach crs, 1500'
Crs and distance, HOU FM to airport, 135°-4.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
→ within 4.5 mi of HOU FM (or within 0.0 mi of HOU VOR if HOU FM not identified or Radar Fix not obtained on final),
→ climb to 2200' on HOU VOR R-171 within 15 mi.
→ CAUTION: 1232' TV tower 11 mi SSE of VOR.

#Radar Fix 5.4 mi from HOU VOR may be used in lieu of HOU FM. If HOU FM not identified or radar fix not obtained on final, descent below 1500' NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houston, Tex	International 50'	BVOR HOU	1, Amdt 4, 21 May 60	3, 26 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Jackson LFR	JAN-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn West side crs, 009° Outbnd, 189° Inbnd, 1500' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 189°-10.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6 mi of VOR, climb to 2100' on R-189 within 20 miles or, when directed by ATC, turn left, climb to 2000' on R-090 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Jackson, Miss	Hawkins 343'	BVORTAC JAN	1, Amdt 1, 28 May 60	Orig, 5 Jun 58

					*T-dn	300-1		
					C-d	1000-1½		←
					*C-n	1000-2		←
					*A-dn	1000-2		←

Procedure turn W side of crs, 356 Outbnd, 176 Inbnd, 3100' within 10 mi.
Minimum Altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport, 176-0.7
CAUTION: Sod field, except N-S runway paved
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.7 mi, execute climbing right turn to 3000', return to RSL VOR and hold on R-079

*Night operations on N-S runway only

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Russell, Kans	Russell 1863'	BVOR RSL	1, Amdt 6, 28 May 60	5, 7 Mar 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

Int R-209 RBS-VOR & R-325 CMI VORTAC	CMI VORTAC	Direct	2200	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 120° Outbnd, 300° Inbnd, 1800' within 10 miles.
Minimum Altitude over facility on final approach crs, 1252'
Crs and distance, breakoff point to Rwy 31, 313°-.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of CMI VORTAC, make left turn, climb to 1800' on R-120 CMI VORTAC within 10 miles.
CAUTION: Tower 1703' MSL 9 mi NW of airport. Tower 1146' MSL 2.1 mi NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Champaign, Ill	University of Illinois 753'	VORTAC CMI	TerVOR-31, Orig, 28 May 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure CANCELLED, effective upon publication in the Federal Register. Airport closed about 1 Apr 60.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Akron, Colo	CAA Int Field 4585'	SBMRAZ AKO	1, Orig 8 Sep 56	None

→ Arcola Int	HOU LFR	Direct	1500	T-dn	300-1	300-1	200-½
→ Fairbanks Int	HOU LFR	Direct	1500	C-dn	400-1	500-1	500-1½
Houston VOR	HOU LFR	Direct	1200	S-dn-12	400-1	400-1	400-1
→ Fairbanks Int	#HOU FM (Final)	Direct	1500	A-dn	800-2	800-2	800-2

→ Radar Terminal Transition Altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower
→ 11 mi SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of
→ airport. Radar may be used to position aircraft for a final approach within 5 miles of LFR, with elimination of
→ a procedure turn.

Procedure turn W side NW crs, 310° Outbnd, 130° Inbnd, 1800' within 10 mi of #HOU FM. Beyond 10 mi NA.
Minimum Altitude over #HOU FM on final approach crs, 1500'
→ Crs and distance, HOU FM to airport, 130°-4.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.5 mi of HOU FM (or within 0.0 mi of HOU LFR if HOU FM not identified or Radar Fix not obtained on final),
→ climb to 1700' on SE crs HOU LFR within 15 mi or, when directed by ATC, turn left, climb to 1600' on NE crs HOU LFR
→ within 20 miles.
→ #Radar Fix 7.2 mi from HOU LFR may be used in lieu of HOU FM. If HOU FM not identified or Radar Fix not
→ obtained on final, descent below 1500' NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Tex	International 50'	SBRAZ HOU	2, Amdt 12, 21 May 60	11, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
AMA-VOR	LOM	Direct	5000	T-dn	300-1	300-1	200-½
AMA-LFR	LOM	Direct	5000	C-dn	500-1	500-1	500-1½
Borger Int	LOM	Direct	5000	S-dn-03	200-½	200-½	200-½
Bivins Int	LOM	Direct	5300	A-dn	600-2	600-2	600-2
Canyon Int	LOM	Direct	4800				
Claude Int	LOM	Direct	5000				
Finley Int	LOM	Direct	5000				
Palo Duro Int	LOM	Direct	4900				
Plant Int	LOM	Direct	5300				
Sam Int	LOM	Direct	5300				
Tower Int	LOM	Direct	5300				
W Side Int	LOM	Direct	5000				

Procedure turn W side of crs, 214° Outbnd, 034° Inbnd, 5000' within 10 mi.
Altitude of Glide Slope & distance to approach end of Rnwy at OM, 5000'-5.0 mi; at MM, 3815'-.6 mi
Minimum altitude at G. S. interception inbnd on final, 5000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4900' on NE crs ILS within 20 miles.
CAUTION: Towers 3994' MSL 5 mi SW; 3886' MSL 4 mi SW; 3885' MSL 5 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Amarillo, Tex	Amarillo AFB/Mun 3604'	ILS I-AMA	ILS-3, Orig, 21 May 60 or date of com. of facility.	None

Atlanta LFR	*Rex Int	Direct	2100	T-dn	300-1	300-1	200-½
Atlanta VOR	*Rex Int	Direct	2100	C-dn	400-1	500-1	500-1½
→ Lithonia Int	*Rex Int (Final)	Direct	1600	S-dn-27L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 088 Outbnd, 268 Inbnd, 2200 within 10 miles. Beyond 10 mi NA.
No glide slope.
Minimum Altitude over *Rex Int inbnd, 1600'
→ Brng and distance to approach end of rny at *Rex Int, 268°-4.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 miles after passing *Rex Int, climb to 2200' on W crs ILS within 10 miles.
CAUTION: 1182' tower ¾ mile W airport.

*Rex Int: Int E crs ATL-ILS & R-332 MDU-VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Atlanta, Ga	Atlanta 1024'	ILS I-ATL	ILS-27L, Amdt 6, 21 May 60	5, 9 Feb 57

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare Int'l 666'	ILS I-OHA	ILS-32R, Orig, 6 Feb 60	None

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
Huntington Beach FM	LOM (Final)	Direct	1400	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	#S-dn - 30	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	1500	A-dn	600-2	600-2	600-2

Radar vectoring to final approach course authorized.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
Minimum Altitude at Glide Slope Int inbnd, 1400'
→ Altitude of Glide Slope and distance to approach end of runway at OM, 1330'-4.2 mi; at MM, 230'-0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 800' on NW crs LGB ILS; turn left, climb on 200° heading to interception of 160° crs from LAX RBn and and proceed to San Pedro Int at 2500' or, when directed by ATC, climb to 800' on NW crs LGB-LFR, reverse crs to left and return to Long Beach LFR at 1500'
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport. All circling and maneuvering shall be accomplished North of field.

*300-1 required for takeoff runways 16L, 25L, 34R; 600-1½ required for takeoff Runway 16R.
Straight-in landing minimums are 400-1 with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach, Calif	Municipal 56'	ILS I-LGB	ILS-30, Amdt 16, 28 May 60	15, 15 Aug 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Macon VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Macon LFR	LOM	direct	1600	C-dn	500-1	500-1	500-1½
→ Robins Int	LOM	direct	1600	*S-dn-5	300-¾	300-¾	300-¾
Powersville Int	LOM (Final)	direct	1600	A-dn	600-2	600-2	600-2

Procedure turn S side SW crs, 227° Outbnd, 047° Inbnd, 1600' within 10 miles. Beyond 10 miles NA.
Minimum Altitude at G.S. interception inbnd, 1600'
Altitude of G.S. and distance to approach end of rny at OM 1490-3.8, at MM 540-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ climb to 1800' on NE crs ILS within 20 miles or, when directed by ATC, turn left, climbing to 1600' direct to LOM.
CAUTION: 848' tower 5.5 miles NE of airport on missed approach crs.
Major Changes: Deletes note regarding approach lights. Deletes MRA note as Powersville Int.

→ *500-¾ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Macon, Ga	Macon (Cochran) 354'	ILS-IMCN	ILS-5, Amdt 4, 21 May 60	3, 9 Nov 57 (ILS portion Comb. ILS-ADF)

Tiverton VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Mansfield VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-32	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn North side of crs, 140° Outbnd, 320° Inbnd, 2500' within 10 mi. Beyond 10 miles NA.
Minimum Altitude at Glide Slope interception inbnd, 2500'
Altitude of glide slope and distance to approach end of Runway at OM, 2500'-4.0 mi; at MM, 1510'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2500' on NW crs ILS, turn right and return to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Mansfield, Ohio	Mansfield 1296'	ILS MFD	ILS-32, Amdt 1, 14 May 60	Orig, 14 May 60

Verdi Int	Reno RBn	Direct	9500	*T-dn	800-1½	800-1½	800-1½	
Wadsworth FM	Reno RBn	Direct	9500	C-dn	1000-2	1000-2	1000-2	
Steamboat Int**	Reno RBn	Direct	8500	#S-dn-16	1000-2	1000-2	1000-2	←
RNO VOR	Reno RBn	Direct	8500	A-dn	1500-3	1500-3	1500-3	
RNO LFR	Reno RBn	Direct	8500					

No procedure turn authorized. Descend to 8500' in a one-minute right turn pattern, 343° Outbnd, 163° Inbnd, within 10 miles north of Reno RBn. Not authorized beyond 10 miles.
→ Minimum Altitude over facilities and intersection, and distance to approach end Rny 16 on final approach:
→ Reno RBn, 8000'-11.1 mi; Int N crs ILS & RNO VOR R-306, 7150'-8.4 mi; OM, 6300'-5.8 mi; MM/LFR, 5400'-2.3 mi.
If visual contact not established at the MM/LFR,
climb straight ahead to 6000' on the S crs of the ILS within 5 miles, then reverse crs to the right, continue climb to 8000', shuttling on the N crs of the ILS between the Reno RBn and the MM/LFR, all turns to the East, or when directed by ATC, climb to 9000' on the S crs of the ILS within 15 miles of the MM/LFR, turn left and proceed to the RNO VOR at 9000'. Cross the Steamboat Int at or above 8000' when using the alternate missed approach procedure.
CAUTION: All provisions of this procedure must be strictly adhered to. Precipitous terrain all quadrants. Do not proceed beyond the MM/LFR on final approach unless landing is assured.
→ AIR CARRIER NOTE: Sliding scale not authorized.
*Authorized for Rwys 16, 34, and 25. All other runways require 1000-2.
**Steamboat Int: S crs ILS & R-191 RNO VOR.
#No approach lights or Glide Slope. All other components of ILS are required for this procedure except the
→ Int of the N crs ILS and RNO VOR R-313 may be substituted for the Reno RBn for aircraft equipped to receive
→ ILS and VOR simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Reno, Nev.	Municipal 4411'	ILS RNO	ILS-16, Amdt 1, 21 May 60	Orig, 1 Jan 60

Newberg VOR	LOM	Direct	4000	T-dn		300-1	300-1	200-½
Int R-183 UBG VOR brng 092 to	LOM	Direct	3000	C-dn		800-1	800-1	800-1½
Salem LOM				#S-dn	31	300-¾	300-¾	300-¾
→ Crabtree Int	LOM(Final	Direct	2500	*A-dn		800-2	800-2	800-2

Procedure turn S side of SE crs, 129 Outbnd, 309 Inbnd, 2500' within 10 mi. NA beyond 10 mi (procedure turn to be made on S side of crs; high terrain to east)
Minimum altitude at glide slope int inbnd, 2200'
Altitude of glide slope and distance to approach end of runway at OM - 1520-4.0; at MM - 470-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make climbing right turn, climb to 2500' on SE crs of ILS within 10 mi of LOM all turns on S side.

CAUTION: 688' MSL terrain located 3½ mi S of airport.
* Air Carrier Note: Paragraph 23 (a) (3) of Operations Specifications not applicable.
#500-1 required with any component of the ILS inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Salem, Ore.	McNary Field 207'	ILS-ISLE,	ILS-31, Amdt. 4, 28 May 60	3, 17 Oct 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Wilmington RBn	LOM	Direct	1400	T-dn	300-1	300-1	200-½
→ Wilmington VOR	LOM	Direct	1400	C-dn	500-1	500-1	500-1½
→ Swamp Int*	LOM	Direct	1400	S-dn-34	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of S crs, 163 Outbnd, 343 Inbnd, 1400 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at glide slope interception inbnd, 1400'
Altitude of glide slope and distance to approach end of runway at OM 1385-4.7; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1300' on N crs ILS within 20 mi.

*Swamp Int: Int R-237 ILM-VOR & 125° brng to CLB RBn.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Wilmington, N C	New Hanover County 31'	ILS I-ILM	ILS-34, Amdt 3, 21 May 60	2, 12 Dec 57 (ILS portion Comb.ILS-ADF)

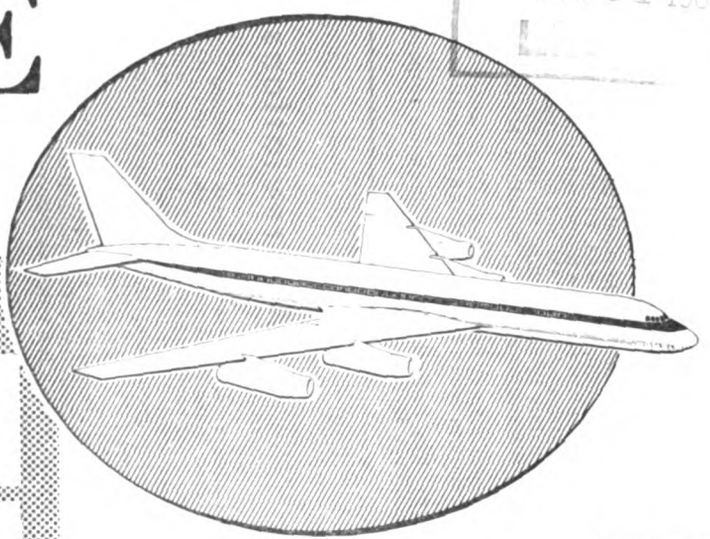
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Depository

VOL. 15, NO. 5 MAY 10, 1960

AIRMAN'S GUIDE

MAY 31 1960



special notices

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. See p. 74

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FEDERAL AVIATION AGENCY

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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(10 May 1960)

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●———
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●———
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAR). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
➔ = New or revised data
■ = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . . Distantly controlled
DME . . . . . Distance Measuring Equipment
DMET . . . . . TACAN compatible DME
FM . . . . . VHF fan marker (100 watts)
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . . Instrument Landing System (voice on localizer channel)
J . . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM . . . . . VHF fan marker, low powered (5 watts)
LMM . . . . . Compass locator station when installed at middle marker site
LOM . . . . . Compass locator station when installed at outer marker site
MA . . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . . Range (loop radiators), power less than 50 watts
MM . . . . . VHF middle marker
MRA . . . . . Range (adcock, vertical radiators), power 50 watts or more, but less than 150 watts
MRL . . . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
RA . . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the word/s "transponder" or "no code transponder," as appropriate, to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. (Mesa Rica)	1190, 120.6, 125.3, 269.2, 301.4, 311.8, 317.6	ARSR	
Albuquerque-Kirtland AFB, N. Mex.	109.2,1103,113.2,1211,1239,124.3,126.8, 134.1,136.8,13788,142.02,2430,3486 1192,3856 270.6, 289.4, 335.8, 363.8 3054 2630	ASR-PAR BCN	
Atlanta, Ga.	124.1 327.1 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.18. 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore, Friendship Intl Arpt., Md.	257, 281;109.7, 119.3, 120.4, 243.0, 360.8, 381.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1194, 1203, 121.5, 124.4, 125.2, 243.0, 301.4, 324.7, 319.2, 132.3, 307.9, 3537, 1198, 3630, 3406, 1206, 124.5, 3792, 2504.	ARSR BCN	
Boston, Logan Intl Arpt., Mass.	278, 382;110.3, 118.1, 118.3, 119.1, 126.5, 126.18, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo, Greater Buffalo Arpt., N. Y.	278, 120.5, 110.3, 119.8, 126.5 126.18, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 118.5, 119.8, 125.9, 126.18, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 123.7, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8, 385.4	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 50 09.9, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 327.1	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt., Ill.	332;109.7, 118.1, 125.4, 119.0, 126.18 236.6, 2430, 3486, 3638, 3838, 1257, 1250	ASR BCN	Gds 122.6 mc.
Cincinnati, Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.18 243.0, 257.8, 323.8, 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1, 1244, 125.0, 125.2, 284.6	ARSR	
(Brecksville)	120.2, 124.3, 283.7, 317.7	ARSR	
Cleveland, Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.18, 275.1, 348.6, 275.1	ASR	
Columbus, Port Columbus Arpt., Ohio	278; 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	

FAA OPERATED RADAR UNITS

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas ,Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7,126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.18, 134.1, 136.8, 137.88 139.32, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486,3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts.
Denver, Colo.	118;9, 119.3, 124.1, 125.0, 243.0, 126.6 301.4, 319.2, 324.7, 379.9 ,285.5	ARSR&BCN	
Denver ,Stapleton Airfld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8,363.8, 343.6, 348.6 ,124.8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4,12 3.9, 124.5, 125.3, 125.6, 126.1, 126.4, 243.0 3630,269.2,2696,3014,3104., 317.5,319.9,3356,3438,351 9,360.7354.1	ARSR	
Detroit ,Willow Run Arpt., Mich.	332;109.5, 118.4, 121.3, 123.7, 124.9, 14274 ,243.0, 257.8, 263.0, 290.3, 355.8, 2854	ASR	
El Paso-Biggs AFB, Tex.	1210, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 260.7, 270.6 275.8, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209,1194,1254,1203,3606,3232,3791,3537	ARSR	
Ft Worth ,Carter Fld., Texas	317;109.5,118.1,118.9,123.9,126.18, 2706 263.6,2430,2578,2630,3079,3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265,1239,2430,2846,3014,3072,3230	ARSR	Arr. Ctl unavbl.
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Intl Arpt, Texas	278;109.9, 118.1,118.3,1187,123.7,126.18, 257.8,284.6,290.3,312.6, 348.6	ASR	
Indianapolis, Ind.	12085 119.3, 120.1, 125.3, 312.6, 319.8 ,2694	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.3, 118.1, 119.9, 121.3, 126.18, 243.0, 257. 8, 355.8, 284.6, 290.3, 121.1, 348.6	ASR	
Jacksonville ,Imeson Arpt., Fla.	278, 344; 110.3 , 118.3 ,119.3 , 124.9, 126.18,243.0, 250.4 , 257.8,269.2 ,348.6	ASR	
Kansas City, Mo.	1189 123.6,1197,125.1,317.5,335.6,326.2,381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.18, 243.0, 250.4, 257.8, 269.2, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville , McGhee-Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 123.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2 ,3608	ASR	
Lake Charles -Chennault AFB/Mun, La.	119.1, 119.3 , 126.18, 134.1, 136.8,3414 137.88, 142.02, 236.6, 243.0 , 225.4, 270.6,2758,2894,3358,3638,3794,3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1,1198 3382	ASR	Dprt ctl unavbl.
Los Angeles Intl Arpt., Calif.	109.9,124 8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville, Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.18,243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Mun Arpt, Tenn	278, 371;109.9, 118.3, 119.1, 1197, 126.18,2430,2578,291.6 3406 , 3486	ASR	
Miami, Florida	1189 1203,124.7,1250,1254,12 58,291.6,301.4,311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt, Fla.	1181,118.3,1197,121.6,123.7,126.18,263.0, 1239,2430,250 2,257.8,3386,3486	ASR	
Milwaukee ,General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 124.1, 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203,124.7,1255,301.4,3192,324.7,3436	ARSR	
Minneapolis-St. Paul Intl Arpt., Minn.	286,278,1103,1173,1187,1193,118.5,126.18 2430,2578,2630,2908,3054,3382,3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3,118.5,123.7, 125.7,126.18 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4 335.8, 2630,137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1,136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4,12618	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville , Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.18, 243.0 257.8,348.6, 383.6284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.18, 257.8	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB lclzr 1093mc.
New Orleans, La (Slidell)	123 .6, 124.1, 274 .3, 307 .9 3238, 301.4	ARSR	
New Orleans-Moisant Intl . Arpt., La.	278;109.9, 118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6,1255,284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 2904, 124.3,123.6, 124.1,3007,125.1,1253,1254,125.5,3438, 1259,132 3,13788,2430,2854,3014,306.3, 3356,355.8,363.1,381.6,3535	ARSR BCN	
" (Palermo, N. J.)	1188,2783,317.6,301.4	ARSR	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 269.0, 290.3 ,269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362,1099,1265,1187,1189,1204,1257, 2430,2630,274.3,3814,1213	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1255, 118.5, 119.9, 120.7, 124.1, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 348.6, 124.2, 342.2	ARSR	Does not guard 120.7 & 135.0 mcs.
Norfolk Mun Arpt, Va.	281; 1168 . 109.9 1252 , 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2, 135.0.mc
Oakland, Calif.	120.4,123.8,1242,124.6,1258,2430 12515 3792 271.2,291.7,3014,3134,3356,3799,3854	ARSR	
Oakland Metropolitan Oakland Intl Arpt Calif.	341, ;109.9, 118.1, 118.3, 119.3, 123.9, 126.18, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.18,134.1 1368,13788,142 02,236.6,243.0,2554, 263.0,2706,2894,3054,3358,3638	ASR-BCN	
Oklahoma City-Tinker AFB. Okla.	115.0, 119.3, 121.1, 137.88, 243.0. 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 132.3, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8,3606,3623,1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	1172 ,119.0,123.9,13 2.3,134.1,134.64,1368, 137.88,14202,14364,2430,2636,2708, 2894,2996,3068,3108,3148,3188,3220 3556,3284,		Does not gd 3023.5kc;117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	371;109.3124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona	124.5,125.4, 126.6, 275.1, 279.6,2837 2854 1237,2430 1264,301.4,2696,1198,121.5,2690,2502	ARSR	

FAA OPERATED RADAR UNITS

(10 May 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 121.1, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR	
Portland Intl Arpt., Oreg.	278;109.9, 118.1, 124.9, 126.18, 290.3, 119.8, 2430 284.6, 3054, 3486, 3856	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 132.3, 126.18, 1208 121.2, 1199	ASR BCN	Does not gd 3023.5kc; gds 122.5mc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7	ARSR	Gds 122.5 mc. Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 138.42, 142.02, 243.0, 270.6, 263.0, 289.4, 335.8, 363.8, 252.6.	BCN	Arrl & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, 307.2, 319.2 121.0 3438	ARSR & BCN	Arr. ctl unavbl.
St. Louis Lambert-St. Louis Mun Arpt., Mo.	278 103, 117.4, 118.1, 118.5, 119.9, 126.18 257.8, 342.2, 3382, 3486, 3606, 3791 121.1	ASR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206 123.6, 2430, 2692, 2783	ARSR & BCN	Arr. ctl unavbl.
Salt Lake City Mun #1 Arpt, Utah 2502	278; 116.8; 109.5, 118.3, 119.5, 1209, 126.18, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex.	118.2, 119.7, 120.5, 291.7, 335.6, 3681, 319.8, 121.2, 278.3, 285.4, 322.5	ARSR BCN	Arrival Ctl unavbl
San Antonio Intl Arpt., Texas	278; 109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	353, 119.7, 124.9, 125.3, 125.7 126.18, 132.3, 137.88, 142.02, 243.0, 263.6, 300.4, 304.4, 307.6, 317.2, 354.8, 363.8	ASR-BCN	Gds 122.7mc. Does not gd 3023.5kc Arr & dptr ctl avbl Miramar NAS, Lindbergh Fld, N. Island NAS. Dptr ctl avbl Brown & Ream NAS.
San Francisco Intl Arpt., Calif.	379; 109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201; 120.1, 121.3, 123.7, 132.3, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.18, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc.
Seattle, Wash. 1206	120.3, 121.2, 124.6 125.1, 243.0 263.7, 301.4 317.6 319.2 311.8 2855 2904 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash.	323 110.3, 118.5, 119.5, 125.9, 348.6, 126.18, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34
Sherman-Perrin AFB, Tex.	109.6; 135.0, 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd 135.0 mc.
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 2692 275 1.291 6 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0, 270.6 262.5, 289.4, 294.8, 301.4, 3358, 3638 Req: 236.6, 275.8, 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 142 02, 236.6, 243.0, 269.6, 237.5 2706, 2758, 2894, 323.2, 3358, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 30235 kc.
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4.
Tucson-Davis Monthan AFB, Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB, Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 306.3 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.18, 134.1, 225.4, 236.6, 243.0, 263.0, 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	119.7, 120.3, 120.5, 124.0, 124.4, 123.9, 132.3, 137.88 3182 3539 362.3, 378.8, 385.4, 243.0	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278; 109.9, 118.1, 118.3, 119.1, 1197 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332; 109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	284; 119.5, 124.2, 124.6, 126.18, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	

LOCATION	SHAPE (MC)	LOBE WIDTH	VERT. BEAM WIDTH (MC)	VERT. ANGLE MAG.	PRF (PPS) range (statute)	PWM Equipment (EC)	PRF (PPS) range (statute)	PWM Equipment (EC)	REMARKS
ALABAMA, Birmingham Mun (L/J)	110.3	DHM	335	52	0.33	375 HM	5.2	400 BR	BC-unusable

	137.68, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 346.6	BCN	14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 282.2, 284, 291A, 352, 06 Req: 121.5, 243.0)	ARSR BCN	
Spokane - Fairchild AFB, Wash.	109.9, 111.3, 124.3, 134.9, 141.1 (LMM), 181.8, 255.8, 269.4, 282.6, 348.0, 363.0, 379.4	ASR -	ASR 36th advl rnwy 6& 24 Fairchild, rnwy 9 & 31 (Major

INSTRUMENT LANDING SYSTEMS

(10 May 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG.. DEG. MAG.	MM alter * & = **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham Mun (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile, Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable. LOM is BH facil
Montgomery, Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith Mun (L7)	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock, Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield, Meadows Fld	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank, Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.7	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7:	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International (Rnwy 25R)(L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey, Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland, Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento Mun (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco Intl (L7)	109.5	SFO	332.6	281	0.66	379 FO	6.4	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara Mun (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs, Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the LMM ident
Denver, Stapleton Airfld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction, Walker Fld (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks, Bradley Fld (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington, New Castle Co. (L7)	110.3	ILG	335	14	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville, Imeson (L5)	110.3	JAX	335	45	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando Mun	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola Mun	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee, Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	89	0.62	308 TL	4.7	375 AT	DME
Augusta, Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus, Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon, Mun (Cochran Fld) (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah, Travis (Chatham)	109.9	SAV	333.8	92	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise-Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello Mun	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with MIX ILS only.
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	
Chicago-O'Hare Intl, Rnwy 14L	110.1	OHA	334.4		0.72		6.7	368 OH	
Moline, Quad-City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy - Mun Baldwin Fld	110.3	UIN	335	35	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield, Capital	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville, Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne, Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis, Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.5:	341 IN	DME
South Bend, St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines Mun (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	233 SU	
KANSAS: Topeka-Philip Billard Mun (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita Mun (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	243 LEX	LOM is HW facil
Louisville, Standiford Fld (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge, Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles, Chennault AFB/Mun	109.9	LCH	333.8	147	0.62	219 CH	6.29	227 LC	
Monroe, Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans, Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport, Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland Mun (L7)	110.3	PWM	335	112	0.66	326 WM	6.2	394 PW	BC-unusable

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(L5) = Instrument Approach (neon) (L7) = Hi-intensity Approach Lights W = Without voice BC = Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. ▸ & ▪ **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore, Friendship Intl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston, Logan Intl (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford Mun (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester Mun (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	-0.64	212 TW	4.86	257 DT	
Detroit, Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint, Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.58	269 FN	
Grand Rapids, Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing, Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie, Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth Mun (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intl (Rnwy 4)	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson, Hawkins Fld (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin Mun	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City Mun (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis, Lambert-St. Louis Mun (L7)	110.3	STL	335	238	0.64	201 TL	4.73	219 ST	DME
MONTANA: Billings-Logan Fld (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls Intl (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln, Union Mun	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha Mun (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno Mun →	109.3	RNO		163	2.6	254 RNO	6.67		LMM is LFR. MHW ident ACE, freq 215kc lctd 12.83 smi.
NEW JERSEY: Atlantic City, (Pomona) NAFEC (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	60	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany Mun (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	all day Sun, MM,OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lclzr, glide slope monitored auto shutdown 2400-0800 Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lclzr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM,OM & MM unmonitored 2400-0 700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22L	110.9	IWY	330.8	223	0.66		6.37	392 IW	rnwy 4R or 22L Simultaneous opern not avbl.)
Niagara Falls Mun (L7)	110.1	IAG	334.4	277	0.65	233 AG	4.7	329 IA	
Rochester - Monroe Co.	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse, Hancock (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains, Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte, Douglas Mun (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington, New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 HB	BC-restricted
Winston-Salem, Smith Reynolds	110.3	INT	335	328		296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck Mun (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati, Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.56	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus, Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton Mun (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield Mun (L7)	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown Mun (L7)	110.1	YNG	334.4	320	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City, Will Rogers Fld (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa Mun (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	338 TU	
OREGON: Eugene, Mahlon-Sweet Fld (L7)	109.5	EUG	332.6	159	0.71		4.31	379 EU	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(10 May 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. *& — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford Mun (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland, Intl (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem, McNary Fld	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem-Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie, Port Erie (L5)	110.3	ERI	335	59	0.62	201 RI	4.35		BC-unusable
Harrisburg - York State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia-Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh, Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading, General Spaatz Fld (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence, Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston AFB/MUN (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville Mun	110.3	GRL	335	2	0.71	201 RL	4.2	272 GR	BC-restricted
Spartanburg Mun					0.7	209 PA	5.08	287 SP	
SOUTH DAKOTA: Huron, Howes Mun	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls, Foss Fld. (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol, Tri-City (L5)	109.9	TRI	333.8	271	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga, Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW unusable above 6000'. Lclzr/glide slope
Knoxville, McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis Mun (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville, Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Amarillo AFB/Mun (L5)	110.3	AMA	335	29	0.67	314 MA	5.8	338 TDW	LOM is Tradewind MHW facil
Austin, Mueller Mun (L7)	109.5	AUS	332.6	305	0.60		5.5	338 AU	
Beaumont, Jefferson Co. Mun (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-Rio Grande Valley Intl (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas, Love Fld (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth, Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth, Meacham Fld (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston Intl (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock Mun (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland-Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio Intl (L5)	109.7	SAT	333.3	32	0.66	201 AT	4.38	219 SA	
Tyler, Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun	109.7	SPS	333.2		0.64	254 PS		296 SPS	LOM is HW facil.
UTAH: Salt Lake City Mun #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington Mun (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	65	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk Mun (L7)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond, Byrd Fld (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.06	224 SE	BC-unusable
Spokane, Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima Mun (L7)	110.1	YKM	334.4	269	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington, Tri-State	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling, Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison-Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee, General Mitchell Fld (L5)	110.3	MKE	335	6	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne Mun (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs Mun (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. * -Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	M-BVOR-DTV	ANB	116.2;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 , 272.7	(3)-3023.5 req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Mun	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9 , 124.9, 305.4 , 385.6	(2), #	124.5,319.8
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;120.7,243.0,255.4 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2;V;120.7,243.0,255.4,272.7	(3), #	FSS-Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5,#	
(1)Huntsville	M-BVOR	HSV	112.3;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates Fld	C(g)		385;118.3,126.18,257.8,243.0,348.6	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108 .4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 272.7	(3)-3023.5 req, #	DME
" Dannelly Fld	C(g)		278;119.7, 126.18,243.0,257.8,348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N
" " "	CM		362		180 A 266 N
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	M-*BVOR-DTV	MSL	116.5 ;V;255.4, 243.0 120.7 , 272.7	(3)-3023.5 req, #	
Ozark-	MRLW	OZR	212		60 A 114 N
Cairns AAF	MHW	OKB	410		240 A 294 N
" Brantley	MHW	XBR	251		
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 125.4	122.5,234.4,241.0,248.2,224.5	Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MH	ITS	407		
Selma,Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-18
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9;V;243.0,255.4,120.7,272.7	(3)-3023.5, #	DME FSS-Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	114.8;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255. 4; 379 ;120.7, 272.7	(3)-3023.5req, #	
(3)Drake	M-VORW	DRK	113.1		
Ft. Hauchuca-Libby AAF	HW	FHU	410		
	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	67 N 166 A 262 N 346 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(1)Gila Bend	M-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 243.0		DME
" Sky Harbor	AC(g)		278;118.1,118.7,120.2,126.18,257.8,348.6,353.8	(2), #	
" Mun	Center		120.1,120.85, 243.0, 125.0,123.95	#	317.7,275.1,285.4,319.2
			121.25,124.5,269.6,300.7 290.3 126.0,126.6,126.4,125.4,123.7,279.6,283.7,301.4,271.2, 281.5,269.0, 119.8,250.2		
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7 243.0,272.7	(3)-3023.5 req, #	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVORTAC-DTV	SJN	112.3;V;120.7,243.0,255.4,272.7	(3)-3023.5 prior req, #	FSS-Zuni,NM ex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Mun	C(g)		371;118.3,243.0,257.8,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVOR	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req, #	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ; 119.1, 126.18, 243.0, 382.8, 340 .2, 360.2	(2), #	
ARKANSAS					
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7 ,272.7	(3)-3023.5, req, #	DME
"	BMH	ELD	368		
(1)Fayetteville	M-BVOR-DTV	FYV	114.9;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req, #	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1;V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Mun	AC(g)		269;118.3,126.18,257.8,243.0,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams Fld	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5req, #	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVOR	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1) Walnut Ridge	M-BVOR-DTV	ARG	1128;V;207, 243.0, 255.4, 272.7	(3)-3023.5 req, #	DME
CALIFORNIA					
(1) Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3), #	
Arcata	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1) Avenal	M-BVOR-DTV	AVE	117;V;243.0, 255.4, 120.7, 272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g)		278;118.1, 126.18, 243.0, 257.8, 1237, 2696, 3486	(2), #	
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6, 118.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.18, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Mun	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1) Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272.7;120.7, 272.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORTACW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	68 A 165 N 248 A 345 N
(1) El Centro	M-BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1) Fillmore	M-BVORTAC-DTV	FIM	1125;V;207, 243.0, 255.4	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4, 120.7 , 272.7	(3), #	61 A 160 N 241 A 321 N
(1) Ft. Jones	M-VORW	FJS	114.3		
(1) Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4 , 120.7 272.7, 243.0	(3)-30235 req, #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7 272.7	(3), #	75 A 135 N 255 A 315 N
1) "	M-BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 1211, 2578, 348.6, 317.7	(2), #	
Fullerton Mun	C(g.7)		212;119.1, 243.0, 2578, 3486	#, 122.5	(0700-2300)
1) Gaviota	M-BVOR-DTV	GVO	112.3;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
3) Goffs	M-VORW	GFS	114.4		
1) Gorman	L-BVORTAC-DTV	GMN	1090;V;243.0, 255.4, 1207, 272.7	(3), #	FSS-Bakersfield
Hawthorne Mun	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Mun	C		219;118.9, 126.18, 137.88, 236.6, 243.0, 295.4	(2), #	
3) Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(1) "	M-VORW	JLI	114.0		
(1) Lake Hughes	L-VORW	LHS	108.4		
(1) Linden	M-BVOR-DTV	LIN	1155;V;243.0, 255.4, 1207, 272.7	(3)-30235 req, #	FSS-Stockton
Lompoc-Vandenburg (A)	HW	VBG	524		
Long Beach FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Intl	AC(g)		242;119.5, 120.5, 126.18, 119.8, 243.0, 257.8, 348.6, 379.1, 3382	(1), 122.6, #	
"	VHF/DF		Gds: 118.9, 119.3, 119.5, 122.1, 120.5, 121.1, 122.5, 126.18, 143.64 122.6, 122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) "	H-BVOR	LAX	113.6		DME
" Intl	AC(g.7)		278;124.8, 118.9, 119.3, 121.1, 2430, 1185, 324.7, 2630, 291.6, 3486, 2690, 3070	(1), #, 122.7	
"	Center	IFF bcn	119.9, 120.0, 124.0, 124.1, 3079, 124.95, 1190, 2751, 3539, 1245, 125.1, 125.9, 301.4, 126.4, 1239, 125.2, 379.2, 285.5, 290.8 3104, 125.6, 124.3, 306.3, 3801, 243.0, 311.8, 318.2, 323.2, 124.4, 125.4, 121.0, 1266, 385.6 3238, 381.6, 3607, 3623, 354.1, 340.6, 352.0, 119.6, 120.6, 124.2, 124.6, 120.8, 121.2, 1204, 3007	# 3535, 2694, 2783.2, 81.4, 2856,	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr) VHF/DF		Gds: 1189, 1193, 1195, 1203, 121.1, 122.1, 1225, 1227, 1248, 126.18, 1359		
(1) Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305;V;243.0, 255.4, 1207, 272.7	(3), #	
(1) Maxwell	L-BVOR-DTV	MXW	1125;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
" "	CM		1189	122.5	
Montague	BH-DTV	SIY	388;V;243.0, 255.4, 1207, 272.7	(3), #	
(3) Monterey	M-VORW	MRY	114.0		
" NAAS	MHZ	NSU	356		Cont excp VFR on req
" Peninsula	CM		356;119.9	(1), #	Apch ctl avbl
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
(1) Napa	M-BVORTAC-DTV	APC	110;V;207, 243.0, 255.4	(3), #	FSS-Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	H-BVORTAC	OAK	116.8		DME
Metropolitan Oakland Intl	AC(g.7)		341;118.1,1183,1193,1239, 12618, 2504,2578,2692,274.3,3054,3791	(1), #, 122.6	
"	Center		119.7, 120.3, 1204, 285.4, 343.8, 285.5,378.8,281.5, 380.3, 250.2, 290.8, 350.2, 385.4, 360.8, 291.7, 120.8, 125.7, 319.9, 313.4, 271.2, 125.0, 124.3, 1194, 126.0, 126.5, 243.0, 301.4, 317.5, 121.2, 124.2, 125.5, 300.7, 290.4, 363.0, 353.8, 119.2, 120.4, 326.2, 335.6, 125.6, 355.8, 123.8, 124.6, 125.9, 322.5, 125.8, 126.4, 124.1, 120.2, 124.0, 126.6, 118.8 12515,3792	#	H82 1268, 12555
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.18, 126.7		
"	UHF/DF		Gds: 243.0, 2504, 257.8, 2692, 274.3, 3054		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	H53;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	FSS- San Deigo
(1) Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7, 272.7	(3), #	DME
" Intl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
(1) "	L-VORW	OXR	108.2		
Oxnard Ventura Co.	C(g)		275;1185, 2430, 3486, 257.8	#, 122.5	(0500-2100)
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
"	C(g)		1205, 12618, 2430, 2578, 3486	122.5, #	Official Business Only
(1) Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req, #	DME
Pt. Mugu NAS	HW	NTD	224; 391; 118.5, 126.18	(2)	
(1) Point Reyes	M-VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3) Rice	H-VORW	RCE	117.7		
Richmond (A)	MHWZ	RMN	265		
Riverside (S)	L-VORW	RAL	111.4		Unmonitored
Riverside FSS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7, 272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 115 N 202 A 295 N
(1) "	H-BVORTAC	SAC	115.2		DME
" Mun	C(g)		260; 119.5, 126.18, 243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1) Salinas	M-BVORTAC-DTV	SNS	117.3;V;207, 2430, 2554, 2727	(3)-30235 prior req, #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1) San Diego-Lindbergh	L-VOR	SAN	111.8		
(1) San Diego	H-BVOR-DTV	DEG	114.5;V;1207, 2430, 2554, 2727	(3)-30235 req, #	
" Lindbergh	C(g)		278; 183, 126.18, 2578, 3486, 2430, 363.1	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NK1	239		
San Francisco Intl	AC(g)		379; 185, 124.8, 1205, 120.9, 126.18, 2430, 2630, 2694, 2846, 2903, 307.2	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds: 1185, 1248, 1205, 1209, 1227, 126.18, req: 1201, 120.3, 1221, 1267, 1359		
San Francisco Gap	MHWZ	SFG	332		
(1) San Jose	L-VOR	SJC	108.2		
" " Mun	C(g.7)		227; 119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 1201, 121.3, 1237, 1225, 132.3, 1368 (req 100-155)		
" " "	UHF/DF		Gds: 1201, 121.3, 1237, 122.5, 132.3, 1368 req 225.0-399.9)		
(1) San Luis Obispo	M-BVOR-DTV	SBP	112.4;V;1207, 2430, 2554, 272.7	(3)-30235 req, #	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C		290; 121.3, 2430, 2578, 3486 121.8	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410; 126.18, 233.8, 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 1207 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	H-BVORTAC	SBA	114.9		DME
(1) Santa Catalina	L-BVOR-DTV	SXC	111.6;V;2430, 2554, 120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" " Mun	C(g)		201; 120.3, 126.18, 243.0, 2578	(1), #, 122.6	(0700-2300)
Sausalito	L-VORW	SAU	110.4		
Stockton	BMRLZ-DTV	SCK	212;V;2430, 2554, 1207, 272.7	(3)-30235 req, #	65 A 147 N 245 A 327 N
(1) "	H-BVOR	SCK	116.0		
" Mun	C(g)		299; 1187, 12618, 2430, 2578, 3486	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	M-BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance Mun	CI		221; 118.1	(2), #	10-sunset wkdays 09- Sat, Sun, hdays
(3) Twenty Nine Palms	M-VORW	TNP	114.2		
(1) Ukiah	M-BVOR-TVBJ	UKI	112.3;V;243.0, 255.4; 120.7, 278, 272.7	(3), #	DME
Van Nuys	C(g)		227; 1201, 12618, 2430, 2578, 2758	(2), #	(0600-2200)
" "	UHF/DF		Gds: 243.0, 257.8, 275.8		(0600-2200)
Victorville, Geo. AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams FSS-Marysville	SBMRAZ-DTV	ILA	326;V;2430, 2554, 1207, 2727	(3), #	75 A 156 N 266 A 354 N
(1) "	M-BVORTAC	ILA	114.4		
(1) Woodside	L-BVOR-DTV	OSI	111.4;V;243.0, 2554, 1207	(3), #	DME FSS - Oakland
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req, #	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Alamosa	M-BVOR-DTV	ALS	113.9 243.0 255.4 120.7 272.7	(3)-3023.5 req #	FSS-Trinidad
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215.8 118.5 119.9 120.2 126.8 243.0 257.8 274.3 348.6 275.1	(2), #	
" "	VHF/DF		Gds: 118.5 119.9 120.2 122.1 122.5 125.9 126.8 126.6 126.7		
Denver	SBMRAZ-DTXV	DEN	379 V 120.7 243.0 255.4 272.7	(3)-3023.5 req #	59 N 168 A
(1) "			Trans wea bcst 379		239 N 335 A
" Stapleton Airfld	M-BVORTAC	DEN	116.3		DME
"	AC(g)		118.3 119.5 124.8 120.5, 126.8 137.88 243.0, 257.8 307.0 343.6 348.6 363.8	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 250.2 124.6 124.7 125.1 125.6 125.9 126.6 126.4, 281.4 281.5 285.4, 300.7 301.4 307.9 319.2 379.1 324.7 338.2 120.8 124.1 269.6 243.0 290.8 326.2,	# 126.5 338.2 285.6 285.5	
"	VHF/DF		Gds: 118.1 118.3 119.3 119.5 120.5 120.9 122.1 126.8 135.9 137.88		
(1)Dove Creek	M-BVOR-DTV	DVC	114.4 V 243.0 255.4 120.7 272.7	(3)-3023.5 req #	FSS-Farmington, NM
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V; 243.0, 255.4; 391; 120.7	(3)-3023.5 req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1)Gill	M-BVOR-DTV	GLL	112.5 V 243.0 255.4 120.7 272.7	(3)-3023.5 req #	FSS-Denver
(1)Grand Junction	H-BVOR-DTVBJ	GJT	112.4; V; 243.0, 255.4, 278; 120.7, 272.7	(3)-3023.5 prior req., #	DME
(1)Gunnison	L-BVOR-DTV	GUC	114.9 V 243.0 255.4 120.7 272.7	(3)-3023.5 req #	FSS Grand Jct
Hanover	MHW	HNR	356		
(3)Hugo	M-VORW	HGO	108.4		
(1)Kiowa	M-BVOR-DTV	IOC	114.2; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
FSS-Denver					
(1)Kremmling	M-BVOR-DTVBJ	RLG	113.8; V; 243.0, 255.4; 391; 120.7	(3)-3023.5 req, #	
FSS-Eagle					
(1)Lamar	M-BVOR-DTV	LAA	112.8; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	DME
FSS-LaJunta					
(1)Meeker	M-BVOR-DTV	EKR	115.7 V 120.7 243.0 255.4	(3)-3023.5 req #	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V; 243.0, 255.4 120.7, 272.7	(3), #	80 A 165 N
(1) "					260 A 330 N
Memorial	M-BVORTAC	PUB	116.7		
	AC(g)		396 119.1 126.18 243.0 257.8	(2), #	
(3)Thurman	M-VORW	TXC	112.9		
(1)Tobe	M-BVORTAC-DTV	TBE	113.4 V 120.7 243.0 255.4 272.7	(3)-3023.5 req #	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329; V; 243.0, 255.4, 120.7 272.7	(3)-3023.5 req #	53 A 152 N
					233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N
(1) "					232 A 316 N
" Mun	L-VOR	BDR	108.8		
	C(g)		203; 120.9, 257.8, 243.0	(2), #	
E. Hartford	CI(g)		254; 121.3, 121.5, 126.18	(2), #	(0700-2300)
Rentschler					
Hartford FSS	SBMRAZ-DTV	HFD	329 V 243.0 255.4 120.7 272.7	(3), #	64 A 143 N
(1) "Windsor Locks	L-BVOR	HFD	114.9		244 A 323 N
(3)New Haven (P)	L-VOR	HVN	111.2		
(1)Norwich	L-BVORTAC-DTV	ORW	109.8 V; 243.0, 255.4, 120.7	(3), #	DME FSS Providence, RI
(1)Putnam	M-BVORTAC-DTV	PUT	113.8 V; 120.7, 255.4	(3), #	FSS-Worcester, Mass
(1)Wilton	M-BVOR-DTXV	ILT	113.6; V; 255.4, 120.7 243.0	(3)-3023.5, #	DME
FSS-Idlewild					
CONNECTICUT					
Windsor Locks,	AC(g)		284; 119.5, 124.2, 126.18, 263.0, 243.0, 379.9	124.6, 323.2, 385.4 (2), #	
Bradley Fld	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(1)Kenton FSS Milville, NJ	H-BVORTACDTV	ENO	114.8 V 243.0 255.4 120.7 272.7	(3), #	DME
New Castle	MRLWZ DTV	ILG	350		19 A 109 N
(1) " FSS-N Phila, Pa	L-BVORTAC	EWT	112.4 V 120.7 243.0 255.4 272.7	(3), #	199 A 289 N
Wilmington,	AC(g)		278 324.7 121.1, 126.18, 136.8, 243.0, 257.8, 305.4, 275.8	(2), #	
New Castle Co.					
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332; V: 255.4, 120.7 272.7	(3), #	18 A 140 N
			Trans wea bcst 332 (Wash., D.C.)		214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-VOR	DCA	112.3		
"National	AC(g)		278; 118.1, 118.3, 119.1, 119.7, 126.5, 134.64, 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	VHF/DF(Chtr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
	Center		119.2 [redacted] 124.5 123.9	#	Call Washington Center
			124.0, 124.4, 132.3, 125.5, 119.6, 124.7 137.88, 243.0, 301.4, 271.2, 323.8 [redacted] 279.6, 318.2, 353.9, 124.3 [redacted] .385 6 125.2, 125.8, 326.2, 378.8, 385.4, 120.2, 126.4, 119.4, 269.2, 363.0		
" " "	VHF/DF(twr)		Gds: 118.1 118.3 119.1 123.9 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1 V 120.7 243.0 255.4 272.7	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350; V; 243.0, 255.4 120.7, 272.7	(3), #	83 N 179 A
(1) "	H-BVOR	CEW	115.9		264 N 353 A
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 126.8 137.88 136.8 134.1)		
"	UHF/DF		Gds: 243.0 255.4 272.7 305.4 (Req: 363.8 301.4 279.6 350.2 236.6 385.4)		
Cross City	SBMRAZ-DTV	CTY	269; V: 243.0, 255.4 120.7 272.7	(3)-3023.5 req #	33 A 125 N
(1) "	M-BVOR	CTY	112.0		213 A 316 N
Daytona Beach	SBMLZ-DTV	DAB	284; V; 243.0, 255.4 120.7, 272.7	(3), #	17 A 102 N
(1) "	M-BVOR	DAB	112.5		197 A 282 N
" Mun	AC(g)		353; 119.1, 126.18, 257.8, 348.6	(2), #	DME
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C(g.7)		272 121.3 243.0 257.8 348.6	#, 122.5	
Ft. Myers	BH-DTV	FMY	341 V 120.7 243.0 255.4 272.7	(3)-3023.5 req #	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville FSS-Cross City	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7, 272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6, 124.9, 317.7	(2), #	
	Center		119.7, 124.3, 124.7, 243.0, 284.6, 322.5, 275.1, 123.8, 120.0, 119.0, 318.2, 323.8, 125.5, 381.4, 123.6, 378.8, 269.4, 353.5, 290.4, 291.7, 269.0, 118.8, 301.4, 317.5, 363.2, 126.0, 124.0, 124.6, 119.8, 353.8, 269.6, 120.1, 283.7, 120.8, 274.3	#	120.4, 307.2
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.18, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-1	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332;V;120.7, 243.0, 255.4, 272.7	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" NAS	CM		350, 118.7, 126.18, 132.3, 263.6, 305.2	(2), #	
(1)LaBelle	M-BVOR-DTV	LEL	112.9;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Ft Myers
(1)Lakeland	H-BVOR-DTV	LAL	116.0;V;255.4, 120.7, 272.7	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7	(3)-30235 req, #	69 A 159 N 249 A 343 N
" Patrick AFB	CM		118.4, 137.8	#, 122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7, 272.7	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 119.7, 123.7, 121.6, 338.6, 123.9, 263.0, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.9, 124.0, 124.1, 281.5, 278.3, 124.2, 124.5, 124.7, 125.0, 125.1, 125.2, 125.6, 125.8, 125.9, 243.0, 281.4, 269.0, 269.6, 275.1, 271.2, 285.4, 285.6, 291.6, 301.4, 311.8, 340.6, 351.9, 355.8, 360.3, 285.5, 318.9	#	
"	VHF/DF (Twr)		Gds: 118.1, 118.3, 119.7, 122.7, 123.7, 123.9, 126.18		
" Tamiami	C(g.7)		209;121.1	122.6, #	(0600-2200)
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Cross City	M-BVORTAC-DTV	OCF	112.8;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1)Orlando	H-BVOR-DTV	ORL	112.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req	DME
" Mun	AC(g)		278, 118.7, 126.18, 243.0, 290.8, 257.8, 119.4, 348.6	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVOR-DTV	PHK	112.4;V;120.7, 255.4, 272.7	(3), #	FSS-W.Palm Beach
Panama City, Tyndall AFB	SMRAZ	PAM	275	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	396		
" " "	M-VORW	PAM	112.4		
	CM		275; 119.1	122.5, #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	78 A 161 N 232 A 341 N
" Mun	C(g)		305, 119.9, 126.18, 243.0, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VOR	NUN	117.2		
"	MRLWZ	NUN	227		35 A 110 N
" "	MHW	NUN	293		215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVORTAC-DTV	PIE	116.4;V;255.4, 120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intl	C(g.7)		317;118.3, 257.8, 348.6, 243.0	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272, 120.1, 257.8, 243.0, 348.6	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	10 A 117 N 190 A 267 N
(1) "	M-BVORTAC	TLH	117.5		DME
" Dale Mabry	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6, 118.1, 318.2	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N 236 A 316 N
" Intl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4, 120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intl	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6, 318.2, 118.0	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson, S.C	L-BVORTAC-DTV	AHN	109.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
"	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 123.7 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118.1, 119.1, 119.3, 122.7, 125.7, 126.18, 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		119.2, 118.9, 120.3, 120.9, 119.2, 250.2, 290.3, 324.7, 281.4, 343.8, 379.2, 360.7, 319.9, 300.7, 285.6, 125.5, 250.4, 243.0, 307.9, 1208 124.2, 125.4, 120.0, 123.8, 301.4, 311.8, 353.8, 269.6, 278.3, 125.2, 119.6, 125.8, 124.9, 353.7, 360.6, 120.6, 317.6, 118.8, 126.4, 124.1, 126.5, 121.0, 3262	#	1250, 3356, 1208
" Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	CI(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N
(1) "	H-BVOR	AGS	113.9		240 A 351 N
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382 V 1207, 2430, 255.4, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	60 A 143 N
" "	HW	NEA	275		240 A 323 N
(1) Columbus	H-BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N
" Muscogee Co.	AC(g)		287; 125.3, 257.8	(2), #	202 A 312 N
Doles (A)	MHW	DLE	400		
Hinesville-Ft. Stewart	MHW	HIN	407		
(1) La Grange	M-BVOR-DTV	LGC	115.6; V; 243.0, 255.4; 120.7, 272.7	(3)-3023.5, req #	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353; V; 243.0, 255.4, 120.7, 272.7	(3)-3023 req #	24 A 146 N
(1) "	L-BVOR TAC	MCN	110.8		204 A 324 N
Mun (Cochran Fld)	AC(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2)-3023.5, #	DME
(1) McDonough	M-BVOR-DTV	MDU	113.6 V 1207, 2430, 2554, 272.7	(3)-3023.5 req #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1) Norcross FSS-Atlanta	M-BVOR-DTV	OCR	116.6; V; 243.0, 255.4 120.7, 272.7	(3)-3023.5 req #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N
(1) Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	183 A 273 N DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	52 A 142 N
(1) "	H-BVOR	SAV	112.7		232 A 322 N
" Travis	C(g)		278; 119.1, 126.18, 257.8, 348.6	(2), #	
" (Chatham)	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1) Toccoa	L-BVOR-DTV	TOC	109 V 1207, 2430, 2554, 272.7	(3), #	FSS-Anderson S.C.
(1) Valdosta	M-BVOR-DTV	VLD	113.7; V; 243.0, 255.4, 272.7	(3)-3023.5 req, #	
" Moody AFB	HW	VAD	338		
(1) Vienna	M-BVOR TAC-DIV	VNA	116.1 V 1207, 2430, 2554, 272.7	(3)-3023.5 req, #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26A 121 N 206 A 290 N
(1) "	H-BVOR TAC	BOI	113.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise Air Term.	AC(g.7)		278; 118.5, 126.18, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds: 243.0 2554 257.8 305.4 348.6		
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N
(1) "	H-BVOR TAC	BYI	114.1		186 A 271 N
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	73 A 152 N
(1) "	H-BVOR	DBS	116.9		253 A 332 N
Gooding	BH-DTV	GNG	215; V; 2554, 120.7	(3), #	DME
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7, 272.7	(3), #	FSS-Burley 12 A 102 N
(3) McCall	M-VORW	MYL	116.5		192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N
(1) "	H-BVOR	MLD	117.4		270 A 331 N
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MLP	206 V 2430, 2554, 1207	(3)-3023.5 #	.5 A 95 N
(1) "	H-BVOR	MLP	116.3		185 A 275 N DME
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N
(1) "	M-BVOR	PIH	114.4		236 A 326 N
" Mun	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	DME
(1) Twin Falls	M-BVOR	TWF	1158	"	(0800-1600) Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	50 A 144 N
" "	L-VOR	BLV	112.2		230 A 324 N
" "	MHZ	BVX	362		
(3) Bible Grove	L-VORW	BIB	109.0		
(1) Bradford	M-BVOR	BDF	114.7 (122.1 ctld Peoria CS/T)		DME
(3) Centralia	M-VORW	ENL	108.8		
(1) Champaign	L-BVOR TAC-DIV	CMI	1100, 122.2, 2430, 1267, 2554, 272.7	#, 122.1	
" University of Ill.	AC(g)		233; 1189, 1198, 257.8, 2430	#, 122.5	
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350; V; 1207, 2430, 2554, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N
" Kedzie	MHW	EDZ	248		246 A 332 N
"Meigs Fld	C(g)		206, 121.3, 257.8, 2430	(2), #	
"Midway	AC(g.7)		278; 118.4, 118.7, 119.5, 1199, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8, 119.2	(1), #, 122.7	(0600-2200)
" "	VHF/DF(twr)		Gds: 1184, 118.7, 1195, 1227, 1237, 126.18, 1199, (req 121.3, 1267, 1359, 1265)		
"	Center		1197, 1202, 1205, 1209, 1236, 124.2, 124.5, 118.2, 124.3, 124.7, 125.1, 120.6, 285.6, 124.6, 121.2, 126.5, 243.0, 250.2, 119.4, 301.4, 300.7, 307.2, 1259.5, 323.2, 124.0, 285.5, 318.2, 378.8, 290.8, 382.2, 354.1, 317.6, 360.8, 311.8, 362.3, 118.6, 353.8, 306.3, 379.1, 353.5	#	
" O'Hare Intl	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 1250 243.0, 348.6, 363.8, 3838	(1), #, 122.6	
(1) " "	L-VOR TAC	ORD	111.6		
" "	VHF/DF		Gds: 118.1, 119.0, 122.6, 124.5, 125.7, 126.18, (req 122.1, 126.7, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	1094V1207,2430,2554,2727	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V1207,2430,2554,2727 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVOR	JOT	112.3		
"	VHF/DF		Gds: 121.3, 122.5, 122.7, 126.18, 126.7, 135.9, (req 100-160)		85 A 174 N 265 A 354 N
Moline	SBMRAZ-DTV	MLI	224;V1207,2430,2554,2727	(3), #	
(1) "	M-BVOR	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	1162;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVOR-DTV	OBK	1130;V1207,2430,2554,2727	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Greater Peoria	AC(g)		278;191,126.18,257.8,348.6	(2), #	
"	UHF/DF		Gds: 257.8,255.4,272.7,243.0; req: 305.4,353.5,285.6		
(1)Peotone	M-BVOR-DTV	EON	1165V1207,2430,2554,272.7	(3), #	FSS-Joliet
(1)Polo	M-BVOR-DTV	PLL	138;V2430,2554,1207,272.7	(3)-30235req,#	FSS-Rockford
(1)Pontiac FSS-Peoria	L-BVOR-DTV	PNT	1096V2430,2554,1207,2727	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	1156V1207,2430,2554,272.7	(3)-3023.5,req,#	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	M-VORW	RAN	117.2		
(3)Roberts	M-VORW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVOR-DTV	RFD	1108V2430,2554,1207,2727	(3)-3023.5,req,#	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,2578	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	H-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,3054,3486	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	M-BVORTAC-DTV	TOY	1160V1207,2430,2554,2727	(3), #	FSS-St. Louis, Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0,207,255.4,272.7	(3)-30235,req,#	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-BakalarAFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DTV	EVV	1133V1207,2430,2554,272.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	1139		
" Baer Fld	AC(g)		278;3486,191,126.18,255,2578,338.2	(2), #	
"	UHF/DF		Gds: 2430,2554,257.8,338.2 348.6, On req: 300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;120.7,2430,2554,2727 Trans wea bcst 266 kc.	(3)-3023.5,req,#	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 118.5, 121.3, (1), 122.7, # 121.1,126.18,243.0,257.8,355.8,284.6,290.3,348.6		
"	Center		119.3, 119.7, 120.1, 124.1, 120.85 271.2, 291.7, 125.3, 301.4, 126.4, 123.8, 312.6, 319.8, 338.6, 118.2, 124.9, 385.4,275.1,290.4,269.6, 380.1, 353.5, 281.5, 278.3, 124.8, 121.2, 120.9, 125.6, 353.7, 385.6,126.0, 125.4, 125.2, 118.3, 352.0,124.4,1250,342.2,285.4, 318.2	#	
"	VHF/DF(Twr)		Gds 118.1,118.5,119.9,121.1,122.5,126.18;req 122.1,125.3,1267,1359		
	VHF/DF(Ctr)		Gds:119.3 ,120.85,120.1,124.9,125.3;req122.1,122.5,126.18,1267,1359		
(1)Knox	M-BVOR-DTV	OXI	117.1V2430,2554,1207,272.7	(3)-30235req,#	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	1098V1207,2430,2554,272.7	(3)-30235,req,#	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V120.7,2430,2554,2727	(3)-30235,req,#	
(1)Lewis	M-VORW	LEU	112.4	#	
McCool	MHW	MCL	359		
(1)Nabb FSS-LouisvilleKy	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7, 272.7	(3), #	
Richmond	MHW	RID	385		
(3) "	M-VORW	RID	116.1		Terre
(1)Scotland	L-BVORTAC-DTV	SCJ	111.2V1207,2430,2554,2727	(3)-3023.5,req,#	DME/FSS- Haute
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V1207,2430,2554,2727	(3)-30235,req,#	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7, 272.7	(3)-3023.5, req,#	03 A 97 N 183 A 256 N
(1) "	M-BVOR	SBN	115.4		DME
" St. Joseph Co.	AC(g)		278;189,2430,2578,121.0	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman Fld	AC(g)		278;183,126.18,2578,2430,2 630	(2), #	
" "	UHF/DF		Gds: 243.0,2554,2578,2630,2727;req:275.2,3054		
(1)West Point	L-BVOR-DTV	EPT	110.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Cedar Rapids	BMH-DTV	CID	248V1207,2430,2554,272.	(3)-30235,req,#	
(1) "	L-BVORTAC	CID	111.8		
" Mun	AC(g)		278;199 118,257.8,291.6,2430	122.5, #	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7 272.7	(3), #	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Mun	AC(g)		278;183,1249,126.18,2430,2578,3486,3386	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235req,#	
(1)Iowa City FSS-Cedar Rapids	M-BVOR-DTV	IOW	117.6;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTV	LMN	116.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235,req,#	
(1)Mason City	M-BVORTAC-DTV	MCW	114.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0,255.4 120.7,272.7	(3)-30235req,#	
(1)Newton	L-BVOR-DTV	TNU	122V1207,2430,2554,2727	(3), #	FSS-Des Moines
(1)Ottumwa	L-BVOR-DTV	OTM	111.6V1207,2430,2554,2727	(3), #	(3)-3023.5 prior req,#

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.5		DME
" Mun	AC(g)		396;187,126.18,243.0,257.8,305.4,348.6	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.18,135.9		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	L-BVORTAC-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
"	MHW	ALO	382		
" Mun	AC(g)		278;118.1, 257.8	(2), #	
(1) Waukon	L-BVOR-DTV	UKN	109.8;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-LaCrosse, Wis
KANSAS					
(1) Anthony FSS-Wichita	L-BVOR-DTV	ANY	110.6;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7, 272.7	(3), #	101 N 179 A 281 N 356 A
(1) "	M-BVOR	CNU	114.6		
(1) Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	DME
(1) Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1) Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	DME
(1) Hill City	H-BVOR-DTV	HLC	113.7;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5 req, #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	H-BVORTAC	HUT	116.8		
" Mun	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax Mun	C(g.7)		278;119.1,126.18, 243.0 257.8	(2), #	
(1) Liberal FSS-Garden City	M-BVOR-DTV	LBL	116.6;V;243.0,255.4,120.7,272.7	(3)-3023.5 req, #	
(3) Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	M-BVOR-DTV	RSL	114.5;V;243.0, 255.4; 120.7, 272.7	(3), #	DME
(1) Salina	M-BVORTAC-DTV	SLN	115.3;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5, req, #	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3, 126.18	# , 122.5	Apch Ctl avail.
(1) Topeka	M-BVORTAC-DTV	TOP	117.8;V;255.4,120.7 272.7	(3), #	DME
KANSAS					
Topeka	MHW	TOP	304		
"Philip Billard Mun	C(g)		278;187,126.18,243.0,257.8	(2), #	
"Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	46 A 161 N 226 A 347 N
Transcribed wea bcst 332kc	M-BVOR	ICT	113.8		DME
(1) "	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
" Mun	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
"Beech					
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1) Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1) Falmouth FSS-Cinn, Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	H	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVORTAC-DTV	LEX	115.9;V;243.0,255.4,120.7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;119.1,121.1,243.0,257.8,269.0	(2), #	
London	BMH-DTV	LOZ	263;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman Fld	C(g)		278;119.5,126.18,243.0,257.8	(2), #	
" Standiford Fld	AC(g.7)		317;119.0,124.5,126.18,120.3, 243.0,257.8,326.2,381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
(1) Mystic	L-BVOR-DTV	MYS	108.2;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Louisville
(1) New Hope Owensboro-Daviess Co. Ap	L-BVOR-DTV	EWO	110.8;V;243.0,255.4,120.7,272.7	(3)-3023.5, #	FSS-Louisville
	L-VOR	OWB	108.6		(0800-2000
(1) Paducah	M-BVOR-DTV	PUK	117.3;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	
"	BMH	PUK	356		
(1) York	L-VORW	YRK	116.2		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 126.18, 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	55 A 120 N 235 A 300 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 243.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 priorreq, #	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	92 A 173 N 253 A 351 N
(1) "	H-BVOR	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		307.9, 1189, 120.3, 124.0, 124.3, 124.7, 1184, 313.4, 290.8, 283.7, 323 8, 123.6, 124.1, 271.2, 281.7, 327.1, 281.5, 124.8, 125.0, 291.6, 125.1, 125.4, 126.1, 243.0, 274.3, 279.6, 301.4, 300.7, 380.1, 350.2, 385.4, 125.2	#	124.2, 124.6
" Callender NAS	CM		118.7	#	
" Moisant Intl	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6, 1255, 284.6	(1), #, 122.7	
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.18, 132.0, 122.1, 122.5		
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Shreveport	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6,	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		54 A 144 N 234 A 342 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.6;V;243.0, 120.7, 255.4, 272.7	(3)-3023.5 req, #	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH-1	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	15 N 129 A 195 N 309 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone-Loring AFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(3) "	L-VORW	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Mun	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	338;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BAL	257;V;122.2, 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship Intl	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun
" " (P)	H	MTN	528		08-2330 T, W & Th)
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Morgantown, W.Va.
Hagerstown Mun	CI		203;126.18, 257.8 req 118.5	(2), #	(0800-1600 Mon-Fri.)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-3023.5 req, #	DME
(1) Shadyside	L-BVOR-DTV	SHZ	110.8;V;255.4, 120.7, 272.7	(3), #	FSS-Wash., D.C.
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash, D.C.	L-BVOR-DTV	EMI	109.4;V-122.2, 255.4 120.7	(3)-3023.5, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, # Trans wea bcst 382 kc.	58 A 118 N 211 A 293 N
(1) "	H-BVORTAC	BOS	117.7		
"	Center		120.3, 120.6, 124.9, 1259	#	3792, 291.6, 1258

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston–Bedford (Hanscom)	AC(g)		278;1189, 126.18, 243.0 1244, 2366, 257.8, 305.4, 348.6	#, 122.5 3023.5 req	
" "	VHF/DF		Gds: 124.4, 121.9, 122.5, 126.18, 123.7(100-156 req)		
" "	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6, 2366		
" Logan Intl	AC(g)		278;118.1, 118.3, 119.1, 121.7, 126.18, 126.5, 137.88, 2430, 2578, 2630, 271.2, 2908, 3438, 3486	(1) req, #, 1225	
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1) Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6; V; 243.0, 255.4, 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1) Gardner FSS-Worcester	L-BVORTAC-DTV	GDM	110.6; V; , 255.4, 120.7	(3), #	DME
Hyannis	MHW-DV	HYA	239; V;	#, 122.1	Ctld from Nantucket
(1) "	L-VORW	HYA	110.8		
Lawrence (P)	MHW	LWM	245		
Marthas Vineyard	MHW-DV	MVY	388; V;	#, 122.1	Ctld from Nantucket
(1) Nantucket	H-BVOR-DTVJ	ACK	112.7; V; 243.0, 255.4; 281; 120.7, 272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford Mun	C(g)		254; 121.3, 2578, 2430, 3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230; V; 243.0, 255.4 272.7, 120.7	(3), #	23 A 113 N 203 A 293 N
(1) Westfield	M-BVOR-DTV	BAF	1130 V 2430, 2554, 272.7, 1207	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212; 121.3, 126.18, 2430, 257.8, 3486	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 348.6		
Worcester Mun	C(g)		281; 1205, 243.0, 257.8	(2), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272; V; 243.0, 255.4, 1207 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg	AC(g)		396; 118.3, 118.5, 257.8	(1), 122.7, #	
"	UHF/DF		Gds: 257.8, 2554, 272.7, 2430, req 307.9, 2696, 3199, 3607, 3054		
(1) Carleton FSS-Detroit	M-BVORTAC DTV	CRL	113.8; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req #	DME
Detroit	SBRAZ-DTV	DTW	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278; 118.7, 120.0, 243.0, 257.8, 323.8	(2), #	
" "	VHF/DF		Gds: 118.7, 122.5, 1200, 123.1 req: 126.7, 135.9, 121.3, 126.18, 1227, 121.1, 125.3		
" Metropolitan Wayne Co.	C(g.7)		245; 121.1, 126.18, 2430, 2578, 3486	(1), #, 122.7	
" "	VHF/DF		Gds: 119.3, 120.3, 123.9, 124.5, 125.6, 126.4; req 121.1, 122.1, 122.7, 126.7		
"	UHF/DF		Gds: 243.0, 257.8, 348.6; req 255.4, 272.7, 263.0, 381.4, 3238, 354.1, 253.3, 343.8, 354.1, 234.0, 363.0, 269.2, 301.4, 269.6, 317.5, 326.2, 335.6, 124.8, 118.8, 126.1, 351.9, 281.4, 275.1, 269.0, 290.4, 362.2, 319.9, 126.4, 119.8, 124.4, 310.4, 124.5, 118.6, 126.6, 360.7, 125.9		
	Center		118.9, 120.3, 120.4, 123.9, 125.6	#	
(1) " Willow Run	L-VOR	YIP	111.4		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Detroit	AC(g)		332; 118.4, 123.7, 121.3, 124.9, 2430, 2578, 2630, 142.74, 290.3, 355.8, 285.4	(2), #	
" Willow Run	VHF/DF		Gds: 121.3, 122.5, 1237, 124.9, 126.18, req: 121.1, 122.1, 118.7, 126.7, 135.9		
" " "	L-BVORTAC-DTV	FNT	111.6 V 2554, 120.7, 272.7	(3), #	
(1) Flint	AC(g)		278; 119.5, 243.0, 257.8	(2), #	
" Bishop	MHW	FRD	375		
Ford	BMH-TV	GDW	257 V 243.0, 2554, 1207, 2727	(3)-30235 req #	
Gladwin	RLW	GMI	341		21 A 111 N 201 A 291 N
Grand Marais	SBMRLZ-DTV	GRR	329; V; 255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
Grand Rapids	AC(g)		278; 1193, 1252, 257.8, 307.9	(2), #	
" Kent Co.	HW	NFB	414		
Grosse Ile NAS	CM		269	(1)	
" "	BRL-DTV	CMX	227 V 2430, 2554, 1207, 272.7	(3), #	
Houghton	M-BVOR	CMX	112.8		18 A 108 N 198 A 288 N
(1) "	BMH-TV	JXN	284 V 243.0, 2554, 1207, 2727	(3), #	
Jackson	L-BVOR	JXN	109.6		
(1) "	L-BVOR-DTV	AZO	1090 V 1207, 2430, 2554, 2727	(3), #	FSS-BattleCreek
(1) Kalamazoo	M-BVOR-DTV	ELX	115.1; V; 243.0, 255.4, 120.7, 272.7	(3) 30235 req #	
(1) Keeler FSS-South Bend, Ind.	SBMRAZ-DTV	LAN	206; V; 243.0, 255.4 272.7, 120.7	(3)-30235 req #	100 A 155 N 281 A 335 N
Lansing	L-BVOR	LAN	110.8		DME
(1) "	AC(g)		245; 119.9, 243.0, 257.8	(2), #	
" Capital City	L-BVORTAC-DTV	LFD	1118 V 1207, 2430, 2554, 2727	(3), #	FSS-Jackson DME
(1) Litchfield	H	SAW	359		
Marquette-Sawyer(A)	CM		119.1	122.5	Apch ctl avbl.
" "	SRAZ	MTC	230		4 A 116 N 184 A 296 N
Mount Clemens	M-VORW	MTC	113.4		80 A 137 N 260 A 317 N
Selfridge AFB	SBMRLZ-DTV	MKG	263; V; 243.0, 255.4, 120.7, 272.7	(3), #	DME
Muskegon	M-BVORTAC	MKG	115.6		
(1) "	AC(g)		362; 121.1, 257.8	(2), #	
" County	H-BVOR-DTV	PEK	114.9 V 2554, 1207, 272.7	(3), #	FSS-Flint
(1) Peck	BMH-TV	PLN	332 V 1207, 2430, 2554, 272.7	(3)-30235 req #	
Pellston	L-BVOR	PLN	111.8		
(1) "	H-VORW	PMM	112.1		
(3) Pullman	MHW	XRC	275		DME
Reed City (P)	BMH-TV	MBS	212 V 1207, 2430, 2554, 272.7	(3), #	
Saginaw	M-BVOR	MBS	112.9		
(1) "	M-BVOR-DTV	SVM	1178 V 2430, 2554, 1207, 2727	(3)-30235 req #	FSS-Detroit
(1) Salem	SBRAZ-DTV	SSM	400 V 2430, 2554, 1207, 2727	(3), #	31 A 104 N 211 A 297 N
Sault Ste Marie	M-BVOR	SSM	112.2		
(1) " " "	MHW	INR	410		
" "	SBRAZ-DTV	TVC	365; V; 243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
Traverse City	M-BVOR	TVC	112.4		
(1) "	M*BVOR-DTV	HIC	114.5 V 2430, 2554, 1207, 272.7	(3), #	
(1) White Cloud	H	OSC	236		FSS-Muskegon
Wurthsmith AFB	**MINNESOTA**				
Alexandria	BMRLZ-DTV	AXN	239; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		DME
(3) Austin (S)	L-VOR	AUM	108.8	122.1	V-0800-1700
(3) Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3) Brainerd (S FSS-)	L-VOR	BRD	109.2	122.1	V-05-23 wkdays
(1) Darwin, Minneapolis	L-BVOR-DTV	DWN	1090 V 2430, 2554, 1207, 2727	(3)-30235 req #	0541915Sat-0923Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
" Mun	AC(g)		278;183.26.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9, 122.1, 122.5, 126.18, 126.7, 135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7;V;207,2430,2554,272.7	(3)-30235 req #	FSS-Minneapolis
(3) Intl Falls (S)	L-VOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7,272.7 Trans wea bcst 266 kc	(3)-30235 req #	58 A 118 N 192 A 298 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intl	AC(g)		278;118.7, 119.3, 119.5 126.18,243.0,2578,2630,2908,3054,338.2,3486	(1), #, 122.7	
"	Center		269.4,250.2,120.3,120.6,264.4,124.7,125.2,125.5# 118.5,119.4,284.6,275.1,278.3,243.0,301.4,319.2,352.0,343.6,125.4,124.6,120.9,324.7,269.2,281.1 125.9,360.7,269.6,283.7, 250.4,124.2,124.8,118.4,121.0,123.8,125.3,118.6,120.8,125.6, 126.0,124.4		291.7,300.7 363.0,281.4,274.3
"	VHF/DF		Gds:118.7,119.3,119.5,122.7,126.8,req 120.3,122.1,122.5,126.7,135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.9;V120.7, 243.0, 255.4, 272.7	(3)-30235 req #	DME FSS-La Crosse, Wisc.
(1)Redwood Falls	M-BVOR-DTV	RWF	113.3;V;207,2430,2554,2727	(3)-30235 req #	
Rochester	SBMRLZ-DTV	RST	404;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	M-BVOR	RST	112.0		
" Lobb Fld Mun	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman Fld	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7, 272.7	(3)-30235 req #	
Columbus AFB	MRLWZ	CBM	320		85 N 175 A
" "	CM		118.1	122.5	265 N 355 A
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7 272.7	(3)-30235 prior req, #	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	108.8;V;207,2430,2554,2727	(3)-30235 #	FSS-Mobile, Ala.
(1)Hattiesburg	L-BVOR-DTV	HBG	110.6;V;243.0,2554,120.7,272.7	(3)-30235 req #	FSS-McComb
(1)Holly Springs	M-BVOR-DTV	HLI	112.4;V;207,2430,2554,272.7	(3), #	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-3023.5,#	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins Fld	AC(g)		278;120.9,317.7,118.7,126.18,257.8,348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
"					
Meridian	SBMRAZ-DTV	MEI	308;V;207,2430,2554,272.7	(3)-30235, #	83 A 154 N 263 A 334 N
"	HW	MDA	356		
(1) "	M-BVORTAC	MEI	115.4		DME
" Key Fld	CI		257.8,118.2, 126.18,236.6,243.0	# 1225	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2;V;207,2430,255.4,272.7	(3)-30235 req #	FSS-NewOrleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-BVOR-DTV	BSP	113.6;V;243.0,255.4,120.7,272.7	(3)-30235 req #	FSS-Kansas City
(1)Butler	H-BVOR-DTV	BUM	115.9;V;243.0, 255.4; 120.7, 272.7	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7 ,272.7	(3)-30235 req #	96 A 169 N 269 A 349 N
(1) "	M-BVOR	CBI	115.4		DME
Farley	MHW	FRY	290		
(1)Farmington	H-BVORTAC-DTV	FAM	115.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	44 A 148 N 232 A 328 N
(1) "	H-*BVOR	MKC	112.6		DME
" Mun	AC(g)		299;118.1, 118.3, 126.18, 119.5,121.1,257.8,243.0,269.2,250.4,274.3,307.0	(1), #, 122.7	
"	Center		118.2,118.8,118.9,119.2,119.6,119.7, # 323.2,124.2,317.7,350.2,119.0,119.4,121.0,120.0,120.4,120.2,121.2,123.6, 118.95,125.0,125.1,125.2, 323.8, 354,355.8,125.3,125.4,125.6,125.8,125.9,126.4,243.0,250.2,269.0,269.4,278.3,279.6,281.4, 290.8 381.4 283.7, 285.4,290.3,291.6,301.4,307.2,310.4,311.8,312.6,306.3,318.2,326.2,335.0,382.2		385.4,119.8,380.3,385.6
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.1, 122.5, 126.7, 126.18,		135.9,122.7
(1)Kirksville	L-BVOR-DTV	IRK	108.4;V;207,2430,2554,2727	(3)-30235 req, #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9;V;207,2430,2554,2727	(3)-30235 req #	FSS-Kirksville
(1)Malden	L-BVOR-DTV	MAW	111.2;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5 req, #	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	109.6;V;207,2430,2554,2727	(3)-30235 req, #	FSS-Columbia
(1)Maryland Heights	L-BVOR-DTV	MTS	110.8;V;207,2430,2554,2727	(3), #	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0,255.4,257.8,req 272.7,305.4,362.3)		
St. Louis	SBRAZ-DTXV	STL	338;V;243.0, 255.4, 120.7, 272.7	(3), #	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
" Lambert-St Louis Mun	AC(g)		278;118.1, 118.5,119.9,121.1 126.18,243.0,257.8,342.2,338.2,348.6,360.6,381.6	(2), #	
"	Center		118.4,120.3,123.7, 124.9, # 121.0,317.5,379.2,125.5,125.7,125.8,243.0,301.4,307.9,271.2,275.1,283.7,290.4,269.0 124.4,278.3,291.7, 319.2,324.7,343.6,379.9,353.8,124.6,343.8,123.9,269.4,313.4, 126.6,126.4,261.5,353.7,120.8,124.1,118.8,120.4,124.3,120.6,125.2, 124.8,363.1 322.5,360.7		379.9,125.9,126.6,380.1
"	VHF/DF		Gds:118.1,118.5,119.9,121.1,125.0,126.18,122.5,125.5,req 122.1,126.7,135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7, 272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Mun	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.7;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7,272.7	(3)-30235 req #	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan Fld	AC(g)		278,118.3,243.0,257.8,348.6	(2), #	

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 140 N 248 A 320 N
(1) "	M-*BVOR	BZN	112.2		DME
(1)Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 prior req, #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 149 N 230 A 311 N
(1) "	M-BVOR	CTB	114.4		DME
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 186 A 258 N 330 A
(1) "	H-BVORTAC	DLN	113.0		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7, 272.7	(3)-30235, prior req., #	6 A 96 N 186 A 253 N
(1) "	M-BVOR	DRU	117.1		DME
Glasgow (A)	H	GGW	236		
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7, 272.7	(3), #	23 A 131 N 198 A 270 N
(1) "	H-BVOR	GTF	115.1		
" Intl	C(g)		278.8 118.7 126.8 243.0 257.8 348.6	(2), #	
"	Center		118.8 126.5 123.9 124.6 125.8 243.0 125.0 301.4, 312.6 323.0 284.6 281.4 291.7 250.4 307.2	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7, 272.7	(3), #	72 N 166 A 280 N 358 A
(1) "	M-BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 88 N 198 A 271 N
(1) "	H-BVOR	LWT	112.0		DME
Livingston	BH-DTV	LVM	224;V;207, 243.0, 255.4, 272.7	(3)-30235 req #	
(1) "	H-BVORTAC	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, prior req., #	56 A 143 N 239 A 327 N
(1) "	M-BVORTAC	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7, 272.7	(3), #	96 A 154 N 276 A 334 N
(1) "	M-BVOR	MSO	112.8		DME
Whitehall FSS -Butte	SBRAZ-DTV	HIA	284;V-122.2, 207, 255.4	(3)-3023.5, #	4 A 96 N 173 A 257 N
(1) "	M-BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	L-VOR	ANW	112.7	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	113	4V243.0, 255.4, 120.7, 272.7	(3)-30235 req #
" (S)	HW	CDR	275		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	69 A 165 N 249 A 345 N
(1) "	M-BVOR	GRI	112.0		DME
(1)Hayes Center	M-BVORTAC-DTV	HCT	112.2V207, 243.0, 255.4, 272.7	(3)-30235 req #	DME. FSS-Imperial
Imperial (S)	BH-DTV	IML	353V243.0 207, 255.4 272.7	122.1, #	FSS-FAA Imperia
NEBRASKA					
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;207, 243.0, 255.4, 272.7	(3), #	72 A 171 N 252 A 351 N
" AFB	CM		272;118.5	(2), #	
McCook (S)	L-VOR	MCK	110.0	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5, 122.1, 126.7	
(Monitoring category (1)0530-2130 & (3)2130-0530;Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	80 N 172 A 260 N 347 A
(1) "	H-BVORTAC	LBF	117.4		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	70 A 154 N 256 A 326 N
(1) "	M-BVORTAC	OMA	116.3		DME
" Mun	C(g)		278 119.1 126.8 243.0 257.8, 348.6	(2), #	
" Offutt AFB	MHW	OFF	296		
" " "	CM		296	(1)	
(1)Oneill	M-BVORTAC-DTV	ONL	113.9V207, 243.0, 255.4 272.7	(3)-30235 req #	FSS-Grand Is.
(1)Pawnee City	M-BVORTAC-DTV	PWE	112.4V207, 243.0, 255.4 272.7	(3), #	FSS-Lincoln
(1)Raymond	M-BVORTAC-DTV	RAY	116.0V207, 243.0, 255.4, 272.7	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	26 A 122 N 206 A 302 N
(1) "	M-BVORTAC	BFF	112.1		
(1)Sidney	L-BVOR-DTV	SNY	108.2V207, 243.0, 255.4 272.7	(3)-30235 req #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1)Wolbach	H-BVOR-DTV	OBH	114V243.0, 255.4, 120.7, 272.7	(3)-30235 req #	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 272.7 120.7,	(3)-30235 req #	50 A 122 N 230 A 302 N
(1) "	L-BVOR	BAM	109.6		DME
(3)Beatty	M-VORW	BTY	114.7		
(1)Coaldale	M-BVORTAC-DTV	OAL	115.3V243.0, 255.4, 120.7	(3)-30235 req #	FSS-Tonopah
(3)Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 220 A 321 N
(1) "	M-BVOR	EKO	114.5		DME
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
IndianSprings AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7	(3), #	23 A 112 N 208 A 282 N
(1) "	H-BVORTAC	LAS	116.9 243.0		DME
" McCarran Fld	AC(g)		278 284.6, 118.3, 137.8 121.1 257.8, 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	48 A 138 N 228 A 318 N
(1) "	L-BVORTAC	LOL	109.0		DME
(3)Mina	M-VORW	MVA	113.1		
(3)Mormon Mesa	L-VORW	MMM	108.6		DME
Reno	SBRA- DTV	RNO	254;V;243.0, 255.4, 120.7	(3), #	48 A 161 N 228 A 341 N
"	MHW	ACE	215		
(1) "	H-BVOR	RNO	113.9 1193.3 192		DME
" Mun	AC(g)		278 118.3, 3788, 243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TPH	22V2430,2554,120.7	(3)-30235 req#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235,#	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req., #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109.4V1207,2430,2554,272.7	(3)-30235prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209,V1207,2430, 2554,2727	(3)-30235 req, #	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) " FSS-Concord	M-BVOR-DTV	MHT	113.9V1207,2430,2554, 272.7	(3)-30235prior req., #	
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM		126.18	#,122.5	
Whitefield (S)	MHW	HIE	275,		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VORTAC	ACY	110.2		
"(Pomona)NAFEC	AC(g)		278d195,126.18,132.3,14274, 2366,2430,257.8,360.2,263.6 3486	(2), #	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3, 126,3 ,126.2	#, 122.5	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck	M-BVOR-DTXV	COL	115,1 ;V;255.4,120.7 2430	(3)-3023.5,#	DME
FSS-Idlewild					
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Medford Lakes (A)	MHW	MFX	269		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,#	72 A 157 N 243 A 324 N
Morristown Mun	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark FSS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
"	AC(g)		278d18.3,119.2,120.6,121.4, 126.18, 118.1 , 257.8,243.0	(1)req, #,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 118.1 , 122.7		
Paterson	MHW	PNJ	347		
(3)Robbinsville	L-VORW	RBV	109.0		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Solberg FSS-Idlewild,NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4	(3)-3023.5,#	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
(1)Stillwater	M-BVOR-DTV	STW	115d4V255.4, 120.7	(3), #	FSS-Allentown,Pa.
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5,#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7, 272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	C(g)		278d18.3,121.1,123.9,124.3, 1192,3856,2630,3054,126.18,13 4.1,1368,13788,14202,2430,2578,2706,2894,3486,3358,3638	(2), #	
" 1206,2814 281.5,2502,2904,3063,307.2, 124.7, 126.0,	Center		119.0,120.0,119.7,1203,1237,2430,3198,3104, # 2916,2692,3118,319.9,353.8,124.9 2694,284.6,301.4,1255,3176,121.2,126.4,125.3,1257, 125.2		
	UHF/DF		Gds: 2430,2706,2894,3054,3358,3638		
(1)Anton Chico	L-BVOR-DTV	ACH	1100V2430,2554,1207,2727	(3) -30235,req,#	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	1092V1207,2430,2554,2727	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
(1)Carlsbad	M-BVOR-DTV	CNM	1163V2430,2 554,1207,2727	(3) 30235priorreq,#	DME
Clovis-Cannon AFB	HW	CVS	272		
"	CM		118.7,12618	#, 122.5	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7 ,272.7	(3), #	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3-30235prior req, #	79 N 169 A 259 N 349 A
(1)Farmington	H-BVORTAC-DTV	FMN	115.3V2430,2554,120.7,2727	(3)-30235, req, #	
(1)Grants	H-BVOR-DTV	GNT	116.5,V;1207,2430, 2554,2727	(3)-3023.5,#	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co.	C(g)		215d18.3,126.18,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	21 A 109 N 201 A 289 N
(1) "	H-BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
(3)Raton	M-VORW	RTN	115.9		DME
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7 ,272,7	(3) 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DIV	SAF	110.6V1207,2430,2554,2727	(3)-30235, #	DME
" Co. Mun	C(g)		245;19.5,12618,2578,348.6	122.5	
(1)Socorro	M-BVORTAC-DIV	ONM	112.5V2430,2554,1207,272.7	(3), #	FSS-Albuquerque
(3)Texico	L-VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272.7	(3-30235prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7,272.7	(3)-30235,req#	77 A 167 N 257 A 347 N

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	1084;V;120.7,243.0,255.4,272.7	(3)-3023.5 prior req, #	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	15 A 113 N 208 A 293 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Mun	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18,142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1)Binghamton	M-BVOR-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260:V;243.0, 255.4,120.7 272.7	(3)-30235,req #	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intl	AC(g)		278;120.5, 126.18, 119.8, 3486,2578,1265,2430, 3386	(2), #	
"	VHF/DF		Gds: 122.5, 120.5, 126.18, 126.5, 119.8		
Calverton - Peconic River	CI(g)		323;121.3, 126.18,142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1)Dunkirk	L-BVOR-DTV	DKK	111.6;V;120.7,243.0,255.4,272.7	(3)-30235,req #	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req #	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung Co.	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3;126.18, 257.8	1225,2578, 126.18	(0700-1530 Mon - Fri)
(1)Geneseo	L-BVORTAC-DTV	GEE	111.8;V;120.7,243.0,255.4,272.7	(3)-3023.5 req #	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0,255.4,1207,272.7	(3), #	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1)Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235, #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	M-BVORTAC-DTV	HUO	1129;V;255.4,120.7,272.7	(3), #	FSS-Wilkes-Barre,Pa.
Islip,MacArthur Fld	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
(1)Ithaca	L-BVOR-DTV	ITH	1094;V;1207,2430,2554,2727	(3)-30235,req #	FSS-Elmira
(1)Jamestown	L-BVOR-DTV	JHW	1108;V;1207,2430,2554,2727	(3)-30235,req #	FSS-Bradford,Pa.
Lido	MHW	LDO	239		
(1)Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 243;120.7, 272.7	(3)-30235req,#	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1)Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5, #	DME
" "	MHW	IDL	373		
New York, Idlewild Intl	AC(g)		119.1, 121.1,121.65, 123.7, 123.9, 119.7, 132.3, 134.1, 134.64, 136.8, 137.88, 14274, 243.0, 257.8, 269.2, 269.0 290.3, 269:4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		1188, 1196,1198,1200,1201, 121.0,1202,121.2,123.6,123.8,1241, 124.3, 124.8,124.9,125.1,125.3, 125.4,125.5, 125.6,2904, 125.9 126.0,1264,132.3,137.88,243.0,2504,2695,2856,301.4,317.1, 3063,317.7, 362.3,335.6,335.6,317.6,3438,355.8, 363.1,283.7, 1259,1264,121.0,381.6, 278.3,323.8, 360.7,285.5,353.5,3007,3199,3134,327.1	#	
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 27.		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209;V;2430,2554,1207 Trans wea bcst 209 kc.	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia	AC(g.7)		362;1265, 118.7, 1189, 120.4, 125.7, 243.0, 263.0, 274.3,1213, 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,1189,1204,122.7,1257,1265		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls Mun	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1)Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4, 120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req #	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1)Riverhead FSS-Idlewild	M-BVORTAC-DTV	RVH	1172;V;1207,2430,2554	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Monroe Co.	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	0700-2300& req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	H-BVORTAC	SYR	117.0		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 2630, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica					
(1) "	MHW	UTI	275		
" Oneida Co.	L-BVOR-DTV	UCA	112.4V2430 2554,1207 272.7	(3), #	
	C(g)		332;118.1, 243.0, 257.8 348.6	(2), #	
(1)Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224;120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3) Watkins Glen	L-VORW	ATE	117.6		
(1) Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	116.0; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
White Plains Westchester Co.	AC(g) 260, 185, 1244, 1261.8, 1483.2, 2630, 2430, 319.8			(2)-3023.5 req #	
	UHF/DF		Gds: 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326; V; 255.4, 120.7, 272.7	(3), 3023.5 req, #	
(1) "	M-BVOR	AVL	112.4		
"Hendersonville	C(g)		263; 121.1, 243.0, 257.8, 348.6	(2), 3023.5 req, #	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CLT	307; V; 120.7	(3)-3023.5 req # 255.4	89 A 179 N 269 A 359 N
" Douglas Mun	AC(g) 124.0, 307.0, 381.4, 120.5, 243.0, 257.8, 335.6, 348.6		263; 118.1, 123.7, 126.18	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230; 243.0	#	63 A 140 N 243 A 320 N
"	H	NKT	245		
"	M-BVOR	NKT	115.4		
"	CM			(1)	
(1) Cofield	L-BVOR-DTV	CVI	116.2; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Eliz. City
(1) Elizabeth City	L-BVOR DTV	ECG	114.6; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
Fayetteville	MHW	FAY	209		
" Grannis Fld	C(g.7)		278, 183, 243.0, 257.8, 348.6	(2), #	
Ft. Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365; V; 255.4, 120.7, 272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	115.8		DME
" High Point	AC(g)		242; 118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1) Hickory	M-BVOR-TVJ	HKY	110.0; V; 323; 120.7	(3)-3023.5 req # . 255.4	
Lumberton	MHW	LBT	359		
(3) "	VORW	LBT	117.0	Test basis	Unmonitored
New Bern	BMH-DTV	EWN	299; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1) Pinehurst	BVOR-DTV	SOP	111.8; V; 255.4, 120.7, 272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350; V; 243.0, 255.4 120.7, 272.7	(3)-3023.5 req #	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
"	AC(g)		266; 119.3, 126.18, 243.0, 257.8, 1253.3, 486.1, 33.2, 13 68.2, 783.3, 104.1, 341.1, 3788.3, 072.1, 206.3, 638 281.4	(2)-3023.5 #	
(1) Rocky Mount	M-BVOR-DTVJ	RMT	116.6; V; 243.0, 255.4; 317; 120.7, 272.7	(3)-3023.5, #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368; V; 243.0, 255.4, 301.4, 120.7, 272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		396; 119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278, 187, 119.8, 126.18, 243.0, 257.8, 348.6	(1), 122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230; V; 243.0, 255.4. 120.7, 272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	115.7		DME
Dickinson	SBMRAZ-DTV	DIK	308; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365; V; 243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278; 118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353; V; 243.0, 255.4, 120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344; V; 243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209; V; 243.0, 255.4, 120.7, 272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1) Williston	M-BVOR-DTV	ISN	116.3; V; 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Minot
OHIO					
Akron	SBMRLZ-DTV	AKR	362; V; 255.4, 120.7, 272.7	(3), #	21 A 110 N 202 A 290 N
(1) "	L-BVOR	ACO	108.4		
" Mun	C(g.7)		272, 195, 243.0, 257.8	(1), #, 122.7	
" Canton	AC(g)		278; 118.3, 126.18, 243.0, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1) Appleton FSS-Columbus	H-BVORTAC-DTV	APE	116.7; V; 255.4, 243.0, 120.7, 272.7	(3), #	DME
(1) Attica	L-BVOR-DTV	ATO	114.4; V; 120.7, 243.0, 255.4	(3)-3023.5 req #	FSS-Mansfield
(1) Bellaire	L-BVOR-DTV	AIR	115.6; V; 120.7, 255.4	(3), #	FSS-Wheeling, W. Va.
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1) Chardon	L-BVORTAC-DIXV	CXR	109.8; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	47 A 122 N 224 A 296 N
(1) "	M-BVORTAC	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317; 118.3, 121.0, 126.18, 124.7, 257.8, 243.0, 238, 360.6	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.18		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland Trans wea bcs on 344kc.	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	95 A 144 N 279 A 324 N
(1) "	M-BVOR	CLE	113.6		DME
" Hopkins	AC(g)		369; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6 307.0, 348.6	(2), #	
" " "	VHF/DF		Gds: 1193 1185 1199 121.0 122.5 126.18		
	Center		120.5, 124.2, 124.3 124.4 379.2 379.3 379.8 380.3 3198 124.6 318.2 [redacted] 243.0 284.6 301.4 311.8 318.2 124.0 119.6 269.4 283.7 317.7 285.5 120.8 124.1 [redacted] 340.6 118.6 125.7 120.2 3230 125.0 119.2 1258.	#	350.2 353.7 125.2 3063 307.2
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278 109.5, 121.1 121.3, 126.18 123.7 136.8 142.0 243.0 257.6 262.0 327.0 348.6	(2), #	
" " "	VHF/DF		Gds: 121 121.3, 122.5, 123.7, 126.18, 136.8, 142.0g		
	UHF/DF		Gds: 243.0, 263.0, 327.0, 305.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	115.0V 243.0 255.4 120.7 272.7	(3)-30235 req #	DME
" Mun	C(g)		278 119.5, 126.18 243.0 257.6	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2V 120.7 243.0 255.4 272.7	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209V 120.7 243.0 255.4 272.7	(3), #	
(1) "	M-BVOR	FDY	117.3		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	L-BVORTAC-DTV	JFN	115.2V 243.0 255.4 120.7 272.7	(3), #	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	108.8V 120.7 243.0 255.4	(3)-30235 req #	
" Mun	AC(g)		278 381.6 124.7 126.5 257.8 275.8	(2)-30235 req #	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DTV	AVR	112.4V 255.4 120.7	(3), #	FSS-Akron
(3) Newcomerstown	L-VORW	CTW	111.8		
Perry	MHW	PEX	333		
(1) Sandusky	L-BVORTAC-DIV	SKY	109.2V 120.7 243.0 255.4 272.7	(3)-30235 req #	FSS-Cleveland
(1) Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(1) Tiverton	L-VORW	TVT	115.8		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396 118 123.8 126.18 243.0 257.8 383.8 348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1) Waterville	M-BVORTAC-DTV	VWV	113.1V 255.4 120.7	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3), #	5 A 101 N 185 A 281 N
(1) "	M-BVOR	YNG	114.7		DME
" Mun	AC(g)		278 125.5 126.18 243.0 257.8, 119.0 275.8 381.4	(2), #	
" "	VHF/DF		Gds: 100-155 mcs (req)		
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-DTV	ZZV	275V 120.7 243.0 255.4 272.7	(3)-30235 req #	
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400V 120.7 243.0 255.4 272.7	(3)-30235 req #	
(1) "	M-BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	388 ;118.5 126.18 122.2	(1), #; 122.2 122.1 ctld Tulsa	DME
(1) "	M-BVOR-DTV	BVO	117.9V 255.4 120.7 272.7	(3)-3023.5 req #	FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	39 A 134 N 224 A 314 N
(1) "	M-BVOR	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req #	
(1) Kingfisher	M-BVORTAC-DTV	IFI	114.2V 120.7 243.0 255.4 272.7	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2V 120.7 243.0 255.4 272.7	(3)-30235 req #	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308 118.6 121.3 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0 ;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req #	
Muskogee Davis Fld AFB	H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVORTAC	OKC	115.0		DME
" Will Rogers Fld	C(g)		272 183, 137.88, 243.0 257.8 348.6	(2), #	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	108.2V 120.7 243.0 255.4 272.7	(3)-30235 req #	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	L-BVOR-DTV	PGO	111.2V 120.7 255.4 243.0 272.7	(3)-3023.5 #	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368V 120.7 243.0 255.4 272.7	(3)-30235 req #	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	115.2V 243.0 255.4 120.7 272.7	(3)-30235 req #	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7 272.7	(3)-30235, req #	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Mun	AC(g)		278 118.7 119.1 126.18 243.0 257.8 338.6 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7, 272.7	(3), #	65 N 177 A 245 N 331 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284 118.5 126.18 257.8 348.6	#, 122.5	
(3) Lakeview	M-BVOR-DTV	LKV	112.0V 243.0 255.4 120.7 272.7	(3), #	
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7 272.7	(3), #	FSS-Klamath Falls
(1) "	H-BVORTAC	MFR	113.6		75 A 152 N 255 A 338 N DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Mun	AC(g)		278;118.3, 126.18, 243.0 257.8, 3486	(2), #	
" "	VHF/DF			100-156	
(1)Newberg	M-BVOR-DTV	UBG	114.4;V;120.7,255.4,243.0	(3), #	FSS-Portland
(1)Newport	H-BVOR-D	ONP	117[illegible]	122.1	Ctld Eugene FSS
(1)North Bend	M-BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235 req,#	
Ontario	MHW	ONO	305		
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7, 272.7	(3), #	57 A 107 N 237 A 302 N
(1) "	H-BVOR	PDT	114.7		DME
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4, 120.7	(3), #	61 A 152 N 244 A 357 N
(1) "	M-BVORTAC	PDX	115.7		DME
" Intl	AC(g)		278;118.1,118.7,124.9,126.18, 3054,119.8,243.0,284.6,2578,2903,3486,3856	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7, 272.7	(3), #	102 N 164 A 282 N 357 A
(1) "	M-BVOR	RDM	117.6		
(3)Rome	M-VORW	REO	112.5		DME
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7, 272.7	(3), #	76 N 185 A 255 N 343 A
(1) "	H-BVORTAC	DLS	117.2		DME
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	321;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	M-BVORTAC	ABE	117.5		DME
" Bethlehem Easton	AC(g)		278;120.5, 243.0, 257.8, 118.2	(2), #, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4. 120.7, 272.7	(3)-30235 req,#	23 A 88 N 203 A 281 N
(1) "	L-BVOR	AOO	108.8		
(1)Bradford	M-BVOR-DTV	BFD	116;V;120.7,243.0, 255.4,272.7	(3)-30235 req,#	DME
"	BMH	BFD	224		
Butler	MHW	BTP	206		
Cecil	MHW	CEU	219		
(3)Clarion	L-VORW	CIP	109.0		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Du Bois	HW	DUJ	356		
(1)East Texas	M-BVORTAC-DTV	ETX	115.8;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Ellwood City FSS-Pittsburgh	L-BVOR-DTV	EWC	109.6;V;120.7 ,243.0. 255.4 , 272.7	(3)-30235 req,#	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7 , 272.7	(3), #	69 A 184 N 243 A 357 N
(1) "	H-BVORTAC-DTV	ERI	115.7		DME
" Port Erie	AC(g)		278;118.1,243.0,257.8,3486	(2), #	
(3)Fitzgerald	M-VORW	FTZ	112.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7,272.7	(3)-3023.5,#	07 A 104 N 194 A 298 N
(1) "	L-BVORTAC	HAR	109.8		DME
"York State	AC(g)		278;195.1209,126.1,243.0,257.8,281.4	(2), #	
Hazleton (P)	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Imperial	L-BVORTAC-DTV	IRL	110.0V;243.0,255.4,120.7,272.7	(3)-30235 req, #	FSS-Pittsburgh
(3)Indianhead	L-VORW	IHD	108.6		
(1)Johnstown	M-BVOR-DTV	JST	113.0V;243.0,255.4,120.7,272.7	(3)-30235 req,#	FSS-Altoona
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
(1)Keating	M-BVOR-DTV	ETG	113.7V;120.7,243.0,255.4,272.7	(3), #	FSS-Philipsburg
Lancaster	MHW	LRP	326		
(1) "	L-BVOR-DTV	LRP	111.4V;120.7,243.0,255.4,272.7	(3)-30235, #	FSS-Harrisburg
McKeesport	MHW	MKP	287		
(1)Milton	L-BVORTAC-DTV	MIP	109.2V;120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Williamsport
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	343V;243.0,255.4,120.7,272.7	(3), #	58 A 148 N 238 A 328 N
(1) "	L-VOR	PNE	110.0		
"	C(g)		326;121.3,126.18,243.0,257.8	(2), #	
Philadelphia FSS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7, 272.7	(3), #	80 A 160 N 253 A 350 N
" Intl	AC(g)		372;118.5, 119.0, 125.0, 124.6,126.18,142.74,243.0,291.7,263.0,3072,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds: 118.5,119.0 ,125.0, 122.7,124.6,126.18,142.74		
Philadelphia - Mustin Fld ALF	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7, 272.7	(3), #	110 A 163 N 287 A 349 N
(1) "	M-BVORTAC	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 254 kc.	(3)-30235 req,#	44 A 138 N 224 A 304 N
(1) "	H-BVOR	PIT	117.4		DME
" Allegheny Co.	C(g)		278;121.3,126.18,243.0,257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7,119.1,121.1,238, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4,348.6,3638,3608	(1), #, 122.7	
"	Center		118.9, 119.2, 120.9, 307.9,125.1,132.3,137.88,243.0,120.6,290.8,301.4,319.2,126.1,275.1 126.8,118.4,324.7,343.6,322.5,120.4,126.0,126.6,379.1,285.8,281.5	#	
" "	VHF/DF-1		Gds: 118.7,119.3,121.1, 122.5,126.18		
	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown FSS- N. Phila.	L-BVOR-DTV	PTW	115.2;V;243.0, 255.4, 120.7 ,272.7	(3), #	
Reading, General Spaatz Fld	AC(g)		281;126.18, 119., 243.0, 257.8	#, 122.5	
"	VHF/DF		Gds: 100-156 mcs (req)		
(3)St. Thomas	M-VORW	THS	115.0		
Selinsgrove	BMH-DTV	SEG	353V;120.7,243.0,255.4,272.7	(3)-30235 req, #	FSS-Williamsport
(1) "	M-BVORTAC	SEG	113.3		DME
(3)Stony Fork	L-VORW	SFK	111.2		
(1)Stroudsburg	M-BVORTAC-DTV	SSB	114.2 ;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Tidioute	L-BVOR-DTV	TDT	110.6V;120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-Bradford
(1)Tower City	L-VORW	TWC	114.6		
(1)Tyrone	M-BVORTAC-DTV	TON	113.9V;243.0,255.4,120.7,272.7	(3), #	FSS-Philipsburg
(1)Uniontown	L-BVORTAC-DTV	UNT	110.4V;243.0,255.4,120.7,272.7	(3)-30235 req,#	FSS-Pittsburgh
(1)West Chester FSS-N. Phila.	M-BVORTAC DTV	ESR	116.4;V;243.0, 255.4 120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7 ,272.7	(3),#	68 A 174 N 271 A 360 N
(1) "	M-BVOR	AVP	117.8		DME
"	AC(g)		248;121.3, 243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;207,2430,2554,2727	(3)-30235,req,#	11 N 101 A
(1) "	M-BVORTAC	IPT	114.4		176 N 280 A
" Lycoming Co.	AC(g)		281;119.1,2430,2578,3104,3486	122.5,#	
Willow Grove NAS	SMRLZ	NXX	388;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1),#	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	L-BVOR-DTV	ARD	1162;V;207,2430,2554,272.7	(3),#	FSS-N.Phila.
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;207,243.0,255.4	(3),#	47 A 106 N
(1) "	M-BVOR	PVD	115.6		205 A 291 N
" Green	C(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1),#	86 A 159 N 266 A 339 N
" "	M-BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	H-VORW	ALD	116.7		
Anderson	BMH-TV	AND	353;V;207,243.0,2554,2727	(3)-30235,req,#	
Beaufort MCAAS	HW	NBC	391		
Camden (A)	MHW	CMS	254		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7 ,272.7	(3),#	47 A 121 N 198 A 291 N
(1) "	M-BVORTAC	CHS	113.5		DME
" AFB/MUN	AC(g)		278;118.3,1193,126.18,2578,2630,3486	(2),#	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
(1)Chesterfield	L-BVOR-DTV	CTF	1082;V;207,2430,2554,2727	(3)-30235,req,#	FSS-Florence
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7,2727	(3)-3023.5req,#	88 A 150 N 269 A 330 N
(1) "	M-BVOR	CAE	114.7		DME
"	AC(g)		335;195,126.18,2430,2578,3486	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4,120.7 272.7	(3)-3023.5req,#	12 A 112 N 192 A 292 N
(1) "	M-BVOR	FLO	115.5		DME
(1)Fort Mill	M-BVOR-DTV	FML	117.2		
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7 272.7	(3),#	3 A 93 N 183 A 273 N
" Mun	AC(g)		396;180,1199,1245,1259,126.18, 2578,3192,3232,3486	Gds:(2),#	
Greenwood	M-BVOR-DTV	GRD	114.2;V;207,2430,2554,272.7	(3),#	FSS-Anderson,S.C.
(1)Myrtle Beach	M-BVOR-DTV	MYR	117.8;V;207,2430,2554,2727	(3),#	DME
	BMH	MYR	380		
" Conway	HW	MTL	269		
"	CM		121.3	122.5	Apch ctl avail.
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7,272.7	(3),#	58 A 148 N 235 A 328 N
(1) "	M-BVOR	SPA	115.7		DME
" Mun	AC(g)		317;118.3, 126.18, 257.8 348.6	(2),#	
Sumter, Shaw AFB	MRAW	SSC	375		36 A 126 N 216 A 306 N
" "	HW	SHW	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	110 A 162 N
(1) "	H-BVOR	ABR	113.0		290 A 342 N
(1)Dupree	H-BVOR-DTV	DPR	1168;V;2430,2554,207,272.7	(3),#	FSS-Pierre
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	45 A 114 N 225 A 294 N
(1) "	M-BVOR	HON	117.6		
Lemmon (S)	L-VOR	LEM	111.4	122.1	(0700-1900)
(1)Philip	L-BVOR-TV	PHP	108.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7 ,272.7	(3),#	60 N 168 A 263 N 348 A
(1) "	M-BVOR	PIR	112.5		DME
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 120.7 ,272.7,301.4	(3),#	67 A 166 N 256 A 347 N
(1) "	M-BVORTAC	RAP	116.5		DME
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7 , 272.7	(3),#	54 A 118 N 234 A 337 N
(1) "	H-BVORTAC	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2),#	
(1)Smithwick	L-BVOR-DTV	SWK	117.1;V;2430,2554,207,272.7	(3)-30235,req,#	FSS-Chadron
(1)Watertown	M-BVORTAC-DTV	ATY	1166;V;2430,2554,207,272.7	(3)-30235,req,#	
(1)Winner	M-VORW	ISD	116.7		
Winner (S)	L-VOR	INE	108.6	122.1	(0700-1900)
Yankton (S)	L-VOR	YKN	111.4	122.1	(0700-1900)
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	M-BVOR-DTV	CHA	1128;V;122.2,207,2554	(3)-30235,req,#	FSS-Crossville
" Lovell Fld	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2),#	
(1)Crossville	M-BVOR-TV	CSV	113.4;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5req,#	DME
(1)Dyersburg	M-BVOR-DTV	DYR	116.8;V;243.0, 255.4 120.7 ,272.7	(3)-30235,req,#	
"	BMH	DYR	251		
Emmett	MHW	EME	320		
Gainsville (N)	MH	NQ4	263		
(1)Graham	M-VORW	GHM	113.8		DME
Jack's Creek FSS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	6 A 63 N 186 A 243 N
(1) "	L-BVOR	JKS	109.4		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req,#	12 N 70 A 174 N 243 A
(1) "	H-BVOR	TYS	116.4		DME
" McGhee - Tyson	AC(g)		278;181,1187,1239,1268,2578, 3054,3486,3822,3608	(2),#	
" "	VHF/DF		Gds: 118.1, 118.7, 1203, 1221, 122.5, 1239, 1267, 1268, 132.0, 132.3, 1359		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7 , 272.7	(3),#	
(1) "	M-BVORTAC	MEM	117.8		DME
" /Mun	AC(g)		278;183,1191,1268,2430,2578,2916, 3406,3486,1197	(2),#	
"	Center		119.3, 119.8, 120.1, 120.2, 123.6, 120.4, 120.5, 123.8, 118.2, 124.1, 124.2, 126.5, 269.4, 307.2, 300.7, 124.3, 124.4, 124.5, 124.6, 124.7, 125.3, 125.8, 126.0, 126.1, 243.0, 250.2, 301.4, 306.3, 311.8, 318.2, 323.0, 323.2, 319.9, 378.8, 281.4, 290.4, 285.4, 275.1, 381.4, 310.4	#	
" "	VHF/DF		Gds: 118.3, 119.1, 119.7, 120.3, 122.1, 122.5, 126.7, 126.18, 132.0, 135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freq: facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc, (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 2366, 2430	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	66 A 156 N 246 A 309 N
(1) "	M-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.18, 243.0 257.8, 383.8, 119.9, 119.1	(2), # 348.6, 284.6	
"	VHF/DF		Gds: 118.5 119.1, 120.3, 122.1, 123.7, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
"	AC(g)		278, 1195, 1257, 126.18, 2578, 3486	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7, 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.3, 126.18, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
Addison (P)	L-VOR	ADS	111.4		
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7 243.0, 272.7	(3)-30235 req, #	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 2430, 2554 272.7	(3)-30235, req, #	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 346.3, 307.0, 290.3, 1195, 121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235, req, #	
(1) "	H-BVORTAC	AUS	112.5		DME
" Mueller Mun	C(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7, 272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
"Jefferson Co Mun	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7, 272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVORTAC-DTV	BPR	116.5V120.7, 243.0, 255.4 272.7	(3)-30235 req, #	FSS-Ft Worth
(1) Britton	M-BVOR-DTV	BRT	117.0V120.7, 243.0, 255.4 272.7	(3)-30235 req, #	FSS-Ft. Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
Brownsville Rio Grande Valley Intl	AC(g)		278;118.7, 126.18, 119.5, 250.2, 257.8, 348.6	(2), #	
(1) Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6V243.0, 255.4, 120.7 272.7	(3)-30235, req, #	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1) Childress	M-BVOR-DTV	CDS	117.6V243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6V243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	
(1) College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	DME
" Easterwood Fld	C(g)		272;118.5, 126.18 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	51 A 139 N 219 A 319 N
(1) "	M-BVORTAC	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) Culberson	M-VORW	CXN	113.4		DME
(1) Dalhart	L-BVOR-DTV	DHT	114.9;V;243.0, 255.4 120.7, 272.7	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6, 1198, 1237	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 132.6		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1) Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7, 120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intl.	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 1256 243.0, 250.4, 301.4, 125.4, 269.0, 271.2, 275.1 323.0, 1244 124.6, 124.2, 269.2, 363.1, 278.3, 281.4	#	
Falfurrias (N)	MHW	NK	347		
(1) Ft. Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V243.0,255.4,120.7,272.7	(3)-3023.5 req, #	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317,118.1,118.9,123.9,126.18, 263.6, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5 req, #, 122.7	
" "	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 122.5, 126.18, 132.0, 142.74, 119.6, 123.9		
" Meacham Fld	C(g)		272; 118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7 → 363	(0600-2200)
" 291.7, 1255	Center		119.4, 269.4, 120.3, 120.8, 120.9, 125.4, 243.0	#	291.7, 250.2, 343.6, 269.2, 285.5 323.2, 126.1, 326.2, 124.8, 126.0
1205, 250.4, 285.6, 300.7, 283.7, 124.1, 124.6, 301.4, 355.7, 306.3, 360.6, 351.9, 379.1, 124.0, 124.7, 125.6, 124.3, 125.0.					
"					
" Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266; 121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1) Gregg Co.	M-BVOR-DTV	GGG	117.4; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	
" Longview Mun	AC(g)		347, 118.1, 257.8, 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
(1) Harlingen	L-BVOR-DV	HRL	1088; V; 243.0, 255.4, 120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332; V; 243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Intl	AC(g)		278; 118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1) Hudspeth	M-VORW	HUP	115.0		DME
(1) Junction	M-BVOR-DTV	JCT	1160; V; 207, 243.0, 255.4, 272.7	(3)-3023.5, #	
"	BMH	JCT	275		
Kelly FSS-San Antonio	SBRAZ-DTV	SKF	254; V; 243.0, 255.4, 120.7, 272.7	(3), #	14 A 128 N 196 A 319 N
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Grav AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVORTAC-DTV	LRD	1139; V; 122.2, 120.7, 255.4	(3)-3023.5, #	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1) La Vernia	L-BVOR-DTV	LVR	1084; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 prior req.	FSS-San Antonio
(1) Leona	M-BVOR-DTV	LOA	1108; V; 207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-College Station
(1) Llano	L-BVOR-DTV	LLO	1082; V; 207, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391; V; 243.0, 255.4, 120.7, 272.7	(3), #	79 N 174 A 259 N 354 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1) Lubbock →	H-BVORTAC	LBB	116.4		
" Mun	AC(g)		278; 119.9, 126.18, 257.8, 348.6, 118.1	3356 (2), #	
(1) Lometa	M-BVORTAC-DTV	MTA	117.9; V; 207, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1; V; 207, 243.0, 255.4, 272.7	(3)-30235, req, #	DME
(1) McAllen	L-BVOR-DTV	MFE	109.8; V; 207, 243.0, 255.4	(3), #	FSS-Brownsville
(3) Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311; V; 243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278; 118.7, 126.18, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
Mineral Wells	BMH-TV	MWL	284; V; 207, 243.0, 255.4, 272.7	(3)-30235 prior req, #	
(1) "	M-BVORTAC	MWL	1155		DME
Newark	HW	EWX	407		
(1) Newman FSS-El Paso	M-BVOR-DTV	EWM	112.4; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pasadena	MHW	PDA	245		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1) Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	1090; V; 207, 243.0, 255.4, 272.7	(3), #	FSS-Junction
(1) Sabine Pass	M-BVOR-DTV	SBI	1154; V; 207, 243.0, 255.4, 272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335; V; 243.0, 255.4, 120.7	(3), -3023.5, #	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1) San Angelo	H-BVOR-DTV	SJT	115.1; V; 255.4, 120.7 272.7	(3), #	
" Mathis Fld	AC(g)		272, 118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344; V; 243.0, 255.4, 120.7 272.7	(3)-3023.5, prior req, #	85 N 175 A 265 N 355 A
(1) "	M-BVORTAC	SAT	116.8		DME
" Intl	AC(g)		278; 118, 91, 195, 123.9, 124.3, 243.0, 257.8, 348.6, 381.4,	(2), #, 126.18, 307.0, 317.5	
"	Center		119.7, 120.1, 120.5, 121.0, 121.2, 290.4, 124.4, 119.4, 124.0, 269.6, 124.8, 269.0, 124.6, 243.0, 125.0, 12 6.4 123.8, 125.8, 124.2, 269.2, 326.2, 311.8, 300.7, 291.6, 281.5, 271.2, 118.2. 125.2, 301.4, 291.7, 363, 124.1, 353.8, 335.6, 124.7, 119.2, 322.5, 120.6, 275.1, 278.3, 285.4	#	124.5, 281.4 319.8.
" "	VHF/DF		Gds: 118.9, 119.5, 122.1, 122.5, 123.9, 124.3, 126.18, 126.7, 132.0, 135.9, 137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above.** * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.6V243.0,255.4,120.7,272.7	(3)-3023.5, prior req, #	FSS-San Antonio
(1)Sulphur Springs	M-VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;120.7,255.4,272.7	(3), #	
" Pounds Fld	AC(g)		272;119.1,243.0,257.8,348.6	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2V120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Palacios
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
	M-BVOR	ACT	115.3		DME
(1) "	C(g)		278;119.9, 126.18, 115.3 257.8, 348.6	(2), #	
" Mun					
Wichita Falls	H-BVORTAC-DTV	SPS	1127;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	
(1) "	HW	SPS	296 3486		
Sheppard AFB/Mun	AC(g)		278;182,119,1126.18,243.0,257.8,327.1,274.3	#, 122.5	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1.		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4, 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7 , 272.7	(3)-3023.5 req, #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5 req, #	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVORTAC-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req, #	DME
(1) LaSal	M-BVOR-DTV	LXL	1129V1207,2430,2554,2727	(3)-3023.5 req, #	Colo FSS-Grand Jct.
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3) "	H-*VORW	LCU	115.6		
(1)Milford	H-*BVORTAC-DTV	MLF	112.1V1207,2430,2554,2727	(3)-3023.5 req, #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7,272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-BVOR-DTV	PVU	116.6V243.0,255.4,120.7,272.7	(3), #	FSS-Salt Lake City
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4. 120.7 , 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Mun #1	AC(g)		278;118.3, 119.5, 120.9 126.18,243.0,250.2,257.8,305.4,348.6	(2), #	
" "	VHF/DF		Gds: 119.5 (req 120.9,120.1,120.3,121.9,122.1,122.5,126.8,126.7,135.9)		
" "	Center		1244, 124.5,1258,125.1,243.0,1266,120.3,351.9,291.6,290.4,269.6, 3104,3175,285.6,121.3,120.0,120.6,274.3,301.4, 319.8,124.2,124.8,1253, 1265,269.2, 123.6,278.3, 311.8 275.1,269.0		
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ – DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8V243.0,255.4,120.7,272.7	(3), #	FSS-Glens Falls, N.Y.
Burlington	SBRAZ-DTV	BTV	323;V;255.4, 120.7	(3), #	30 A 169 N 210 A 331 N
(1) "	L-BVOR	BTV	111.2		
" Mun	AC(g)		278;118.3, 126.18, 243.0 348.6,353.3,121.1,192,360.8,257.8,363.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-3023.5 req, #	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	242		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
(3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8V1207,2554,272.7	(3), #	FSS-Wash., D.C
(1)Cape Charles	L-BVORTAC-DTV	CCV	109.0V243.0,255.4,120.7272.7	(3)-3023.5, #	FSS-Newport News
(1)Casanova	L-BVOR-DTXV	CSN	109.6V120.7,255.4,272.7	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344V1207,2430,2554,2727	(3)-3023.5 req, #	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4. 120.7,272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
Ft Eustis, Felker AAF	CM		126.3	# (0730-2330 Mon-Sat)	
(1)Franklin	L-BVOR-DTV	FKN	116.6V1207,2430,2554,2727	(3)-3023.5, #	FSS-Richmond
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7 ,272.7	(3), #	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req, #	67 A 136 N 247 A 316 N
(1) "	H-BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	116.3 V 255.4, 120.7, 272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HIS	111.4;V;120.7, 255.4 272.7	(3)-3023.5 req, #	
(1)Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9V243.0,255.4,120.7272.7	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(3)Linden	M-VORW	LDN	114.3		
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
(1) "	L-BVOR	LYH	109.2		
" Preston Glenn	C(g)		287;118.1, 243.0, 257.8	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS -Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317;118.7, 243.0, 257.8 3486	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Mun	AC(g)		396;121.1, 137.88, 132.3, 257.8, 348.6 1252	(2), #	
"	Center		118.6, 1255., 118.5, 118.9, 120.3, 124.9', 1257, 132.3, 323.0 124.2 342.2 137.88 3606 301.4 3198 383.8 284.6 269.4 3537	#	
"	VHF/DF		Gds: 1252, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	M-BVOR	PSK	117.7		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd Fld	AC(g)		396;190, 1195, 12618, 2578, 3486, 3558, 3512	(2), #	
" "	UHF/DF		Gds: 2430, 2578, 348.6 3558		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4, 120.7, 272.7	(3)-30235 req#	73 A 170 N 244 A 350 N
" Mun(Woodrum Fld)	AC(g)		278;118.3, 119.9, 243.0, 257.8	(2)-30235 req#	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-BVOR-DTV	SBV	1104;V;120.7, 243.0, 255.4 2727	(3)-30235 req#	DME FSS Danville
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	1084		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V-122;120.7, 2554	(3)-3023.5, #	91 N 176 A 230 N 347 A
(1) "	M-BVORTAC	ELN	117.9		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 157 N 230 A 337 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		64 A 146 N 244 A 337 N
Everett Paine AFB	HW	PAE	396		
"	CM		347	122.5req.(1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L-*BVOR-D	OLM	108.2		Ctld Seattle FSS
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton Mun	CI(g)		335;121.3 2758;	(2), #	(0800-2400)
Richland, AEC	CI		126.18, 121.5 121.3, 364.2 req	(1), 2430 req, #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7, 272.7	(3), #	117 N 186 A 269 N 356 A
" Boeing Fld	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 121.2 125.3 291.7, 243.0, 285.4, 1250 281.5, 300.7, 311.8, 310.4, 1206 2837, 2855, 301.4, 317.6, 319.2, 124.1, 125.5, 123.8, 124.2, 2783, 3063 2904, 3134, 324.7, 124.4, 307.9, 124.5, 119.2, 124.6, 125.1, 1256, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.18, 125.9, 243.0, 257.8, 122.6, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-*BVOR	SEA	114.5		DME
" " Intl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 2578, 3486 271.2, 290.8, 338.2, 125.9	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	532		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Geiger Fld	C(g)		278;118.3, 126.18, 243.0 257.8 348.6	(2), #	
"	Center		125.2, 125.7, 126.0, 126.4, 250.2, 269.2, 275.1, 291.6, 301.4, 352.0 req: 121.5, 243.0	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Clc ctl zone)
"	CM		272	(2)	
" Gray AAF	H	GRF	216		
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
(1) "	L-BVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2	(1), #	41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 May 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Mun.	AC(g)		278;119.1, 120.2, 2690, 2578, 3486	(2), #	
WEST VIRGINIA					
(1)Beckley.	L-BVOR-DTV	BKW	1098;V;1207, 2430, 2554, 272.7	(3)-30235 prior req.#	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	1133;V;1207, 2430, 2554,	122.1, #	135.0, 135.9 unavail.
Charleston	SBRAZ-DTV	CRW	400;V;1207, 2430, 2554, 272.7	(3)-30235 prior req.#	101 A 179 N 271 A 359 N
(1) "	M-BVORTAC	CRW	115.4 3486		
" Kanawha Co.	AC(g)		317, 118.5, 1198, 125.9, 126.18, 2578, 3838	(2), #	
" "	VHF/DF		Gds: 1185, 1198, 122.5, 1259, 1268		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7, 2727	(3)-30235 req.#	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVORTAC-DTV	HNN	111.2;V;1207, 2430, 2554, 2727	(3)-30235 prior req.#	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;1207, 2430, 2554, 272.7	(3)-30235 prior req. #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Mun	CI		1205 126.18, 2366, 2430, 1215 req # 122.5		(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req. #	36 A 140 N 216 A 320 N
(1) "	H-BVORTAC	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7, 272.7	(3)-30235 req.#	DME
(3)Rainelle	L-VORW	RNL	108.8		
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4, 120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(3)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " " "	L-BVOR-DTV	SSU	1084;V;2554, 1207, 272.7	(3)-30235 req.#	FSS-Roanoke, Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	
(1)Green Bay	H-BVORTAC-DTV	GRB	1170;V;2430, 2554, 1207, 2727	(3)-30235 req.#	
" "	MHW	XGB	396		FSS-Rockford, Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;1207, 2430, 2554, 272.7	(3), 30235 req.#	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7, 2727	(3)-30235 req.#	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278, 118.3, 126.18, 1201, 2430, 2578, 3638, 3238	(2), #	
" "	VHF/DF		Gds: 119.3, 121.9, 122.1, 122.5, 126.18, 135.0, 135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 2727, 120.7 Trans wea bcst 242 kc	(3)-30235 req.#	100 A 173 N 258 A 359 N
(1) "	H-BVOR	MKE	116.4		DME
" General Mitchell Fld	AC(g)		278;119.1, 124.1, 124.9, 126.18, 2430, 2578, 2630, 2854, 1238, 291.7	(2), #	
WISCONSIN					
Milwaukee Gen Mitchell Fld	VHF/DF		Gds: 119.1, 122.5, 124.1, 124.9, 1268 (Req 1193, 1211, 1221, 1267, 1359		
	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DTV	OSH	111.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	
FSS - Green Bay					
(3)Rewey	M-VORW	RWY	115.8		
(1)Stevens Point	L-BVOR-DTV	STE	1106;V;2430, 2554, 1207, 272.7	(3)-30235 req.#	FSS-Wausau
(1)Wausau	M-BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	(0800-sunset other hrs. req.
WYOMING					
(3)Big Piney	M-VORW	BPI	116.5		
(1)Boysen Reservoir	M-BVORTAC	BOY	114.2;V;122.2, 2430, 2554, 1207	(3)-30235 req.#	FSS-Casper
Casper	SBRAZ-DTV	CPR	269;V, -122.2;243.0 255.4;120.7, 272.7	(3)-30235 req.#	76 A 159 N 256 A 335 N
(1) "	H-BVOR	CPR	116.2		
" Air Term.	AC(g)		278, 118.3, 126.18, 2578, 3486	(2), #	
(1)Cherokee	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4. 120.7, 2727	(3)-30235 req.#	DME
FSS-Rawlins					
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7, 272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVORTAC	CYS	113.1		DME
" Mun	AC(g)		201, 1187, 1199, 126.18, 2578, 2630, 3486	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	1142;V;1207, 2430, 2554, 2727	(3)-3023.5 req.#	DME/FSS Sheridan
(1)Douglas	L-BVOR-DTV	DGW	1086;V-122.2; 255.4, 120.7	(3)-3023.5, #	
FSS-Casper					
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
FSS-Rock Springs					
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4. 120.7, 2727	(3), #	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
FSS-Laramie					
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	28 A 118 N 208 A 298 N
(1) "	H-BVOR	SHR	115.3		
Sinclair	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7, 272.7	(3)-30235 req.#	67 A 164 N 251 A 344 N
FSS-Rawlins					
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Puerto Rico Intl	AC(g)		272;118.3, 243.0, 257.8 348.6, 1190, 269.2,	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396, 187, 126.18, 2338, 257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
[redacted]					
Swan Island	HHW	SWA	407;121.5	♦, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Christiansted Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	♦, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St. Thomas, Charlotte Amalie Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 2430 2554	(3)-3023.5 req ♦	
" "	M-BVOR	STT	108.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. ♦ = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: ALBERTVILLE ARPT: 150' lgtd temp twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)
ANNISTON RADIO: About June 6, VOR will be shut down until aprx June 11 - class chg to L-VOR and freq chg to 108.8 mc. (5-4)
BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.
BIRMINGHAM ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
**BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day and ngt rnwy lowered to 200'-1/2.
ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4; Rmks: Unattended. Tree E. (4-7)
FORT RUCKER SPECIAL NOTICE: May 1 thru 15, U.S. Army Aviation Board will conduct tests of a Personal Rescue Rdo Set on 243.0 mc with voice and tone tsmtns at 75 milliwatts pwr durg hrs 0900-1200 and 1800-2100 within 100 mi radius. (3-16)
★GADSDEN RADIO: VOR comsnd. Freq: 112.0 mc. Ident: GAD. Lctd lat 33-58-33, 3-58-long. 86-05-05. Montrg category (1). Ctld from Anniston FSS Class: M-BVOR. Rcvd too late for inclusion ANRA page.
GADSDEN ARPT: 150' unlgtd temp twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)
HUNTSVILLE RADIO: About May 23, VOR will be shut down until aprx May 28, freq chg to 108.2 mc and class chg to L-VOR. (5-5)
MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)
MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
MOBILE-BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)
MOBILE-BROCKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)
MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.
MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)
SCOTTSBORO, WORD FLD: 115'(785'MSL) lgtd twr being erected approx 1500' SE (135°T) at lat 34-41-10, longl 86-00-07. (3-28)
TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)
TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)
TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)
ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Power Co., nitro-glycerin plant approx 4 mi SSE of St. David because of potential explosion hazard. (11-6)
CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)
COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)
GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

ARIZONA: GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.
**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat-33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt.
PEACH SPRINGS RADIO: TACAN operg on test basis, unmonitored; channel 117. Not synchronized with VOR ident. (8-10) About May 15, VORTAC will be comsnd. TACAN Channel 117. Class: M-VORTACW. (5-3)
PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112°-35'W. (6-1)
**PHOENIX, AIRHAVEN ARPT: Abandoned.
PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)
SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)
TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, const daily. (6-4)
TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.
**TUCSON, DOWNTOWN ARPT: Delete; private fld. (5-4)
TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)
TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)
WINSLOW RADIO: TACAN operg test basis; channel 81. (9-10)
WINSLOW MUNICIPAL ARPT: Rnwy 17-35 open days. (4-26)
YUMA-MCAAS/YUMA CO. Rnwy 17-35 clsd. Hi-density jet tfc vncty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-31 only. 2-way rdo rqrd. (4-6)
ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)
BRINKLEY, FEDERER MEMORIAL ARPT: Both strips hazardous. N/S clsd. E/W strip emgcy only.
EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)
FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.
FAYETTEVILLE, DRAKE ARPT: N/S taxiway W side surfaced rnwy under constr; use hard surfaced rnwy only; open trenches within 50' both ends hard surfaced rnwy. (5-4)
FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwys lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)
FT SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
LITTLE ROCK, ADAMS FLD-TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy - 2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)
PARAGOULD MUN ARPT: E/W rnwy clsd. (2-16)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Men and equipment on field; flagmen stationed where vehicles cross runways. (10-1)

[redacted]: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx June 20- relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM willbe 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (5-5)
BAKERSFIELD, MEADOWS FLD: Rnwy 12-30 efctv length of 5700' for ngt lndgs only, 12-30 clsd days so that sealing and painting operns may be completed. Rnwy 16-34 open. Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19)
BLYTHE RADIO: DMET operg test basis; channel 121. (5-2)
BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15)
** BUTTON WILLOW-KERN COUNTY # 15 ARPT: Low intensity rnwy lgts comsnd Apr 4.
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CHINO ARPT: Caution hvy acft intermittent flt tests on rnwy 3-21. (4-12)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; Lctn: 2.5 NW. 1 oil strip 2000 x 40'. No lgtg F3 fuel; minor repairs & 91/96 oct fuel. Atended 0800-1700. P-line W.
**DAGGETT ARPT: 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of centerline of rnwy 3 and 940' N centerline rnwy 7. (3-30)
EL CENTRO RADIO: TACAN operg test basis, channel 86. (9-21)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. Only awys radials flt-checked. (10-6)
** FREMONT, CENTER FLD: Caution-extsv glider activity conducted every Wed thru Sun.
FRESNO RADIO: DMET operg test basis, channel 76. (4-25)
FRENSO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) About June 1, ILS LMM, and MM will be shut down until aprx July 5- relctn to 0.68 smi from the apch end of rnwy. (4-8)
FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag. var.: 16°23'E. Elev: 2350' MSL. Montrg category (1) Ctld from Fresno CS/T. Class: M-BVOR. (3-28)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when ope rg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis, channel 70. (10-1)
HAYWARD MUN ARPT: All VFR flgts exercise caution when arriving, departing or operg in the vcnty. Extensive simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. (4-25) Due non-visibility twr unable to ctl tfc on main N/S taxi strip on E side of fld. 65' twr under const 800 yds 065° from int rnwys 28R and 22.
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)
LINDEN RADIO: TACAN operg on test basis, channel 102. (11-2)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conductd durg VFR dalgt conditions, greatest activity on week ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and departure btn Huntington Beach and Long Beach LFR. (5-1)
LONG BEACH RADIO: About June 13, TACAN will be shut down until aprx July 13- reconstr. (5-5)
★LONG BEACH ARPT TOWER: ILS glide slope adjusted to 2.7°. Alt: 1500'MSL. Alt over [redacted]: OM 1330'MSL; over MM 230'MSL. (5-8)
**LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct of perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000'MSL. Unusable for apchs and below 6000'MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down until aprx June 4. (4-4) Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX until aprx June 4. (5-4)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 7R-25L clsd to all operns, due resurfacing. Hi-intensity lgts, sequence flashers and threshold lgtg rnwy 25L and westerly extsn under constr. Constr, 8' blast wall in progress threshold rnwy 25L portions of rnwy 7R-25L avbl for taxiing, etc ctl twr for instrs. Rnwy 6-24, 8925' long clsd, maint avbl emgcy req from SR-SS under VFR to the following types acft; all single and twin eng prop type acft, Electras and Viscounts. During period when rnwys 7L-25R are clsd or acft emgcy conditions exist rnwy 6-24 avbl in both directions to all type acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun area W end this rnwy, normal operns limited to lndg toward the E and tkofs to the W only. Use caution; men, eqpmt along edges of all pavements. Use same tfc patns as outline for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All opern rnwy 6-24 will be at pilots discretion due non visibility from ctl twr. Acft weighting 12,500 lbs or less not restricted as to direction of tkof or lndg rnwy 6-24. Unmrkd 40' poles 776'from E end and 8' fence 206' from E end of rnwy. Rnwy 7L has rnwy ident strobe lgts lctd both side threshold 7L operated at req of ctl twr. All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maint a course along the extended centerline of this rnwy to the shoreline. All acft are to remain S of the flashing green beacon site lctd on the san dunes aprx 1.0 mi beyond the W end of this rnwy. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs only upon 20 min notice when N or S wind component exceeds 15 knots. Rnwy width 102', rnwy 34 avbl lndg length 5075', tkof length 6754'. Rnwy 16 avbl lndg length 6754', tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi-terrain and p-line along S arpt bndry. Use extreme caution unmarked ditches and ruf ground along edges of rnwy. No rnwy markings. (5-5)
LOS ANGELES, VAN NUYS ARPT: Rnwy 8-26 clsd. Men, eqpmt working adjt N edge of W 1000' of rnwy 8-26. Open ditch, taxi with caution. Work in progress, baled hay btn rnwys & txwys. (5-6)
MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on the folg dates: June 12, July 10, Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open.
MAXWELL RADIO: TACAN operg test basis, channel 72. (6-8)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty 1400-0800Z wkdays. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl operg 118.9 mc for civil tfc. (4-9)
MONTEREY RADIO: DMET operg test basis, channel 87. (2-23) About May 25, VOR name & ident will be chgd to Big Sur, BSR. (4-22)
MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props. caution during hrs of darkness. (3-2)
MOUNTAIN VIEW-MOFFETT NAS RADIO: Navy LF rng courses displaced beyond tolerance Use for homing only. (5-1)
MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld ctl zone in VFR or VFR-on-top conditions exercise extreme cuation passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (1-27)
NEEDLES RADIO: About May 9, TACAN portion VORTAC will be shut down until aprx June 9 - reconstr.
OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter,

CALIFORNIA: ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND RADIO: No auto change over eqpmt provided for TACAN. (6-15) Transcribed wea bcst operg on test basis (LFR 362 kc). (4-7) About June 6, TACAN portion of VORTAC will be shut down until aprx July 6, reconstr. (5-2)

★OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17) May 6, enroute radar ATC svc provided within area bounded on N by warning area 513; on E by western edge of V199 and V27; on S by warning area 283 and on W by Sunset and Francis Ints. Dptg oceanic flts normally cleared short range to Rainbow Int. (5-7)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' high on apch end of rnwy 29. (2-18)

OCEANSIDE RADIO: About May 30, TACAN will be shut down until aprx Jun 30 - reconstr.

ONTARIO INTL ARPT TOWER: Apr 25, ILS LMM and LOM shut down until aprx June 3, relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi LMM voice comms on 215 kc inop. (4-25)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1 2' high erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet and reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000'MSL and below to the S edge of V64; 4000'MSL and above S of V64 to Fallbrook. Hrs of opern: cont daily. (6-4)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

OXNARD, VENTURA COUNTY ARPT TOWER: About June 1, apch ctl will be implemented on freqs 124.7, 319.2 mc; and twr will oper 24 hrs. (5-2)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000'MSL on V12 and G4 btn the Mirage Int and the Barstow Int. At and below 12,000'MSL on V8N btn the Phelan Int and the Barstow Int. At and below 9000'MSL on V8 btn the NE edge of V137 and a point 10 nmi SE of the Palmdale VOR. (6-1)

PALMDALE ARPT TOWER: About May 15, twr will implement apch ctl svc for USAF Plant 42, and George AFB, Victorville, Calif. Freqs tsmtg and rcvg 307.2, 257.8, 243.0, 126.18, 118.3, 121.5 mc; tsmtg only VOR 112.2 mc; rcvg only 122.5 mc. (4-25)

RIALTO, MORROW FLD: Caution, 110' unlgtd rdo twr 1400' S from cntr of fld. Efctv April 23, clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RICE RADIO: TACAN operg test basis; channel 124. (4-25)

RIVERSIDE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern -- cont daily): G5 and V16 btn Riverside LFR and Banning FM 9000'MSL and below; at and below 7000'MSL btn the Riverside LFR and a point 4 smi E of the Ontario VOR; 11,000'MSL and below btn a pt 4 smi E of Corona Int and Hemet Int; at and below 15,000'MSL on V137 btn the N bndry of G5 and S of V8/21.

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064°-077°. (3-18)

CALIFORNIA

**RIVERSIDE MUN ARPT: Lndg to S prohibited on N/S rnwy.

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating and jet tfc is operg: hrs of opern cont daily at and below 12,000'MSL, at and above 26,000'MSL from McClellan AFB to N of V200 btn E edge of V23 and W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below, extsv jet operns in tfc patn within 10 mi radius. (7-31)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days; men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500'MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO RADIO: About May 16, following fan mrkrs idents will be changed: Oceanside to N, La J olla to A and Barrett Lake to A, all at 48 idents per min. (4-14)

SAN DIEGO, LINDBERG FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maintain min 700'MSL until past Loma Portal "H".

**SAN DIEGO, MONTGOMERY FLD: Efctv immediately tfc patn alt chgd from 1000'MSL to 1200'MSL. (4-19)

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. (3-3) About May 16, ILS LMM and twr voice (379kc) will be shut down until aprx July 16, relctn. (4-29)

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkof with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndg, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt operg. Apch lgt terminating bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg min for rnwy 28R 300-3 4. Lndg min for ILS apch rnwy 28L 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bounded by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long, 4' high and 4' wide at base, painted international orange, set up on test basis next 25 days on concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. Hi-intensity apch lgt sys and sequenced flasher inop for constr purposes. Aprx 1200' S end of taxiway A and full length of S edge of concourse E to int with txwy A clsd from 0730-1700 PST Mon-Fri, mrkd. Deep excavation all along pavement edge. Acft and vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Gates 15 and 16 concourse B clsd, gates 33 and 36 concourse D clsd.

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

SAN LUIS OBISPO RADIO: TACAN operg test basis; channel 71.

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260°, and 323° usable. (1-20)

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)

SAUSALITO RADIO: TACAN operg test basis; channel 41. (6-5) Soon VORTAC will be comsnd. TACAN channel 41; class L-VORTACW. (4-28)

SHINGLETOWN ARPT: New arpt reported; lat 40-31, long 121-49; lctn near Shingletown; one oil surfaced rnwy, 2400'; no lgts or other facil avbl; remarks: warning -- a rise at the NE end of the rnwy. (9-14)

[redacted]: STOCKTON RADIO: TACAN operg test basis; channel 107. (11-2)
SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)
THERMAL RADIO: TACAN operg test basis; channel 114. (5-18)
TWENTY-NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21)
UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290°thru 320°. (12-5)
VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 awys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N awy; (3) at or below 9,000' MSL btn V-137 and V-117 on V08 awy; (4) at or below 12,000' MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WILLIAMS RADIO: About May 16, LF rng & Z mrkr will be perm discontd. (4-15)
WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200' - acct scalloping. (4-6)

COLORADO: **AKRON MUN ARPT: Abandoned. (4-22)
AKRON, WASHINGTON COUNTY ARPT: Closed, rnwy surfacing. (4-25)
ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)
DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Exstv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty 1LS OM and E of Lowry AFB. (1-7)
DENVER, STAPLETON AIRFLD TOWER: VHF DF comm unreliable at 40 nmi below 14,500' 154°-180° and below 16,000'; 181° thru 243°. VHF/DF bearings reliable in these areas. (12-4) About May 23, ILS lclzr & glide slope will be shut down until aprx June 11-reconstr.
**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35; lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. (10-9) Rnwy 12-30 clsd all opern, acft in excess of 98,000 lbs GWT. (4-6)
DOVE CREEK RADIO: TACAN operg on test basis; channel 91. (6-27)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)
GILL RADIO: About May 11, VOR will be shut down until aprx May 22-freq chg to 108.8 mc and class chg to L-BVOR. (5-5)
GRAND JUNCTION RADIO: TACAN operg test basis; channel 71. (10-29)
GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.
GUNNISON RADIO: DMET operg test basis; channel 96. (6-24) About May 31, VOR will be shut down until aprx June 11-reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo. Int to Pueblo, Colo.; V1514 Hanksville, Utah to Pueblo, Colo. Unusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. (5-5)
HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.
KIOWA RADIO: TACAN operg on test basis; channel 89. (6-9) About May 16, VOR will be shut down until aprx May 28-reconstr.(4-21) Durg this period following route structures and tmpry MEAs in efct: Unusable Awys: V8S DEN-AKO; V19 IOC-DEN; V19E PUB-IOC; V83 COS-IOC; C148 DEN-IOC. Unusable Reporting Points: Agate, Arvada, Beyers, Fondis, Logan, Parker, Peyton, Pinecliff, Rush, Shaw, Strasburg, Spur, Vincent and Watkins. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V19 Hanover Int - Kiowa Int via PUB VOR E349°, 12,000'; V81 COS-DEN, MEA 11,000'; MCA 9000' N-bnd; V108 COS-HGO, MEA 9000', MCA COS 9000' E-bnd; V148 Kiowa Int - TXC via TXC VOR R246°, MEA 8500' E-bnd, 12,000' W. Usable Reporting Points: Kiowa Colo. -PUB R349°, DEN R128° and RXC R246°. (4-14)
KREMMLING RADIO: DMET operg test basis; channel 85. (6-22)
LA JUNTA SPECIAL NOTICE: Civil jet trng conductud periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int excp for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst. (7-3)

[redacted]: LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)
MEEKER RADIO: DMET operg test basis; channel 104. (6-29)
PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.
TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3)
GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS, BRADLEY FLD TOWER: About May 20, ILS will be shut down until aprx May 29-eqpmt modernization. (4-7) About Jun 1, radar arrival svc will be inaugurated. Normal clearance limits will be New Britain, Simsbury Ints, and ILS LOM(Bradley Fld). Hrs: Continuously. (5-1)
**WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (5-4) Arresting barriers on rnwys 6 and 24 for mil use only.

DELAWARE: DOVER AFPK: Caution, rutted road crosses NW/SE rnwy 600'from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd - dangerously ruf, soft.
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are req to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 58.
WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)
★WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14) Apr 29, freq 120.8 mc decmsnd Bucks Elbow, Va. and freq 285.5 mc decmsnd Raleigh, N.C. peripneral site. About July 1, freq 132.30 mc will be decmsnd.
WASHINGTON (CHANTILLY, VA.) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR freq 112.3 mc unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Jul 1, freq 134.64 mc will be decmsnd. (4-25)
WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)
WASHINGTON, MT. VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt. (12-17)

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19W, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

FLORIDA: CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into Warning Areas 497-A, B, and C, and Restricted Area R-162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns in these areas consist of missile firing, bombing, and aerial gunnery. These activities extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation CARs. (7-2)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd . NW/SE rnwy under constr. Use caution E end. (8-25)

CRESTVIEW ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6)

DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

FT LAUDERDALE, BROWARD CO INTL ARPT SPECIAL NOTICE: Navy Ordnance Drops will take place 4.2 nmi ENE 25 Mar thru 10 Jun from 7000' and under in area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E Port Everglades entrance. Drops will be made btn 1430 and 2100 under VFR conds only. Specific target area will be mrkd by a line of white smoke pots when drops imminent or in progress. Area under radar surveillance.

**GAINESVILLE STENGEL ARPT: 218.5' (384.5'MSL) lgtd twr erected 3.5 nmi NE (59°T) at lat 29-39-03, long. 82-19-45 and 200' (348'MSL) lgtd chimney erected 3.5 nmi ENE(71°T) at lat 29-38-46, long. 82-19-12. (1-11)

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)

**HOWEY-IN-THE -HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE, IMERSON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

**JACKSONVILLE, IMESON ARPT: 267' (283'MSL) lgtd twr erected 5.8 nmi S (195°T) at lat 30-19-51, long. 81-39-47. (1-11) Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area.

KEYSTONE HEIGHTS, KEYSTONE AIRPARK: 330' (510'MSL) lgtd twr being erected 3.8 nmi E (91°) at lat 29-50-03, long. 81-58-43. (1-11)

**LAKE CITY ARPT: 278' (435'MSL) lgtd twr erected 23.9 nmi WNW (311°T) at lat 30-26-35, long. 82-56-16. (1-11) 166'(361'MSL) lgtd twr erected 3.2 nmi W (277°T) at lat 30-11-17, long. 82-38-18.)2-11)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

★MIAMI INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27) April 27, ILS lclzr course width changed to 4°.

MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintian the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9 dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)

MIAMI-INTL ARPT: Caution extsv ditching, paving and constr; men eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW taxiways. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop was during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result; IFR flts are requested to ctc twr 5 min prior to starting eng to determinte taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. (3-9)

**NAPLES SPECIAL NOTICE: Flight Test Area described as follows: Lat 25-50, long. 81-48 to 26-04, 81-48; 26-04, 81-29; 25-50, 81-14; 25-50, 81-48. Time: dalgt hrs. Alt: to-12,000' Users: Lake Aircraft Corp., Sanford, Maine. Expries: July 1, 1960.

ORLANDO RADIO: DMET operg test basis; channel 59.

ORLANDO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

ORLANDO MUN ARPT: Rnwy 13-31 & 7-25 clsd. (3-29)

FLORIDA: PAHOKEE RADIO: TACAN operg on test basis; channel 71. (8-26(

PANAMACITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men eqpmt on fld days. (9-1)

PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000'MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8) Pensacola Mun arpt practice ILS apch tfc crosses Ellyxon Fld at aprx 760'MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227' (240'MSL) lgtd concrete bldg being constrd 0.4 nmi SE at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

TALLAHASSEE: New arpt under constr aprx 2.5 mi SSE of Dale Mabry Arpt, unusable.

TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngt. 35' unlgtd erected 1360' N of rnwy 18. (10-23)

TAMPA-INTL AIRPT: Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 and 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. Caution, soft when wet. (5-9)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: VOR oergp on test basis: Freq: 109.6 mc. Ident: TAY. Lctd lat 30-30-14 long. 82-33-12. Montrg category (1). Voice ctl from Valdosta, Ga. FSS. Class: BVOR.

**TITUSVILLE-COCOA ARPT: 400' (424'MSL) twr erected 2 nmi SSE (167°T) at lat 28-29-39, long. 80-47-01. (4-21)

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)

VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-26)

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt training not permitted without Port Authority approval. (1-14)

GEORGIA: ALBANY ARPT: Bndry lgts inop.

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)

ATLANTA ARPT TOWER: About July 18, freq 126.18 mc will be change to 126.2 mc.

ATLANTA ARPT: Transmissometer inop. (1-25) Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out. (3-23)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visibile from twr acct constr of perm bldg. (5-5)

GEORGIA: BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.
CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)
DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing int N/S and E/W rnwys. (11-10)
MACON MUN(COCHRAN FLD)TOWER: May 2, ILS lclzr & glide slope shut down until aprx May 23 - antenna modernization. (5-2)
McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)
MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Instv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wk days, also wk ends & holidays xcpt by prior approval. (4-21)
NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)
ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilots must monitor facil during such use.
SAVANNAH, TRAVIS(CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000' - acct interference. (9-27)
SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory serv.
SAVANNAH, TRAVIS (CHATHAM) FLD: Transmissometer comsnd. (3-11)
SYLVANIA ARPT SITE, 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
**THOMASVILLE, ROSE CITY ARPT: 254'(484'MSL) lgtd twr erected 18.2 nmi SSE(161°T) at lat 30-32-48, long. 83-52-06. (2-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
**WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)
IDAHO: BOISE-AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.
**BOISE-AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. Rnwy 7-25 clsd to all tfc excpt taxiing.
MALAD CITY RADIO: TACAN operg test basis; channel 121. (12-4)
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. USe S side of rnwy. (3-24)
ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL(745' MSL)-not mrkd or lgtd.
BELLEVILLE, SCOTT AFB-SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Exstv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)
CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twr and one ant pole extending 30' AGL (775'MSL) 930'SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due to non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.
CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)
CHICAGO RADIO: Multiples all courses LF rng. (10-30)
★CHICAGO AIR ROUTE TRAFFIC CONTROL CENTER: Apr 26, freqs 125.95, 354.1 mc comsnd Washington, Iowa peripheral site.
CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612'MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)
CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
CHICAGO-MIDWAY ARPT: Rnwy 27R-9L clsd for tkofs and lndgs due wind conditions and gate position set on rnwy immediately in front of numeral 27R, area can be cleared within 1 hr for tkofs and lndg operns. (4-14) Rnwy 18R to rnwys 13L & 22R used for parking acft.
ILLINOIS: 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary. (4-27)
CHICAGO-O'HARE INTL ARPT TOWER: ILS glide slope inop. Lclzr may be unreliable if constr eqpmt operg within 1000' lclzr, antenna. (4-3) Apr 25, ILS lclzr, glide slope (rnwy 14R) shut down until aprx July 1 - relctn pwr & ctl cables. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
CHICAGO-O'HARE INTL ARPT SPECIAL NOTICE: An opernl evaluation of simultaneous radar turn-on procedures in VFR conditions has started to rnwys 14L & 14R at O'Hare Fld. All pilots on IFR flgts within the O'Hare apch ctl area are encouraged to participate. For the purpose of this evaluation, pilots need not be on an IFR flgt plan, or lndg at O'Hare, but should be willing to accept a vector from one of the feeder facils (Northbrook VOR, Spring Lake and/or Morton Ints.) in order to simulate a simultaneous turn-on and ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch to O'Hare Arpt. The acft should be properly equipped and the pilot qualified to make an ILS apch. Additional details are available from O'Hare apch ctl. See chart page 59
CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. (2-7) Use caution all times acct extsv constr all areas. (5-5)
CHICAGO HEIGHTS RADIO: Mar 31, TACAN test operns shut down until aprx May 31 - modernization. (4-1)
DANVILLE, VERMILLION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)
GILBERTS-SPECIAL NOTICE: April 15- May 15 Flight Test Area described as follows: bgng at town of Gilberts NW along RR to Marengo, S along hwy 23 to hwy 72, two mi E of Genoa, E to pt of bgng; Hrs: dalgt. Alt: surface to 5000'. Towns and villages will be avoided. (4-14)
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)
★JOLIET FADIC: May 9, VORTAC comsnd. TACAN channel 70. Class: M-BVORTAC. Rcvd too late for inclusion ANRA page.
JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)
LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)
MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)
MOLINE RADIO: TACAN operg test basis; channel 75; not synchronized with VOR ident.
NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
NORTHBROOK RADIO: TACAN test operns inop until aprx July 3. (5-3)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
PEORIA, GREATER PEORIA ARPT TOWER: About July 12, freq 126.20 mc will be chgd to 126.2 mc. (4-26)
PEORIA, GREATER PEORIA ARPT: 161.5'(676'MSL) lgtd 300,000 gal tank being erected 11.9 nmi N(21°T) at lat 40-51-14, long. 89-34-52. (3-7) 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr. (3-29)
PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.
POLO RADIO: TACAN operg test basis; channel 85; not synchronized with VOR ident.
ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.
ROCKFORD RADIO: TACAN operg test basis; channel 45.
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. 40' lgtd twr erected 225' W of rnwy 36. (12-30)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)
SPRINGFIELD, CAPITAL ARPT TOWER: Apr 27, ILS lclzr and glide slope shut down until aprx. May 18- major maintenance. (4-27)
SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.

ILLINOIS: STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.
WAUKEGAN MEM'L ARPT: Clsd constr & rprs. (3 29)
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)
INDIANA: SPECIAL NOTICE: Atomic Energy Comsn requests all pilots maint reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.
EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)
EVANSVILLE, DRESS MEML ARPT: Caution, constr in progress; men & eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
FT WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6,000' or above & visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)
FORT WAYNE, BAER FLD: Caution, Ind beyond the acft arresting barrier installed 75' NE of threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. (5-28) All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)
FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)
HUNTINGBURG ARPT: E/W turf area under constr;caution men, eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.
INDIANPOLIS MEMORIAL DAY RACE SPECIAL NOTICE: Efctv May 12 thru May 30, all acft inclg helicopters, operg in vcnty Indianapolis Motor Speedway shall maint in alt of at least 1500' AGL and 2000' horizontal dist from track bndry. All turns to be made to the left. Efctv May 28 thru May 30 RADIO: all acft arriving this area reqd to file flt plans dptg home base regardless of wea conditions. Upon arrival, close flt plans with IND rdo or by telephone after lndg. Fone No. CH 4-9561. Acft tsmt on 122.1, 126.7 mc and listen for reply on 116.3, 122.2, 126.7, 120.7 mc or 266 kc. Comms can also be estab with IND rdo via the Kokomo, Ind VOR on 109.8 mc and Shelbyville, Ind. VOR on 108.4 mc; acft listen to the appropriate freq and tsmt on 122.1 mc. Wea info bcst cont on 266 kc. TOWER: VFR opern. Arriving acft btn 0700-1100 CDT, monitor 119.9, 126.18 mc or 278 kc and maint rdo silence until turning base leg. Req info only if unable to determine lndg instructions by montrg twr. Enter left downwind leg. Reporting idant and type acft turning. Tower will not accept or close flt plans. If IFR wea conditions exists, follow normal IFR procedures. Dptg acft btn 1500-1800 CDT tune in twr on 119.9 mc or 278 kc prior to taxiing. Maint rdo silence follow tfc to rnwy in use. Complete cockpit check prior to entering active rnwy and listen for takeoff clearance and turn instructions. Do not request special dptr. IFR dptrs contact gnd ctl on 121.9 for clearance. Race Day Operns at the following arpts: Weir Cook Mun Arpt, 2-way rdo reqd. Left hand tfc patn. Twr will direct acft parking. Observe flag-men in parking areas. Three dollar parking fee all acft Lndg fee multi-engine acft. Transportation to track. Acft svc charges payable flt plan and wea briefing svc avbl on May 30th until 1700 CDT in a tmpry office lctd at NE side of arpt trml bldg. Shank Arpt: Left hand tfc patn. Alt 800'. Parking fee three dollars all acft. Transportation to track. Flt plan and wea serv at bus loading area. Sky Harbor Arpt: Left hand tfc patn. Alt: 800'. Ample parking space. Limited tie-down facils. Transportation to track. Unicom 122.8 mc. Flt plan and wea svc avbl. (4-13)
INDIANAPOLIS, SHANK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, SKY HARBOR ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
INDIANAPOLIS, WEIR-COOK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)
INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, construction.

(continued)

INDIANA: Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white light signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progess off rnwy.
KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders. resurfacing. (11 25)
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KNOX, STARK COUNTY ARPT: About May 16, 228'(938'MSL) lgtd twr will be erected aprx 1 nmi NW (33°T) at lat 41-17-46, long. 86-37-20. (3-24)
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
**MULBERRY, STAIR ARPT: Permanently clsd. (4-22)
RENSSELAER, JASPER COUNTY ARPT: W bndry lgts inop. (11-25)
**SEYMOUR, FREEMAN FLD: 300'(908'MSL) lgtd twr erected 1.8 nmi NNE(27°T) at lat 38-57-20, long. 85-53-03. (3-18)
SOUTH BEND RADIO: TACAN operg test basis; channel 101. (9-28)
SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable - due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
SOUTH BEND, ST. JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, HULMAN FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000' MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)
IOWA: AMES MUN ARPT: NW/SE rnwy under constr, use present hard surfaced portion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surface rnwy acct seeding. Closed ngts. (10-6)
BETTENDORF ARPT: 982'(1649'MSL) lgtd twr being erected 2.3 nmi E(103°T) at lat 41-32-50, long. 90-28-36. (3-30)
CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
DES MOINES MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
DES MOINES, NORTH FLD: Rnwy lgts inop - due to thawing and poor rnwy condition.
**EL DORADO ARPT: 273'(1662' MSL) lgtd twr erected 6 nmi WNW(301°T) at lat 37-49-36 long. 96-55-23. (3-3)
**EMERSON, DURBIN ARPT: Abandoned. (5-3)
GUTHRIE CENTER ARPT: Closed. (3-25)
IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6) About June 6, VOR, DME and DMET will be shut down until aprx June 27 - freq chg to 111.0 mc. (5-6)
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel-80 oct avbl on request.
MASON CITY RADIO: About May 23, TACAN will be shut down until aprx July 4 - modernization. (5-6)

IOWA: *NEVADA, NELSON ARPT:* Land at own risk due thawing, narrow rnwy caused by snow.
OTTUMWA RADIO: TACAN operg on test basis; channel 53; not synchronized with VOR ident.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
SIOUX CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2600' MSL. Tetrahedron not controllable. Due to non visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr, or 360° overhead apchs to all rnwys. (5-4)
STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085° or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R065 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161W use for that portion from Union, Iowa Int. to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys lngst rnwy 2200', turf; P-line N and E. (8-26)
WOODBINE MUN ARPT: New arpt reported; lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; Fuel F2
KANSAS: ANTHONY RADIO: About June 6, VOR will be shut down until aprx June 20 - freq chg to 112.9 mc. (5-5)
CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd - repairs. N/S & NW/SE sod rnwys soft & hazardous when temparature above freezing. (2-11)
GARDEN CITY, NEW CARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.
HAYS MUN ARPT: New arpt reported. Lat 38-51-00, 99-16-30, lctd: 3.0 ESE. Elev: 1998'. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts on 16-34 SS-SR, rotg bcn, clear & green; 100/130 octane fuel, maj repairs, unicom. Usable durg dry wea. Old Mun Arpt clsd. (4-8)
KANSAS CITY, FAIRFAX MUN ARPT TOWER: Aboit July 12, freq 126.18 mc will be changed to 126.2 mc. (4-26)
KANORADO, WINTER ARPT: 142.9' AGL (4052.9' MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANHATTAN RADIO: About July 1, FSS will be comsnd Mun Arpt to render hourly awy wea reporting & associated FSS svc. Freqs: tsmtg: 120.7, 121.5, 122.2, 126.7, 243.0, 255.4, 272.7 mc. revg: 121.5, 122.1, 126.7, 243.0, 255.4, 272.7 mc. (4-18)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679' (3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) at lat 39-49-48, long. 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri.
OSWEGO RADIO: About ~~June 10~~, VOR will be comsnd. Freq: 117.6 mc. Ident: OSW. Lctd lat 37-09-27, long. 95-12-12. Montrg category (3). Class: M-VORW. About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20) -
OTTAWA, HILL HOUSE AFPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2000' long, Fuel: 80/87. NE blkd.
OTTAWA MUN ARPT: Bcn inop. (4-5)
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution - work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)
STAFFORD ARPT: Rnwy lgts inop. (5-2)
SUBLETTE FLYLING CLUB: N/S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet trf 0800C-2400C daily within KANSAS: a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the [illegible] area maintain visual flt at or above 3500' MSL. Forbes tfc patn altitude 2600' MSL. AH downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILLIP BILLARD MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
TOPEKA, PHILIP BILLARD MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp & parking areas to N, E, S & W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable. (4-28)
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness & badger holes.
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)
**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces - sod unsage. Min alt of 4000' MSL or higher for VFR enroute flt vcnty of arpt unless in ctc with ICT RAPCON or twr. (4-12)
WINFIELD ARK. CITY-STROTHER FLD: Caution work in progress on rnwys & txwys days.
KENTUCKY: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd 3/4 mi N; 2-strips 3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tiedowns.
HARRODSBURG, MERCER ARPT: New arpt reported. lat 37-48, long. 84-51. Sod strip - 3000'. 80 & 100 oct fuel. Mechanic svc. Rnwy lgts operg SS-2400E, other hrs on request; fone 1355 or 638. (11-12)
LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end of rnwy 4-22.
LONDON RADIO: DMET inop indef. (3-15) Apr 19, VOR shut down until aprx May 16 - grading and cable installation. (4-18) See page 71 for substitute route structures & MEAs durg shutdown. About June 10, VOR-TAC will be comsnd. TACAN channel 116. Class: M-BVORTAC. (4-21)
LOUISVILLE, STANDIFORD FLD: About May 25, a sequenced flashing lgt system will be comsnd rnwy 1, the system will operate in conjunction with configuration A apch lgtg sys & will consist of 26, units at 100' intervals starting at the apch end of the system.
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)
NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 263° clockwise to 345°
WEST POINT AIRPARK: Closed until further notice. (4-4)
LOUISIANA: ALEXANDRIA, BUBLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip - sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A& E mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)
BATON ROUGE, RYAN ARPT TOWER: May 2, ILS glide slope shut down until aprx May 14- antenna work. (5-2)
BATON ROUGE, RYAN ARPT: Constr on ramp N of center txwy, center txwy and new txwy 300' S of and parallel to rnwy 13-31 SE and NW of center int. Trucks will cross 500' off apch end rnwys 4 and 35. Eqpmt and trucks cross ramp S of trml bldg and use center txwy. Eqpmt parked on fld S of rnwy 13-31 and clear of all rnwys - lgtd at ngt. (4-12) S txwy btn rnwy 4 & 35 clsd acft class DC-3 and higher. A narrow section on the W edge of S txwy to ~~rnwy 4~~ rnwy 4 S of the hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. Rnwy 17-35 clsd, men & eqpmt working up to edge of rnwys 4-22 and 13-31 at cntr int, Glide slope ant poles obstn lgts inop. (5-3)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW: Lat 30-46, long. 90-10; one sod strip E/W 2600' x 150'. (2-23)
LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and threshold lgts ngts.
LAKE CHARLES, CHENNAULT AFB/MUN ARPT RADIO: Apr 18, ILS glide slope & MM shut down until aprx May 23 - relctn. (5-(0
LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.

LOUISIANA: MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5) About May 30, ILS lclzr and glide slope will be shut down until aprx June 20-lclzr antenna modification. (4-20)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas on the E side of the cntr taxi strip clsd. (7-16) First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area. Pilots tkof rnwy 31 requested not to use blind area unless needed. (3-7)
NEW ORLEANS, MOISANT INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
NEW ORLEANS, MOISANT INTL ARPT: West end of rnwy 10-28 6' hi-raised area of dirt extending from pt 600' W of rnwy end to pt 900' W of rnwy end into apch to rnwy 10 will exist till further notice. Obstn marked with orange flags for day and flashing hazard lgts at ngt. Abvl length of rnwy 10-28 now full 7000'. 45' boom now operg in apch zone to rnwy 10 not less than 1100' from end of rnwy will be operg durg dalgt hrs and is marked by ornage and white flags. Use caution on apch to rnwy 10 and tkof from rnwy 28. (4-1)
OPELOUSAS, ST LANDRY PARISH ARPT: 328' (393'MSL) lgtd twr being erected 1.8 nmi SE (154°T) at lat 30-32-07, long 92-05-04. (3-28) Bcn inop. (7-25)
SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. -053° BAD H facil & E course of SHV LFR; Forbing Int. -233° BAD H facil & S course SHV LFR. (6-6)
SHREVEPORT, GREATER SHREVEPORT ARPT TOWER: About May 16, ILS willbe shut down until aprx June 6- lclzr antenna modification. (4-20)
THIBODAUX RADIO: DMET operg test basis;channel 57. (2-8)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-10)
BANDOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N. H. borders and V-93. (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline. (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400' MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE.
LIMESTONE-LORING AFB RADIO: USAF VOR lmtd homing only; unusable below 2500'.
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' edges of rnwy. Rnwy & bndry lgts 16-34 inop.
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PORTLAND MUN ARPT TOWER: About May 31, ILS will be shut down until aprx June 10- lclzr freq change to 109.9 mc and glide slope freq chg to 333.8 mc. (5-5)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
ROCKLAND MUN ARPT: Rnwy 3-21 plowed winter months. Rnwy & apch lgts inop remainder of winter. (1-27)
SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd May 22, June 12, 26,; July 17, 24; Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29)
MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopter warned against hovering in vcnty & and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown- acct roughness. (6-29) About May 31, ILS will be shut down until arpx June 9- modernization of eqpmt. (4-7)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to

MARYLAND: Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1) Constr work on fld durg dalgr hrs shoulder paving txwy E and holding block rnwy 28. Perm lgts in constr area replaced with flasher lgts and / or reflectors. (4-5)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
** BALTIOMRE, PIER 4 HELIPORT: Efctv Dec 30, heliport perm clsd; lctd Pier 4, Pratt St; lat 39-18, long. 76-36; elev: 10', size 100 x 72'; air mrkd; no lgts or svcg.
CUMBERLAND MUN ARPT: Closed 1200 noon May 12 until 0800 May 16 -sport car races.
GRANTSVILLE RADIO: DMET operns tempry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men,eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface(aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.
OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1-NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl. Arpt to open May 28, 1960.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)
MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW facil reception limited to 20 nmi 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
★BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: About May 10, freq 353.9 mc will be decmsnd; freq 342.2 mc will be comsnd St. Albans, Me. Lake George, N. Y. & Barnstable, Mass. peripheral sites. (4-12) About June 1, ARSR-1 and IFF bcn will be shut down until aprx July 31- modernization. (4-21) Apr 26, freqs 118.2, 250.2 mc comsnd Rome, N.Y. peripheral site. (4-26)
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: About June 5, ILS glide slope will be shut down until aprx Oct 20- arpt constr. (4-29) About May 28, ILS will be shut down until aprx June 6- eqpmt modernization. (5-5)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc opern over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts; 900' MSL for acft with patn speed below 110 mph; 1300'MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqpted with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About May 29, neon apch lgts will be shut down due constr. (4-29)
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R shows red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' of overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 are prohibited. Civil turfo jet opens prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. Other areas incuding grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. Pool of water up to 2-1/2 inches maximum depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Offical bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd, lat 42-21,-28, long. 70-59-38, at VORTAC site 535' from cntrline rnwy 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwys 15-33 and 9-27. (4-28)

MASSACHUSETTS: CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)
HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, long. 71-02-00; Lctn: 3.0 E. Longest rnwy - (6-24) 1150' turf; fuel, hangars, repairs avbl. Rmks: Rgt patn lndgs & tkofs to E.
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc UNICOM. (8-12)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)
NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (1-12)
ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20.
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Mtx. firing 35,000' MSL. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)
ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)
**ANN ARBOR MUN ARPT: Use rnwys and taxwys only. (4-27)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi 145°-155° clockwise - due scalloping and/or roughness. (12-16)
BAY CITY, CLEMENTS ARPT: 154' (752' MSL) water tank being erected 2.1 nmi NNE (39°T) at lat 43-34-40, long. 83-25-20. Durg constr, erected eqpmt will extend 180' (778' MSL).
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
CADILLAC MUN ARPT: Clsd ngt operns. (12-7)
DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33F and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29)
DETROIT, METROPOLITAN WAYNE CO. ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
DETROIT, METROPOLITAN WAYNE CO. ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old fld clsd to lndgs and tkofs. Bldg constr in front of and along side main trml bldg.
DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15)
EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000. Montrg category (3) 2000-0800.
FLINT, BISHOP ARPT TOWER: About May 18, ILS lclzr and glide slope will be shut down until aprx June 8 - major maintenance. (4-21)
FLINT, BISHOP ARPT: Due to deterioration of twr bab windows twr unable to provide reliable visual tfc ctl or tfc into for acft apchg from the S, SE or SW durg first 2 hours after sunup and last hr before sundown. (3-22)
FRASER, McKINLEY ARPT SPECIAL NOTICE: Flt Test Area (aprx 10.5 nmi NW) efct May 1, 1960 described as follows: lat 42-41, long. 83-08; to 42-48, 83-01; 42-50, 83-15 to point of beginning. Acft will oper along a corridor of 337° T from arpt to area. Hrs: sunrise to sunset. Alt: 1000' and 4000' AGL. Users: Joseph T. Benich and Florian E. Spiewak. Expires June 28. (4-11)
GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)
GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)
GRAND RAPIDS, KENT CO. ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)
MICHIGAN: GULLIVER ARPT: Closed, constr. (12-6)
HART SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
**JACKSON, MAULE ARPT SPECIAL NOTICE: Flt Test Area desctibed as follows: lat 42-07, long. 84-21; to 42-09, 84-11; 42-09, 84-03; 42-19, 84-01; 42-14, 84-19; to point of origin. Time: durg hrs between sunrise and sunset. Altitudes: 500' to 15,000'. Used by B.D. Maule Company. Expires 22 April 1962. (4-22)
JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway. Constr in progress on trml bldg & ctl twr, lctd E of W, N/S txwy and N of W, E/W rnwy and ramp area. (5-5)
KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)
LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)
MT. CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.
MUSKEGON-CO. ARPT TOWER: Soon, ILS will be comsnd. Lclzr freq: 109.9 mc, with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc. Lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623' MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected centerline and 3314' (0.63 smi) from apch end rnwy 32. Elev: 630' MSL. LOM freq 219 kc, ident: MK. OM/LOM lctd on projected centerline and 22,847' (4.3 smi) from apch end rnwy 32. Elev: 610' MSL. (5-6)
OWOSSO-CITY ARPT: Tmpry 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)
PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.
PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)
PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.
**PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry.(-2-3) Formerly carried under Wayne, Mich.)
PONTIAC, ALLENS ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)
PULLMAN RADIO: TACAN operg on test basis; channel 58; not synchronized with VOR ident. About May 2, VOR/DME will be shut down until approximately May 23 - modernization and retuning. (4-20) See page 71 for substitute route structures and MEAs durg shutdown.
ROGERS CITY, PRESQUE ISLE CO. ARPT: Closed.
SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on request. (3-23)
SALEM RADIO: TACAN operg on test basis; channel 125; not synchronized with VOR ident.
ST. IGNACE, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)
MINNESOTA: AUSTIN RADIO: Feb 8, state owned VOR voice feature inop. (3-16)
BARNESVILLE MUN ARPT: Closed due to soft fld. (4-23)
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made between txwy and rnwys, area being used for testing. (12-3)
COOK MUN ARPT: NE/SW rnwy clsd. (7-3)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7) About July 12, freq 126.18 mc will be changed to 126.2 mc. (4-26)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwys 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
GRAND RAPIDS RADIO: Feb 20, state owned VOR operg on test basis; Freq: 111.4 mc. Ident: GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13) About May 22, VOR will be comsnd.
**HECTOR ARPT: 550' (1649' MSL) lgtd twr erected 7 nmi W (287°T) at lat 44-45-50, long. 94-52-10.

MINNESOTA: HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MARSHALL MUN ARPT: All rnwys clsd excp NW/SE, until further notice. (11-6)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.
MINNEAPOLIS-ST. PAUL INTL(WOLD CHAMBERLAIN) FLD TOWER: ILS (ident APL) glide slope inop. (3-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) Apch ctl freq 119.5 inop indefinitely - interference. (5-5) May 6, ILS lclzr and glide slope (ident MSP) shut down until aprx Jan 15, 1961 - lclzr modification. (5-6)
MINNEAPOLIS, ST. PAUL INTL(WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from runway 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L and 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft-1800' usable. (4-24)
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER, LOBB FLD MUN: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop control tower inop. Rnwys 2 and 17 closed night landings. (4-30)
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear and green beacon; hi-intensity rnwy, apch lgts; closed.
ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd.
STANTON, CARLETON ARPT: Bcn inop. (4-29)
WILLMAR RADIO: Apr 14, VOR operg test basis; Freq: 108.4 mc. Ident: ILL. Lctd at lat 45-06-50, long. 95-05-12. Montrg category (3). Voice avbl 0800 - sunset. Rcvr 122.1 mc. Class: L-VOR. (4-13) About May 29, VOR will be comsnd. (5-6)
WINONA RADIO: VOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR rnng being conducted 7000'MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000 & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12)
JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)
LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld.
MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men, eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'. 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700 CST to 0700CST. (3-29)

MISSOURI: BUTLER RADIO: About June 1, FSS & associated svc will be discontd. Tsmtg & rcvg freqs will be tmpry shut down: 121.5, 126.7, 135.9, 255.4 mc; tsmtg 120.7, 135.0 mc, rcvg 122.1 mc; montrg category & class will be tmpry chgd to (3) and H-VORW - for conversion to FAS Class I, with associated FSS at Kansas City. Freqs to be perm decmsnd: 122.2, 243.0, 272.7 mc tsmtg; 243.0, 272.7 mc rcvg. (4-18)
CAPE GIRARDEAU RADIO: About June 1, FSS will be comsnd. Tsmtg 120.7 mc and 122.2 mc; rcvg: 122.1 mc. tsmtg & rcvg: 126.7, 121.5, 243.0 255.4, 272.7 mc. Ctlg the Farmington VOR. (4-21)
CAPE GIRARDEAU MUN ARPT: NW/SE sod strip clsd. (9-8)
DOGWOOD RADIO: About June 10, VOR will be comsnd. Freq: 109.4 mc. Ident: DGD. Lctd: lat 37-01-23, long 92-52-37. Montrg category (3). Class: L-VORW. About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield. (4-20)
FARMINGTON RADIO: About June 1, FSS & associated svc will be discontd. Tsmtg & rcvg freqs will be tmpry shut down: 121.5, 126.7, 135.9, 255.4, tsmtg 120.7, 135.0 mc; rcvg 122.1 mc montrg category & class will be tmpry chgd to (3) and H-VORTACW. - for conversion to FAS Class I, with associated FSS Cape Girardeau. Freqs to be perm decmsnd; 122.2, 243.0, 272.7 tsmtg and 243.0, 272.7 mc tsmtg & rcvg. Freqs to be avbl at Cape Girardeau FSS: Tsmtg: 120.7 mc and 122.2 mc rcvg: 122.1 mc; tsmtg & rcvg: 121.5, 126.7, 243.0, 255.4, 272.7 mc. (4-21)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope. (10-28)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident. (11-1)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29)
KANSAS CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
KIRKSVILLE RADIO: TACAN operg test basis. Channel 21. (12-10)
KIRKSVILLE ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
MAPLES RADIO: DMET operg on test basis; channel 89.
MARYLAND HEIGHTS RADIO: TACAN operg test basis; channel 45. (9-5)
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
**MOSBY, THREE CITY ARPT: Abandoned.
ST JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc pat and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
ST JOSEPH, ROSECRANS MEM'L ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)
ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution - lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty, (11-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
ST. LOUIS, LAMBERT-ST LOUIS MUN: Due non-visibility twr unable ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)
VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)
WEST PLAINS, SKY HAVEN ARPT Reported reactivated. Lat 36-45, long. 91-53; elev: 1102', Lctd: 2.5 NW, one 2300' sod strip NW/SE. Rmks: Land at own risk. Fuel: 80 oct.

MONTANA: BABB RADIO -SPECIAL NOTICE: During period June 24 thru June 30, btn hrs 0600-2030M, FAA will provide a tmpry ATC twr and FSS at Babb Arpt for national Governor's Conference being held at Glacier Park. Following freqs avbl: Tsmtg & rcvg: 118.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual signal tfc lgt. Fly all tfc patns E of arpt. (4-26)

★BILLINGS, LOGAN FLD TOWER: May 3, apch ctl on 400 kc discontd.

BILLINGS, LOGAN FLD: Final apch to rnwy 22 in excess of 2 mi from end of rnwy and last half of a base leg for rnwy 22 obscured from twr vision by const atop new admin bldg. Two ctl twr structures on Logan Fld, active twr lctd on S side of fld atop SW hangar. Twr structure on admin bldg not comsnd. First half of right base leg for rnwy 27 not visible. Due non visibility twr unable provide visual ctl of tfc in these areas. Pilots will assume responsibility for separation from other acft in this portion of ctl zone. Extreme caution advised. Due non-visibility twr unable to ctl tfc onramp N and NE of admin bldg. Approx 700' of second 1000' and that portion from 3500-4200' of apch end rnwy 27 not visible from twr. Pilots will assume responsibility to determine rnwy is clear of obstns when using first 4200' rnwy 27.

BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (2-18)

BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)

CHESTER ARPT: Clsd- constr, bcn remain lighted. (4-5)

CUT BANK RADIO-SPECIAL NOTCE: During period June 24 thru June 30, btns hrs 0600-2230M, FAA will provide a tmpry ATC twr and FSS at Cut Bank Arpt, for national Governer's Conference being held at Glacier Park. Following freqs avbl: Tsmtg & rcvg: 119.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual tfc signal lgt.

DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-3

GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Aprt restricted to VFR for test purposes only. (11-1)

GREAT FALLS INTNL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26)

HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel, rnwys 5-23 & 7-25 restricted to 10,000 lbs GWT. (4-5)

LIVINGSTON RADIO: About May 16, TACAN portion of VORTAC will be shut down until aprx June 16 - reconstr. (5-7)

MEADOW CREEK USFS ARPT: Clsd all operns thru May 31, constr. (4-27)

MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01- and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vncty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-20)

MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.

WHITE SULPHUR SPRINGS-WHITE SULPHUR ARPT: Clsd all operns thru May 30, constr.

WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcst VOR and LF rng. Ind on W side of NW/SE rnwy btn lgts & new constr. All rnwy lgts inop. Fone for other info

NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also

BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)

**CHADRON SPECIAL NOTICE: Efct Nov 1, civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Neb; Rapid City, S. D. During trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)

COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)

FAIRMONT-STATE ARPT: NE/SW rnwy clsd. (6-29)

GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW(301°T) at lat 41-01-43, long. 100-21-24. (3-14)

GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55-37, long. 98-20-32. (3-14)

HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)

HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.

LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S(187°T) at lat 40-42-02, long. 99-47-18. (3-16)

NEBRASKA: NORTH PLATTE RADIO: About May 23, TACAN will be shut down until aprx Jul 4 - modernization. (5-6)

OMAHA MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. ILS glide slope unusable from MM to touchdown - due glide slope roughness. (5-3)

OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. (9-11) Efctv Jul 1, arpt name will be chgd to Eppley Airfld. (4-12) Caution, const in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)

ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)

WOLBACH RADIO: DMET operg on test basis; channel 111.

SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)

SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev: 1100'; one 4000 x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown, maj & minor reparis, 80 and 100 oct fuel. Rmks: Windcone on req. (10-10)

THEDFORD ARPT: New arpt reported, aprx 3 mi E; 1 sod strip, 2800' long. Fuel avbl.

NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)

COALDALE RADIO: VORTAC usable dist: 300° - 15° and 60°-80° limited 25 nmi at MOCA.

ELKO RADIO: TACAN operns suspended until aprx June 20 - TMC installations. (5-5)

FALLON NAAS SPECIAL NOTICE: Hi-density Jet Tfc; Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)

GABBS ARPT: Lgts inop. (3-22)

GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop. (3-10)

LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR direct to the NE corner of Caution Area C436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Neveda, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11W to 36-55N, 114-26W & bounded on the SW by a line drawn from 35-48N, 114-15W to 35-58N, 115-30W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)

LAS VEGAS RADIO: VORTAC unusable 120°-130°, 30 nmi at 8000'; 130°-140°, 25 nmi at 8000'; 200°-220°, 30 nmi at 9000'; 220°-240°, 30 nmi at 11,000' MSL. TACAN restricted to awy radials use only. (4-25)

LAS VEGAS, THUNDERBIRD FLD: E/W only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only. (5-3)

MORMON MESA RADIO: TACAN operg test basis; channel 23. (4-23)

RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge & 1216' S of N end inst apch rnwy. Elev: 4409.33'. MSL. Glide slope angle will be 3°. (5-5)

TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt conditions info is avbl by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord rdo.)

CLAREMONT MUN ARPT: Rnwy lgts inop.

CONCORD RADIO: DMET operg test basis; channel 113. (3-30)

NEW HAMPSHIRE: LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115° beyond 30 nmi. (12-6) About June 6, VOR will be shut down until aprx June 27, grading. Durg this period, the following substitute route structure and MEAs in efct: V141 BTV VOR-CON VOR substitute BTV VOR direct BTV LFR B4 CON LFR, MEA as published; V151 LEB VOR-EEN VOR substitute B45, MEA as published. (5-2)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd and inop. (3-15)

NEW JERSEY: ★ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident ACY, operg test basis, unmontrd. May 6, UHF H facil relctd to HW site, lat 39-22-00, long 74-27-00.

★ATLANTIC CITY (POMONA) NAFEC ARPT TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long 74-33-28. Apr 21, twr tsmts LF voice on 278 kc in place of 275 kc. About July 1, freq 132.30 mc will be decmsnd. (4-25)

ATLANTIC CITY (POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv fld maint. (4-9)

BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycle gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flts.

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. (3-3) Constr NW end rnwy 14-32, 4000' usable from SE end. (2-11) Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr. (4-25)

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flight test area described as follows: 3 mi either side of a line from arpt at lat 40-52, long 74-17. 340°M to a point at lat 40-58, long 74-22; thence 315°M to the Delaware River. Time sunrise-sunset. Alt: sea level to 9000'. User: Curtiss-Wright Corp, Caldwell, N.J. Expires Aug 15, 1960. (2-17)

CALDWELL-WRIGHT ARPT: Clsd all transient acft; rnwy 9-27 unusable. (5-5)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° MOCA.

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

NEWARK RADIO: LFR has strong multiples 3 - 4° SW of SE crs. Light multiples other courses.

NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° (11-4) About June 1, ATCRB svc will be shut down until aprx Aug 17, relctn. About June 1, VHF DF will be shut down until aprx July 1, relctn. (4-22)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy elev, 1250' E of threshold lgts mrkd by red and white panels and obst lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' above gnd boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men and eqpmt on fld. (3-17)

RED BANK ARPT: VOR rcvr gnd check point unusable. (9-3)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc, careful tuning required.

SOLBERG RADIO: About June 22, TACAN portion of VORTAC will be shut down until aprx July 21, stn modernization. (5-5)

SPARTA RADIO: DMET operg test basis; channel 19. (7-17)

STILLWATER RADIO: TACAN test operns tmpry suspended. (3-23) About June 10, VORTAC will be comsnd. TACAN channel 101. Class M-BVORTAC. (4-21)

**TETERBORO ARPT: Shoulders rocky and ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkof; rnwy 14 clsd for lndg; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200 x 400' mrkd sod area N of center txwy and 350' E of W txwy restricted to lndg and tkof of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22) N,center,and W txwys re-designated B, C and D respectively. (5-9)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight-out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men and eqpmt on fld daily. New 60' unlgtd ctl twr being

NEW JERSEY: constrd btn rnwys 6 and 11. First 400' apch end rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo eqpd acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R25. Caution extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of cntrline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc required to ctc McGuire apch ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (3-28)

NEW MEXICO: ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700-1000M daily except Sat and Sun. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE, KIRTLAND AFB ARPT TOWER: UHF DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185°-335°.

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque/Kirtland AFB hi-density trml area: (1) All E and W bnd tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc dptg ABQ maintg M tracks from Rio Grande River of 300° and 190° and not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000' MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68 and V68S. (6-18)

ALBUQUERQUE, KIRTLAND AFB ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for a tmpry period due to wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilot's discretion. (12-31)

ALAMOGORDO MUN ARPT: New arpt reported lat 32-51, long 105-59; elev 4200'; one 7000' rnwy, rotg bcn; unicom 122.8 mc; 100 oct available.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About June 6, constr VOR will start. Freq 116.8 mc; ident CIM; lctd lat 36-29-30, long 104-52-18; Mag var 13°10'E; elev 6547' MSL. Montrg category (I). Ctld from Trinidad, Colo FSS; class M-BVOR. (4-18)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi-speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

CROWN POINT RADIO: Apr 23, constr started on VOR. Freq: 114.2 mc. ident: CPT. Lctd lat 35-53-00, long. 108-15-28; Mag var. 13°47' E. Elev; 6305' MSL; Class: M-VOR W. About June 1, VOR will be comsnd. Montrg category (I). (5-9)

**ENGLE SPECIAL NOTICE: CAUTION, DO NOT MISTAKE FOR LANDING AREA. Space Surveillance Station lctd lat 33-26-35, long 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270 x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

**FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23. Rnwy 6-24 abandoned, mrkd with crosses. Rnwy 5-23 under constr. (4-20)

FT WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from March 28 through June 30 daily Mon-Fri 0730-1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long 108-36, on S by lat 35-26, and on W by long 108-38. (3-24)

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg test basis; channel 120. (9-2)

**ROSWELL, WALKER AFB SPECIAL NOTICE: Jet test durg daylgt hrs conducted in the following described area: bgng at Corona, N. Mex. VOR to Socorro VOR; to Albquerque VOR; Anton Chio VOR; Tucumcari VOR; Texico VOR; Roswell VOR to point of beginning. (11-14)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15°-30°. (2-2)

TUCUMCARI RADIO: DMET operg test basis; channel 85. (4-4)

[redacted]: BATAVIA ARPT: Use at pilot's own risk during inclement weather. (2-8)

NEW YORK: BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1) About May 30, VORTAC will be comsnd. TACAN channel 88. Class: M-BVORTAC. (4-7)

BINGHAMTON, BROOME CO ARPT TOWER: About June 13, ILS lclzr and glide slope will be shut down until aprx July 28- modernization. (5-5)

BUFFALO ARPK: Snow removal NE/SW rnwy only, snow banks each side of rnwy. Use rnwy only. Ctc UNICOM for lndg info. (12-3)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner of arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (10-24) 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr.

CICERO ARPT: Closed transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

DUNKIRK MUN ARPT: Clsd SR-SS Sun. and holidays thru Oct 30, drag races.

ELMIRA, CHEMUNG CO ARPT: Due non-visibility twr unable to observe tfc from point 1000' N to apch end rnwy 19; trml bldg constr. (2-8)

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

LAKE VIEW ARPT: Reported reopened; lctd 1.5 mi E; elev: 750'; one rnwy 2600' slag. 80 & 100 oct fuel avbl; no lgtg. Atnd 24 hrs daily. (5-5)

LIDO RADIO: H facil unusable beyond 12 mi-acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution-hi-performance test jet acft in corridor btn Republic Aviation Corp., Farmingdale, L.I., and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK CITY SPECIAL NOTICE: April 15-June 1, 1960 steady burning lgt S bcn on Empire State Bldg 1502' MSL will be extinguished from midngt lcl time til sunrise. (4-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchell AFB. (4-3)

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. (4-25) May 5, freq 124.5 mc decmsnd, 125.9 mc comsnd (low alt) at Philipsburg, Pa.; freq 125.9 mc decmsnd, 126.4 mc comsnd.(low alt) at Douglaston, N. Y. freq 126.4 mc decmsnd, freq 121.0 mc (low alt) comsnd Flint Hill, Pa.; freq 121.0 mc (low alt) decmsnd Sayre, Pa. peripheral sites.

NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.

★NEW YORK - INTL(IDLEWILD) ARPT TOWER: May 3, ILS (rnwy 22R) shifted to rnwy 22L.

NEW YORK: Lclzr lctd 460' from 4R end rnwy 22L; lat 40-37-27, long. 73-46-19. Elev: 10' MSL. Apch brg 223°. Mag. var.: 12° W. MM lctd 3464' (0.66 smi) apch end rnwy 22L & 14' left of extended centerline. OM lctd 33, 620' (6.37 smi) from apch end rnwy 22L & on extended centerline. LOM freq 392 kc. Ident: 1W., lctd lat 40-43-30, long. 73-41-35. Only alternate opern of either rnwy 4R or 22L, Simultaneous operns not avbl. About July 1, freq 132.30 & 134.64 mc will be decmsnd. (4-25)

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. May 6, apch lgtg system with sequence flashers serving rnwy 22R decmsnd, concurrently apch lgts system configuration A with sequenced flashers serving rnwy 22L comsnd, including semi-flush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions. Due non-visibility twr unable to ctl tfc on : txwy DD btn P and Q and that portion of Q btn CC and DD; taxiway P from a point half way btn CC and DD extending to the NW and including the northernmost half of thr run up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn taxiways R and a point half way btn txwys S and T; txwys I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwys I and G btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Const equipment working 1200' off apch end of rnwy 13R and 300' S of cntrline rnwy 13R-31L. Const eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd & flagged. Pavemend dip & rolling action on surface of rnwy 13R-31L lctd 5400' from the apch end of rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi; 360°-015°, 4000';015°-100°, 3000';100°-110°, 2000';110°-260°, 2500';260°-280°;3000';280°-360°; 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1800. April 18, substitute lclzr operg on pavement of clsd rnwy 4-22, at lat 40-46-18, long. 73-52-56; 1120' NE of SW end rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & txwy marking & barricades. (4-21) About May 17, freq 126.1 will be comsnd; freq 121.3 mc will be decmsnd. (4-22)

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twrs aprx 390' MSL. (12-3)

NEW YORK LA GUARDIA FLD: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 miles. Sequence flasher lgts may be turned on at pilots request or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 13-31 usable 5914 x 150' btn SR-SS; 4900 x 150' SS-SR with overrun 1000' on NW end of rnwy. Rnwy 4-22 clsd xcpt for taxiing via designated taxiways to and from M.A.T. Txwy 1 and W run-up pad clsd mrkd, txwy lgts inop. (4-21)

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for allttype acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00(17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER-MONROE CO ARPT TOWER: ILS shut down until aprx May 9 - rnwy constr. Lclzr will be relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long. 77-40-45. Elev: 546' MSL. (3-28)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days & tmpry battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Men, eqpmt off W end rnwy 28 days xcpt Sat. and Sun. (5-5)

NEW YORK: SCHENECTADY COUNTY ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.
SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)
SPITFIRE LAKE: No seaplane facils avbl.
STORMVILLE ARPT: Caution, spring mud and ruts, red flags point danger spots. (3-3)
SYRACUSE, HANCOCK ARPT TOWER: UHF/DF inop. (2-10)
SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)
UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)
UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.
WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis; channel 71. (4-6)
ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)
**ASHEVILLE OWEN FLD SPECIAL NOTICE: Flgt test area described as follows: beginning at lat 35-34, long. 82-34; W to 35-30, 83-00; S to 35-15, 83-00; E to 35-15, 82-34; N to 35-34, 82-34. Time: dalgt hrs. Alt: 10,000'. User: M. D. Robinson, Box 1064, High Point, N. C. Expires: June 6, 1960. (2-9)
BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)
CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-29)
CHARLOTTE, DOUGLAS MUN ARPT: 60' (773' MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)
COFIELD RADIO: DMET operg test basis; channel 109. (5-18)
ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test operns tmpry suspended. (3-24)
FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)
FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)
FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)
GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)
GREENSBORO-HIGH POINT ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline and 1000' from end rnwy 19 on E side, unlgtd. (8-26)
KINSTON RADIO: About May 9, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd: lat 35-22-12, long. 77-33-30. Montrg category (1) Ctld & montrd from New Bern FSS. Class: L-BVOR. (4-29)
LIBERTY RADIO: About Jun 30, VOR will be comsnd. Freq: 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Class: L-VORW. (4-15)
LUMBERTON RADIO: May 4, VOR shut down.
LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.
MONROE, SHUTE MUN ARPT: Clsd Suns. 1300-dark, parachute jumps, lndg permitted btn jumps. (9-6)
RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)
RALEIGH-DURHAM ARPT TOWER: About June 13, ILS lclzr and glide slope will be shut down until aprx July 4 - modernization. About July 18, 126.18 mc will be chgd to 126.2mc.
WILMINGTON, NEW HANOVER CO ARPT TOWER: About May 12, twr freq will be chgd to 388 kc. (4-20) About May 10, freq 142.72 mc will be decmsnd. (4-25)
WILMINGTON, NEW HANOVER CO ARPT: 133' MSL(102'AGL) lgtd radar twr being erected 400' NW of trml bldg.
WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable. (6-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-33, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960.

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
FARGO RADIO: About June 10, Glyndon, Minn Fan Mrkr will be discontd. About May 31, TACAN will be shut down until aprx July 12 - modernization. (5-6)

NORTH DAKOTA: FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inop. (4-21)
GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91' (1031' MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
MAYVILLE ARPT: 303' (1179'MSL) lgtd twr erected 22.5 nmi E(112°T) at lat 47-20-51, long. 96-50-46. (2-12)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: AKRON RADIO: About July 15, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (5-15) DMET operg on test basis; channel 21. (3-14)
AKRON, CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown- acct roughness. (8-19) ILS BC unusable. (1-14)
AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE of arpt. (3-15) Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. (3-10) Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. About Jun 1, a sequence flashg lgt system will be comsnd rnwy 1; will oper in conjunction with existing configuration A apch lgtg system and will consist of 21 units at 100' intervals starting at apch end of system. (5-9)
AKRON MUN ARPT: Tetrahedron unctlbl. Obst lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
ATHENS, OHIO UNIVERSITY ARPT: 602' (1189' MSL) stack being erected 23 nmi SSE(163° T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-20)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio, 12,000' to surface.
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef-arpt constr. (4-24) May 6, ILS MM & LMM shut down- rnwy constr. (5-9)
**CINCINNATI, GREATER CINCINNATI ARPT: Neon apch lgt lane rnwy 36 perm decomsnd.
CLEVELAND RADIO: TACAN test operns tmpry suspended. (3-28) About May 30, VORTAC will be comsnd. TACAN channel 83. Class: M-BVORTAC. (4-7)
★ CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About Jun 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co. and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W-120.8 mc primary; 125.8 mc secondary. Acft arriving from E-124.6 mc primary; 125.7 mc secondary. (4-30) Apr 29, freqs 125.9, 323.2 mc decomsnd Warren peripheral site.
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (2-9)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs

NORTH DAKOTA: ...certain clearances to 20,000'. ... crossing to 36-33, 80-16. Hours: dalgt. Alts. ... BISMARCK MUN ARPT ... N/S and E/W rnwys open, clsd to ngt operns exc ... FARGO RADIO: ... Expires 23 July 1960. ... (4-15) ... Almost June 10, Glyndon, Muni Ean Mrkr will be discontd. Almost May 31 ... MM site freq 244 kc. Ident EE. OM ltd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (2-9) CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open& dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted bet rnwy 28R & 9L-27L rnwy open acft 30,000 lbs ...

OHIO: or less. All acft equipped with proper freq may expedite their handling by ctcg apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE and E of hangars NE of twr; caution, acft parked close proximity txwy W. Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (4-9)

COLUMBUS SPECIAL NOTICE: Box-type kites aprx 5-10' in diameter being flown under VFR conditions and during dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000'. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)

COLUMBUS, OHIO STATE UNIVERSITY ARPT SPECIAL NOTICE: Clsd to all acft, excp emergency, May 13 and 14, 0800-1700, for National Inter-Collegiate Flying Meet. Portable lgt gun and unicom on 122.8 mc avbl. Flgt service specialist will be on duty May 12, 1200-1800 and May 15, 0800-1200 for flgt plan svc and wea assistance. (4-21)

COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front crs unusable above 4000' MSL beyond 11 nmi. (7-24)

COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkof and N lndg due to obstns S end of rnwy.

DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)

DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)

DAYTON, WRIGHT-PATTERSON AFB SPECIAL NOTICE: Extreme caution, extsv tfc in VFR corridor between AFB and R109 crossing awys R8, B87, A6 and V5, in the area from South Solon Int to Mason Int. USAF jet bombers (B-47 and B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along the route indicated below. Acft will climb to and fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas and civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R109 that lies N of lat 39-11. (4-14)

FINDLAY RADIO: Apr 12, DME inop until aprx June 2, relctn to VOR site and channel chg to 2. About June 2, VOR will be relctd to lat 40-57-18, long 83-45-21; elev 821' MSL; class will be L-BVOR. (5-5)

HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped, when using ctc arpt on unicom 122.8 mc. (12-27)

**MANSFIELD MUN ARPT: No signals SS-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'; occasionally condensation on twr windows will reduce twr visibility and ctl svc will be discontd for tmpry periods. (4-13) Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilot's discretion. (4-14)

MARION-COUNTY ARPT: Durg wet wea fld may be soft; pilots ascertain fld conditions by use of unicom or ctc fld by fone prior to tkof. (4-12)

MARION MUN ARPT: Gliders operg, Sats & Suns 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn and Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling. (3-22)

PORT CLINTON MUN ARPT: 1600' or 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is usable. Caution, parking & taxiing due constr of new hangar & trml bldg; men, eqpmt & structures in area.

RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon-Fri within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long 81-04-22; W long 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better and visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (telephone number STadium 4-1246) (2-10)

**SPRINGFIELD ARPT SPECIAL NOTICE: Flt test area described as follows: bounded by a line extending from lat 40-10, long 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning; time daylight hrs; altitude to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.

SPRINGFIELD MUN ARPT: Caution, uncontrolled and rdo controlled model airplane meet will be held May 22, one rnwy will remain open, use unicom.

TOLEDO-EXPRESS ARPT TOWER: Twr freq 396 kc unreliable beyond 5 mi due interference Golf H fac, ident G, freq 398 kc. (3-22) About May 26, voice transmission on 396 kc will be chgd to 278 kc. (4-11)

OHIO: TOLEDO MUN ARPT: Clsd Sun 0800-1800E to all but lcl base acft; drag races.

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)

XENIA, PORT XENIA ARPT: Reported reinstated; lctd 3.0 mi E; elev 1050'; one strip 2000' long, maj repairs and 80/87 oct fuel avbl. (11-24)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

OKLAHOMA: BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)

**BUFFALO ARPT: 255' (2912'MSL) lgtd twr erected 36.3 nmi W (276°T) lat 36-53-47, long 100-23-54. (12-9)

GAGE RADIO: DMET operg on test basis; unmonitored; channel 103.

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978' (1828'MSL) lgtd twr erected 9.5 nmi W (288 °T) lat 34-02-29, long 96-48-04. (3-21)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

OKLAHOMA CITY RADIO: About May 16, LFR Z mrkr will be shut down until aprx May 20, antenna rehabilitation. (4-18)

OKLAHOMA CITY, TULAKES ARPT TOWER: About May 18, FAA ctl twr will be comsnd. Freq: tsmtg 391 kc; tsmtg & rcvg 118.1, 121.5, 243.0, 348.6, 379.9 mc; rcvg only 122.5 mc. Freq 121.7 mc for ctl mobile gnd tfc; voice call Tulakes twr; class C(g). (4-5)

OKLAHOMA CITY, WILL ROGERS FLD TOWER: About May 18, freq 122.5 mc will be decomsnd; freq 122.7 mc will be comsnd. (4-5) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

**OKLAHOMA CITY, WILL ROGERS FLD: Rnwy 17-35 clsd, constr. Only 1000' of yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 perm clsd all operns. High-intensity-apch lights decmsnd Mar 8. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (4-18)

SHAWNEE MUN ARPT: 120.5'AGL (1211.5' AMSL) lgtd elevated water storage tank under constr E side of fld. (7-10)

**STILLWATER, SEARCY FLD SPECIAL NOTICE: Flt test area described as follows: lat 36-27, long 97-00; thence S to 36-18, 97-00; thence W to 36-18, 97-10; N to 36-27, 97-10; E to 36-27, 97-00. Time dalgt hrs; altitudes between 1500-5000' above terrain. (2500-6000' MSL). User: Aviation Technology Dept., Oklahoma State University, Stillwater, Oklahoma. Expires July 31, 1960. (4-14)

STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.

TULSA, BROWN ARPT: 190' (876'MSL) lgtd twr being erected 1.5 nmi NW (327°T) lat 36-06-42, long 95-54-00. (4-21)

TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2)

OREGON: BAKER MUN ARPT: Hazardous conditions exist when rnwy lgts are on due to high voltage lines several inches above gnd parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)

BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

EUGENE, MAHLON-SWEET FLD: No txwy to extsn of N end rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS RADIO: About June 6, TACAN portion VORTAC will be shut down until aprx July 6, reconstr. (5-9)

KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)

MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, 10,000'; 30°-57°, 11,000'; 120°-210°, 13,500'; 315°-350°, 8000'; 350°-360°, 8500'; 57°-75°, 30 nmi 11,000'; 75°-120°, 30 nmi 13,500'; 210°-225°, 30 nmi 12,000'; 225°-250°, 30 nmi 10,500'. (3-11)

NEWBERG RADIO: VOR flt-checked for en route V awys & route use only and on the 334° & 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil. 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of cntr int, 100' deep.

PENDLETON RADIO: TACAN operg test basis; channel 94. (7-31) About May 31, VOR will be shut down until aprx June 11, reconstr. (5-4)

PENDLETON ARPT: Constr on apch lgts, men & eqpmt crossing aprx 75' E of rnwy 7L-25R; rnwy will remain open durg constr.

OREGON: **PENDLETON, WOODPECKER FLD: New arpt; lctd 2 mi NE; lat 45-42, long. 118-43. Elev: 1410'. One NE/SW sod rnwy 2500' x 80'. Maj rprs, F4 fuel avbl. P-line W.
PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)
PORTLAND-INTL ARPT TOWER: VHF/DF inop.
UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Eastern most crossing also mekd with 20" orange aluminum balls, spot. lgtd from both sides of the rvr. (1-4)
**WALLOWA, HILL'S AIRSTRIP: Abandoned. (4-15)
PENNSYLVANIA: ALIQUIPPA-HOPEWELL ARPT SPECIAL NOTICE: Flgt Test Area described as follows area bounded on E by long. 80-10, and on theW by long. 80-14-30. Bounded on N by lat 40-46-30, and on the S by lat 40-40-30. Hours: dalgt. Altitudes: max. of 2500' MSL. Used by: Volaircraft, Inc. Time: March 8, 1960 to June 5, 1960. (3-23)
ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-080° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)
ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)
ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
BEDFORD, WEIDMAN ARPT: New arpt reported. Lctn 2.0 N; lat 40-04, long. 78-30; elev: 1200', mono-strip NE/SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel & minor repairs avbl. (1-13)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice ctl & montrg from Brookville FSS. (3-10)
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
ELLWOOD CITY RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)
GETTYSBURG SPECIAL NOTICE: Acft are reqrd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due to fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HANOVER, DEVENER ARPT: Clsd to all tfc, soft fld conditions.
HARRISBURGH RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26nmi at 5500'; 310°-330°, 26 nmi at 4000';330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi, 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int-acct interference. (3-10)
HARRISBURH-YORK STATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. About June 5 rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 & 12-30 will remain open. (5-4)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPT: Caution, men & eqpmt on N/S rnwy dalgt hrs durg Apr and May. (3-30)
LANCASTER MUN ARPT: Caution, constr. (11-10)
LINESVILLE, MERRY'S PYMATUNING ARPT: Reported reactivated. Lat 41-40, long. 80-26: elev: 1200'; No. of rnwys: 2 sod, NNE/SSW -2250'; WNW/ESE-1675'; 80 octane. Limited service. (9-17)
MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy
PENNSYLVANIA: usable; men, eqpmt on fld. (7-31)
**MONTGOMERYVILLE, HI LINE ARPT: Formerly carried as Montgomeryville Arpt. N/S rnwy clsd, constr; lgts inop. Grass rnwy parallel to main rnwy on W side, only rnwy open; Caution, watch for constr eqpmt. (4-18)
MT. POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd most activity will occur wk-ends from gnd to 12,500', observe white cross closing fld durg course of jumping activities.
PHILADELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on N shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)
*PHILADELPHIA-INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) Apr 21, twr tsmts on LF voice freq 371 kc in place of 278kc This corrects Airguide Vol 15, No. 4, dated April 26, 1960.
PHILADELPHIA-INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts; steam pile driver operg in vcnty of Scott Paper Bldg 3900' W of TWA hangar, arpx 88' hi, flagged days, lgtd ngts. Mil jet acft arriving & dptrg fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)
PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PITTSBURGH RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 121. Class: H-BVORTAC. (4-7)
PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: About May 16, ARSR-1 & IFF bcn will be shut down until aprx July 15- modernization. (4-12) About July 1, freq 132.30 mc will be decmsnd. (4-25)
PITTSBURGH, ALLEGHENY CO. ARPT TOWER: About May 31, ILS will be shut down until aprx June 9, lclzr freq chg to 110.7 mc; glide slope freq chg to 330.2 mc. (5-6)
PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSTOWN RADIO: About May 31, VOR will be shut down until aprx June 5- freq chg to 117.1 mc. (4-18) See page 71 for substitute route structure, tmpry reporting points and MEAs.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)
PROSPECT, CARNAHAN ARPT: Closed to all traffic.
PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)
READING, GENERAL SPAATZ FLD TOWER: Apr 26, ILS lclzr & glide slope shut down - modernization, (5-7)
SAYRE, CHEMUNG VALLEY ARPT: Closed, due soft rnwys. (4-7)
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180° -215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
SLATE RUN RADIO: About June 2, VOR will be comsnd. Freq: 113.2 mc. Ident: SLT. Lctd lat 41-30-45, long. 77-58-12. Elev: 2320'MSL. Mag var.: 7°35' W. Montrg category (3). Class: M-VORW. (4-21)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
STROUDSBURG-HAMLEN ARPT: Clsd to all transient acft. (2-24)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Apr 16 to Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST RADIO: Apr 29, VOR operg test basis; Freq: 116.1 mc. Ident: THT. Lctd lat 41-16-21, long. 74-41-20. Elev: 2118'MSL. Mag var. 9°50'W. About June 2, VOR will be comsnd. Montrg category (1). Voice & ctl from Wilkes-Barre, Pa. FSS. Class: M-BVOR. (4-28)
TIDIOUTE RADIO: TACAN operg on test basis; channe 43. (4-12)

MATAMORAS MUN ARPT

PENNSYLVANIA: TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)
WAYNESBURG, GREENE COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown-acct roughness. (2-10) About June 13, ILS glide slope and lclzr will be shut down until aprx June 23-modernization.
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and re-seeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
**MIDDLETOWN NEWPORT AIRPARK SPECIAL NOTICE: Flgt Test Area described as follows: SW corner lat 41-31-48, long. 71-18-30; 41-35-00, 71-16-30; 41-35-00, 71-13-48; 41-31-30, 71-13-48; Time: dalgt hrs. Altitudes: 3,000'. User: John C. Powell, Middletown, Rhode Island. Expires: May 15, 1960. (2-3)
NEWPORT SPECIAL NOTICE: April 16 thru May 16 Flight Test Area NNE within the following described area: bgng at lat 41-31-08, long. 71-18-05, N to 41-35-00, 71-16-05; E to 41-35-00, 71-13-08; S to 41-31-05, 71-13-08; W to pt of bgng. Hrs: dalgt. Ceiling, visibility-2000', 10 mi. Alt: to 3000'. (4-11)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.
PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no take-offs rnwy 23R. (8-15) About May 16, sequences flashers will be cmsnd rnwy 5R to oper in conjunction with config A apch lgtg system: will consist of 26 units at 100' intervals starting at apch end of the system. (4-11) Excavation W side of fld & edge of rnwy 23R and 5L aprx 2,000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd: rnwy 23R and 5L subject to close Mon thru Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. (4-22)
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmrkd.
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)

SOUTH CAROLINA: BARNWELL-COUNTY ARPT: 266'(569'MSL) lgtd twr being erected 10.5 nmi NNE(25°T) at lat 33-24-55, long. 81-17-02. (2-29) Fld clsd May 14 and 15 for state-wide Jaycee teen-age Road-eo; NE SW rnwy will be open for use. (2-4)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum sec and be seen capability conducting max performance climb/penetration maneuvers. (12-4)
CHARLESTON AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)
**CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4) Caution, when operg in SE quad of fld. Hi speed, hi performance jet acft departing on the 150° radial of CHS TACAN and climbing at a hi rate to alts of 30,000' and above when VFR wea exists. All acft should ctc twr or apch ctl when entering that area for tfc advisory.
COLUMBIA SPECIAL NOTICE: Effective 4/4/60 VOR apch procedure turn alt raised to 1700' MSL due to obstruction. (4-6)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi. ILS glide slope shut down - modernization. (5-5) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
**COLUMBIA ARPT: 291'(700'MSL) lgtd twr erected 12.8 nmi SSE(170°T) at lat 33-44-42, long. 81-04-25. (2-29)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Closed, construction. (1-6)
DILLON COUNTY ARPT: New arpt reported: lctd 1.7 nmi N; elev: 120; one rnwy, 3000' paved; rotating bcn and rnwy lgts; opers dusk-dawn. No svcg. (4-21)
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
GREENVILLE MUN ARPT TOWER: ILS glide slope usable to MM only. (2-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)
**KLINE, WALKER ARPT: 291'(549'MSL) lgtd twr erected 3.5 nmi S(187°T) at lat 33-01-56, long. 81-20-53. (2-29)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1 4 mi W of old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl. (2-4)
**ROCK HILL MUN ARPT: New arpt. Lat 34-59, long. 81-04, 5 mi NW; elev: 666', one paved rnwy, NE SW, 3500 x 75'. Rnwy lgts dusk-dawn, 80-100 oct fuel and maj rprs avbl. Bcn not operg. (3-4)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

SOUTH DAKOTA: ABERDEEN MUN ARPT: N S rnwy clsd to all operns. (4-27)
DUPREE RADIO: DMET operg on test basis; channel 115.
FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr being erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-21 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods, these stns will include an advisory message at the end of each weather brst. (10-26)
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution-extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for approx. 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.

TENNESSEE: BRISTOL, TRI CITY MUN ARPT TOWER: About Jul 18, 126.18 will be chgd to 126.2.
**BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer cmsnd. 180° turns on rnwy prohibited. New 6600' rnwy not open for service, mrkd at apch ends.
CHATTANOOGA RADIO: TACAN operg on test basis; channel 75. (12-31)
**CHATTANOOGA, LOVELL FLD: Efctv June 1, inbnd VFR flts rdo equipped acft ctc CHA apch ctl on 125.1 mc aprx 25 mi out for lndg instructions; CHA apch ctl will specify reporting point where flt will chg to CHA twr freq. (4-26)
CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)
DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27)
JACKSON, McKELLER FLD: Rnwy 2-20 threshold lgts N end lctd on the sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.

TENNESSEE: KNOXVILLE RADIO: TACAN operg on test basis; channel 111, without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; lat 35-54-41, long, 83-55-41. LF rng has moderate to severe multiples on N and NE courses.

KNOXVILLE, McGHEE TYSON ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MEMPHIS-SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180° - 360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)

MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int. - Dell Int. V9 11,000'; V9E Ramsey Int. - Driver Int. 15,000'; Driver Int. -Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)

MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1)

MEMPHIS, DOWNTOWN ARPT: Clsd to all acft May 11 from 0120Z -0210Z; aerial and gnd pyrotechnical displays will be fired; mortars will be lctd 300' S of end of rnwy; bursts hazardous to acft will reach height of 600' AGL. (4-22)

MEMPHIS MUN ARPT: Caution, constr.

NASHVILLE RADIO: LF Rng freq 304 kc - Caution advised due to moderate to severe multiples on Northwest and Southwest crses. (4-28)

NASHVILLE, BERRY FLD TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-25)

NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)

TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABILENE MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advosory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil & Mil) are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

**ABILENE MUN ARPT: 308'(2003'MSL) lgtd twr being erected 7.2 nmi NW(330°T) at lat 32-31-11, long. 99-45-26. (1-27)

AMARILLO AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)

AMARILLO AFB ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75' AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flgts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)

AUSTIN, MUELLER MUN ARPT TOWER: About May 11, ILS LOM will be chgd to MHW facil; freq chg to 353 kc. (4-22) About July 18, freq 126.18 mc will be chgd to 126.2 mc.

**AUSTIN MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extsv operns all alts. Visibility touchdown point is provided daylgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)

BEAUMONT, JEFFERSON COUNTY ARPT: 300'(303'MSL) lgtd derrick being erected 7.5 nmi NNW(345°T) at lat 30-04-30, long. 94-03-44. (3-25)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000, 5,000, 6,000 and 7,000' MSL while crossing V-66 and at 6,000 and 7,000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000' MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest Pilots operg S of Big Spring in vcnty of described corridor increase in-flgt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btwn R-554 and R-556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution - all alts above 4100' MSL intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)

CARRIZO SPRINGS-DIMMIT CO ARPT: 441'(1098'MSL) lgtd twr being erected 4.3 nmi W (276°T) at lat 28-32-05, long. 99-53-30. (2-15)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325°M. Penetrations and climb-out executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120° M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL(547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALHART RADIO: DMET operg test basis; channel 96, About May 16, VOR will be shut down until aprx May 21 - following changes: VOR class to M-BVORTAC, Freq to 112.0 mc; TACAN channel to 57. (5-4)

DALLAS, FLYERS FLD: Abandoned. (4-15)

DALLAS, LOVE FLD TOWER: ILS LMM unusable due interference. (2-23) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

DALLAS, LOVE FLD: 310'(870'MSL) lgtd twr being erected 6.2 nmi SSW(205°T) at lat 32-44-50, long. 96-54-10. (3-28)

DENVER CITY, HUMBLE ARPT: 485'(3773'MSL) lgtd twr being erected 18.2 SE(142°T) at lat 32-43-50, long. 102-37-45. (2-4)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO RADIO: DMET operg on test basis; channel 92.

**EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. (Rcvd too late for inclusion in the Directory of Airports.)

FT McKAVETT C-B BANCH ARPT: 328'(2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) at lat 30-39-24, long. 100-07-12. (2-4)

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution - extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avail RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)

[redacted]: FT WORTH, CARTER FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

FT WORTH, MEACHAM FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GAINESVILLE ARPT: 310' (1090'MSL) lgtd twr being erected 3.9 nmi SSE (169°T) lat 33-38-50, long 97-07-35. (3-24)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until Dec 31, 1960, 150 mi radius escorted high alt research balloons 1200-2200Z. Report position of any sightlings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB.

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg test basis; channel 121. (6-30)

HAMLIN ARPT: 245' (1967'MSL) lgtd twr being erected aprx 1 nmi S (190°T) lat 32-52-57, long 100-07-37. (3-17)

HARLINGEN MUN ARPT: Clsd ngts, bcn and rnwy lgts inop. Extreme caution, men, and eqpmt on fld. (3-12)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndg and tkof. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

HOUSTON INTL ARPT: Inbnd VFR flts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy and adjt apron pavement btn passenger trml and new cargo bldg used jointly by acft and vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional and jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM and SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and dptg durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000'MSL to avoid jet and conventional tfc patn. (3-28)

**HURST, BELL HELICOPTER HELIPORT: Lctd lat 32-48-28, long 97-09-45.

IRAAN ARPT: 300' (2995'MSL) lgtd twr being erected 20.6 nmi NNW (351°T) at lat 31-14-20, long 101-57-10. (2-4)

IRVING, JAP LEE ARPT: Constr will begin about April 11 on N bndry; bldgs 40'AGL. (3-23)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.(7-9)

KELLY RADIO: About June 2, LFR will be decmsnd. (4-4)

LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo ctl zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil and military) be conducted at or above 9000'MSL in this area. If this is not feasible, ctc Laredo AFB apch ctl on 126.18 or 122.5 mc; rcv on 126.18 or 118.5 mc for tfc advisory svc. Acft operg VFR and off awys within a 50 nmi radius of Laredo, use extreme caution due extsv jet trng. (1-22)

LIVINGSTON, HENNINGTON ARPT: 403' (793'MSL) lgtd twr being erected 4.9 nmi NNE (44°T) lat 30-43-26, long 94-54-38. (3-28)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13, cmsnd. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operg VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60S and V62S, NW of Lubbock, remain at or above 10,000'MSL. All acft arvg and dptg Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000' and 15,000'MSL btn R552 and R555 in a corridor bounded on the E by the town of Pettit and and the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R555 and R554 at 14,000 and 15,000'MSL in a corridor extending 5 nmi either side of U.S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots

[redacted]: operg VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)

LUBBOCK MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

LUBBOCK MUN ARPT: 841' (4067'MSL) lgtd twr erected 7.5 nmi SSW (198°T) lat 33-31-35, long 101-52-12, height now being increased to 856' (4082'MSL). (8-31)

LUFKIN: 130'AGL unlgtd elevated water storage tank being erected aprx 7.5 nmi SSW. (3-28)

MALAKOFF: New arpt reported; 3 mi E on hwy 31; 3000' N/S sod strip; 35' p-line S end.

McALLEN, MILLER INTL ARPT: 149' lgtd oil derrick erected 0.6 nmi E.

MIDLAND-AIR TERMINAL TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

PADUCAH, TRIANGLE RANCH ARPT: Clsd, repairs. (9-10)

PORT ISABLE, PADRE BEACH ARPT: New arpt reported; lctd lat 26-04-11, long 97-14-06; 2 turf strips, NW SE 3200' and N S 1800'.

QUITMAN RADIO: About June 20, VOR will be shut down until aprx June 25. During this period, following route structure in efct: Usable awys: V18 DAL-SHV, DAL 088R and SHV 267° MRA 4400' MOCA 1800' MEA 4400'. V54 UIM-TXK, TXK 232° MRA 2500' MOCA 1700', MEA 4500'; V114N DAL-GGG, DAL 088R and GGG 305° MRA 4400' MOCA 1800', MEA 4400'. Following Ints and MEAs will be in efct: Fruitvale-DAL 104R and SLR 203° 2000'; Majors-DAL 070° and PNX 133°, 2000'. Tmpry cancellation: Harleton and Marshall VHF Int. (5-6)

RAYMONDVILLE, FOX ARPT: 148'AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long 97-46-59.

REFUGIO, ROOKE FLD: Clsd for resurfacing rnwys. (4-22)

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg test basis; channel 101. (8-23)

**SAGINAW, BELL GLOBE HELIPORT: Lctd lat 32-51-38, long 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

SAN ANTONIO RADIO: About June 2, LFR will be converted to BHZ facil, on freq 254 kc.

SAN ANTONIO, INTL ARPT TOWER: About July 18, freq 126.18mc will be chgd to 126.2 mc.

SAN ANTONIO, INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

SHERMAN PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300-0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and or 180° radials of Perrin TVOR btn 9000 & 11,000'. Intercept trng being conducted within 100 mi E of V15, S of V1520, and N of V278 & V66, 5000' and above; 20,000' and above in all quads. For flt advisory svc thru the congested area, ctc Perrin radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 97-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time 1300-0600Z Mon-Fri, btn 20,000-55,000'MSL. Area bounded by awy V1520 on the NW and N, B13 on the E, V278 on the S and jet awy J-20-V on the SW. Use extreme caution. (3-28)

TYLER, POUNDS FLD: 400' (982'MSL) lgtd twr being erected 7.5 nmi ENE (80°T) lat 32-22-30, long 95-14-40. (3-28)

**VERNON, WILBARGER COUNTY ARPT: Rnwy lgts on req only. (5-3)

WACO RADIO: TACAN operg test basis; channel 100. (7-22)

WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**WICHITA FALLS, SHEPPARD AFB MUN ARPT: 155'AGL lgtd elevated water storage tank erected aprx 4.7 nmi NW. (4-27) Lgt acft avoid 2700'MSL over fld due to jet tfc patn. Caution, E/W txwy acct uncontrolled vehicular tfc. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) Configuration A apch lgt system with sequence flashers comsnd. (5-3)

WICHITA FALLS, WICHITA VALLEY ARPT: NW SE rnwy clsd to all operns, constr.

UTAH: **SPECIAL NOTICE: Caution, pilots flying within the borders of the state of Utah are to fly above 8000'MSL while over the Thiokol Chemical Corp plant. Area described as follows: beginning at lat 41-36-41, long 122-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder County Road 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to point of beginning. (3-1)

UTAH: DELTA RADIO: DMET operg on test basis; channel 123. About May 16, LF rng will be shut down until June 4 - modernization. Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2 - E NP LF rng to SLC LF rng; Blue 22 - DTA LF rng to Stansbury Int. (3-17)

HANKSVILLE RADIO: Nov 23, DME shut down indefinitely - reconstr. VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt fo 30' when crossing over N/S rnwy. (9-14)

LUCIN RADIO: LF rng not monitored cont. (11-9)

NEPHI MUN ARPT: Break in blacktop surfacing on portions of N/S rnwy.

OGDEN RADIO: DMET operg test basis; channel 83. (10-20)

PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)

SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts.

**SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scatterd-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)

SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men eqpmt on extsn to S end. (4-28)

VERNAL ARPT: Caution, men eqpmt working on extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

**BURLINGTON MUN ARPT: April 29, a 1500' configuration A apch lgtg system serving rnwy 15 extended to the standard 3000' length with sequenced flashers. (4-28)

RUTLAND MUN ARPT: NW/SE rnwy clsd.

VIRGINIA: BLACKSTONE RADIO: About May 16, LF rng will be shut down until aprx Jun 1 - modernization. (4-6)

BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)

CASANOVA RADIO: TACAN test operns tmpry suspended. (12-21) About May 13, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (4-7)

DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surfacing firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)

ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1,800'; 80/87 oct fuel, maj scvg. P-line SW.

FALLS CHURCH ARPK: E/W rnwy very dangerous, int to W end; SE/NW rnwy very dangerous, int to NW end due to mud; no gas avbl until condition clears;use fld at own risk. (1-21)

FLAT ROCK RADIO: About June 2, TACAN will be shut down until aprx July 1 - station modernization. (4-21)

FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)

FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)

GORDONSVILLE RADIO: TACAN operg test basis; channel 100. About May 30, VORTAC will be comsnd. TACAN channel 100. Class: H-BVORTAC. Elev: 500' MSL.

HERNDON RADIO: DME restricted to 20 nmi all azimuths at MOCA. (4-1)

LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)

LYNCHBURG RADIO: TACAN test operns tmpry suspended. (10-2) About May 30, VORTAC will be comsnd. TACAN channel 29. Class: L-BVORTAC. Elev: 875' MSL.

MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)

MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL. (11-30)

VIRGINIA: MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)

NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)

★NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. May 9, freq 125.7 mc comsnd and freq 124.1 mc decmsnd at Whaleyville peripheral site. (5-7)

NORFOLK MUN ARPT TOWER: About July 1, freq 132.30 mc will be decmsnd. (4-25)

NORFOLK MUN ARPT: About May 16, sequenced flashers will be cmsnd rnwy 4 to operate in conjunction with config A apch lgtg system and consist of 26 units at 100' intervals starting at apch end of the system. (4-11)

PULASKI RADIO: VOR unusable beyond 35 nmi from045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°; 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44.

RICHMOND-SPECIAL NOTICE: Caution - lcl mil trng flgts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

RICHMOND, BYRD FLD TOWER: March 28, ILS lclzr & glide slope shut down until aprx May 12 - lclzr antenna reconstr. (3-28)

RICHMOND, BYRD FLD SPECIAL NOTICE: Efctv May 1, enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500'. Lgt and/or slow at 800'. For noise abatement DC 3 and large make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)

RICHMOND, BYRD FLD: Efctv May 1 visual markings for clockwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. About Jun 1, a sequence flashing lgt system will be comsnd operg in conjunction with the existing configuration A apch lgt system on rnwy 6; will consist of 25 units at 100' intervals starting at apch end of system.

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

WINCHESTER MUN ARPT: Aprx 1800' x 100' grades strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hvy rain, usable area mrkd with white mrkgs. (4-26)

WASHINGTON: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span-1965' long*; China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span-1930'long; Salmon Riv span-2055' long*; Snake Riv span-3746' long; Imnaha Riv span-3679' long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top, and three 11/8 inch diameter aluminum power cables sagging below. The static cables will not saf as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end rnwy.

BELLINGHAM RADIO: VOR 281 radial beyond tolerance 13 nmi at 1500' MSL.

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of arwy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop. (2-19)

SEATTLE RADIO: TACAN operg on test basis; channel 92. About May 15, VORTAC will be comsnd. TACAN channel 92. Class: H-BVORTAC. LF rng NW course has splits and multiples beyond 20 mi. (10-26)

(10 May 1960)

WASHINGTON: SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and IFF bcn unavbl until aprx Jun 4. (4-4)

SEATTLE, BOEING FLD: All dalgt VFR operns of single-end acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 & 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int to Mullan Pass and V2N Hayden Lake Int to Mullan Pass. (4-19)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)

SPOKANE, GEIGER FLD: SW txwy btn rnwy 3 and 7 clsd. (12-4)

TACOMA-McCHORD AFB SPECIAL NOTICE: Caution - hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23) About June 2, TACAN will be shut down until aprx July 1 - station modernization. (4-21)

CHARLESTON, KANAWHA CO. ARPT TOWER: ILS glide slope operg on test basis only. (2-24) About Jun 6, ILS will be shut down until aprx Jun 15 - modernization. (5-5)

CHARLESTON, KANAWHA CO ARPT: Narrow beam txwy B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie-down or over ngt parking.

CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, ~~inlcuding~~ Twin Beechcraft; clsd all other acft. (4-15)

ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (8-31)

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.

MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)

PARKERSBURG RADIO: TACAN test operns tmpry inop.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd. (3-1)

SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)

WISCONSIN: GEEEN BAY RADIO: May 2, VOR portion of VORTAC shut down until aprx May 23-modernization & retuning. See page 71 for substitute route structure & tmpry MEAs durg this period. (5-12)

**GREEN BAY, AUSTIN STRAUBEL ARPT: 962' (1722'MSL) lgtd twr erected 10.8 nmi N(5°T) at lat 44-39-56, long. 88-07-47. (11-16) Apch lgts on req until further notice.

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. 034°-070°, beyond 20 mi; 071°-160° beyond 25 mi; 190°-200°, beyond 25 mi; 220°-290°, beyond 18 mi; 300°-360° beyond 20 mi. (5-20)

LONE ROCK RADIO: DMET operg on test basis; channel 83.

MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs until aprx Apr 15. Flares at ngt. (2-29)

MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27)

MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down - relctn. (9-11) About Jul 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

WISCONSIN: MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (1-30)

OSHKOSH RADIO: VOR unusable at Pine Grove Int above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

**PEWAUKEE-CAPITOL DRIVE ARPT: 687' (1549'MSL) lgtd twr erected 4.5 nmi SE (150°T) at lat 43-01-56, long. 88-07-54. (1-6)

PHILLIPS MUN ARPT: Rnwy lgts inop. NE SW rnwy will be plowed and usable all winter.

RHINELANDER RADIO: About Jun 10, VOR will be comsnd. Freq 109.2 mc. Ident: RHI. Lctd: lat 45-38-01, long. 89-27-28. Montrg category (1). Associated FSS-Wausau. Class: L-BVOR. (4-20)

WAUKESHA COUNTY ARPT: NE SW rnwy clsd, sod removal in progress for leveling rnwy.

WAUSAU RADIO: About Jun 6, VOR DME will be shut down until aprx Jun 27 - freq chg to 111.6 mc. (5-5)

WOODRUFF, LAKELAND MUN ARPT: N S rnwy clsd, constr. (10-26)

WYOMING: BOYSEN RESERVOIR RADIO: About May 28 thru June 2, VOR voice will be discontd. About Jun 2, voice ctl & montrg of 122.1 mc will be provided from Worland FSS.

**CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea brst.

CASPER RADIO: TACAN operg test basis; channel 109. About Jun 1, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (5-5)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE RADIO: About May 9, VOR will be shut down until aprx May 21 - reconstr. Durg this period, following route structure and MEA will be in effect: Unusable Awys: V19 DEN-Wheatland Int., V19E DGW-CYS; V89 DEN-CDR; V89E CYS-BFF; V138 RKR-SNY; V138S CYS-SNY; V138 N RKR-CYS. Unusable Reporting Points: Tie Siding, Buford, Egbert, Pine Bluff, Carpenter, Bear Creek, Nunn, Silver Crown, Millbrook, Meadows, Albin and New Raymer. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V4N GLL-LAR, 11,000'; V207 GLL-BFF, 7500'; V89E GLL-CYS via GLL VOR R327° & 327° brg to CYS LF rng, 9000'; V118 LAR-CYS via LAR VOR R090° & 090° brg to CYS LF rng, 11,000'; V132 AKO-CYS via AKO VOR R295° & 295° brg to CYS LF rng, 7300'. Reporting Points: Ft. Morgan, Colo - DEN R070° and AKO R295°, MRA 8000'.

CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice inst apchs durg hrs 0700-2200 MST. Twr ctld jet arresting barrier in opern rnwys 3 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) About Jun 2, VOR voice ctl will be provided from Worland FSS. (5-4)

EVANSTON ARPT: New arpt reported. 5 mi NNW; elev: 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness btn OM and LF rng. (1-16)

ROCK SPRINGS MUN ARPT: Rnwy 7 clsd ngts, due 6' unlgtd obstns 50' inside of threshold lgts 250' from edge of hard surface rnwy on W end. Hard surface on rnwy 7 begins 300' from threshold lgts. (1-22)

SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4)

WORLAND RADIO: About June 1, FSS will be comsnd. Freqs tsmtg and rcvg: 121.5, 126.7, 135.9, 243.0, 255.4, 272.7 mc. Tsmtg: 120.7, 122.2, 135.0 mc; rcvg 122.1 mc.

WYOMING: WORLAND MUN ARPT: Rnwy 16-34 clsd, constr. Tmpry parallel 4000' dirt strip W side rnwy 16-34 usable excpt when wet. (4-25)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT TOWER: Freq 126.18 mc will be chgd to 126.2 mc. (5-6)

SAN JUAN, ISLA GRANDE ARPT: Txwy to Old Puerto Rico arwys trml bldg blocked by a 4' barbed wire fence. Use txwy lctd N side rnwy 9 aprx 650' from threshold rnwy 9. 4' barbed wire fence being constrd along N side of txwy aprx 100 yds from extreme E end of txwy to aprx 1500' W, fence mrkd by white flags on top of posts. All pilots using fld use extreme caution. All txwy lgts inop. (2-24) 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27; mrkd on top by two steady red lgts. (4-15)

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day & ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25, 20' derricks will be erected, area obstn lgtd. (1-7)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air/gnd channels - due terrain.

ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

POST-DEADLINE DATA

ARIZONA: ★ GILA BEND RADIO: VOR class chgd to H-BVOR. (5-9) Too late for ANRA.

PRESCOTT RADIO: About May 16, TACAN will be shut down until aprx June 16- reconstr.

CALIFORNIA: GORMAN RADIO: About June 6, VORTAC will be shut down until aprx June 21- freq chg to 116.1 mc/TACAN channel chgd to 108. (5-5)

RED BLUFF RADIO: About June 13, TACAN will be shut down until aprx July 13- reconstr.

FLORIDA: ★TALLAHASSEE RADIO: VOR class changed to M-BVORTAC. (5-9) Too late for ANRA.

ILLINOIS: **PONTIAC, CHIEF CITY ARPT: Abandoned. (5-9)

NEW MEXICO: CLAYTON RADIO: About May 15, VOR will be comsnd. Freq: 114.1 mc. Ident: CAO. Lctd lat 36-23-18, long. 103-12-30. Mag var.: 12°30'W. Elev: 4980' MSL. Montrg category (1). Class: M-VORW. (5-9)

OREGON: THE DALLES RADIO: About June 6, TACAN will be shut down until aprx July 30- reconstr. (5-9)

PENNSYLVANIA: ★ ST. THOMAS RADIO: May 9, VOR class changed to M-BVOR and montrg category chgd to (1) Voice, montrg and ctl from Harrisburg FSS. Too late for ANRA.

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
✓Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
✓Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
✓Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
✓Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
✓San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;294.8;126.18
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
✓Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T; 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570.49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-freqnency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N.Y.	209 kc
Washington, D.C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
Wichita, Kansas	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc

*Operating on test basis.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

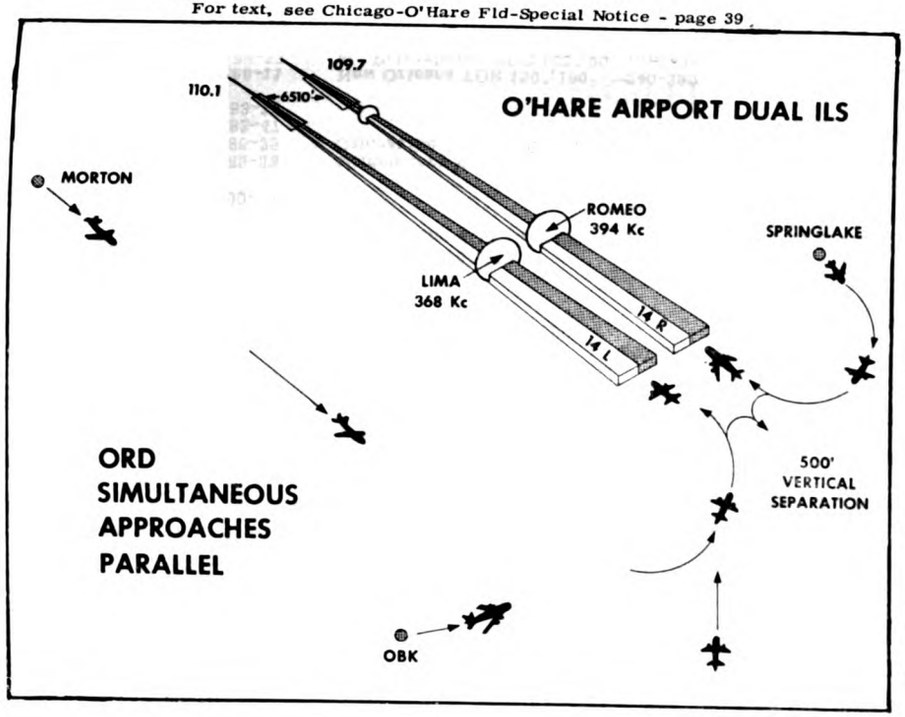
(This does not apply to hearing aids)

change to this procedure is made.

taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: W-200).
(This does not apply to hearing aids)

(10 May 1960)

For text, see Chicago-O'Hare Fld-Special Notice - page 39



PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is May 22, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days	
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237° 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date ✓	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race ✓	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F 2200-2400 M - F 0200-0500 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
			NOTE: 330-360 flt levels deleted effect. May 8.	
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290 1500-2000 M - F 2300-2400 M - F 0000-0700 T - S
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in B-47 and B-52 jet acft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

(10 May 1960)



28-01;88-11
27-11;88-23
26-54;82-43
26-06;83-00

New Orleans VOR 150°;180
St. Petersburg VOR 183°;90

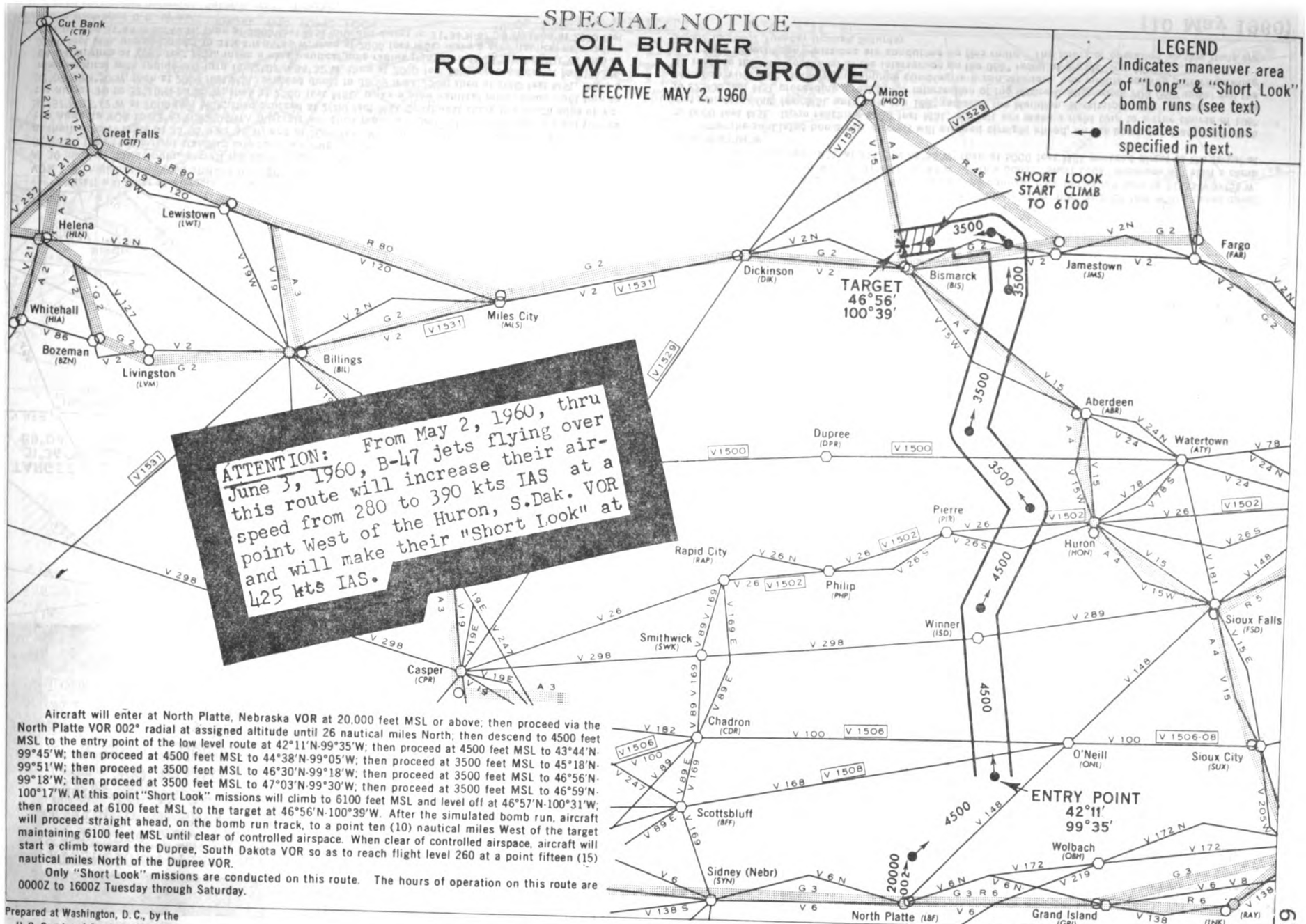
240-290
310-340

0000-0200 S - F
1900-2400 M - F
0200 0900 T - S
1400-1000 M - F
0200 0300 T - S

low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look." The "Long Look," "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

(10 May 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE WALNUT GROVE
EFFECTIVE MAY 2, 1960



ATTENTION: From May 2, 1960, thru June 3, 1960, B-47 jets flying over this route will increase their airspeed from 280 to 390 kts IAS at a point West of the Huron, S.Dak. VOR and will make their "Short Look" at 425 kts IAS.

Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11'N-99°35'W; then proceed at 4500 feet MSL to 43°44'N-99°45'W; then proceed at 4500 feet MSL to 44°38'N-99°05'W; then proceed at 3500 feet MSL to 45°18'N-99°51'W; then proceed at 3500 feet MSL to 46°30'N-99°18'W; then proceed at 3500 feet MSL to 46°56'N-99°18'W; then proceed at 3500 feet MSL to 47°03'N-99°30'W; then proceed at 3500 feet MSL to 46°59'N-100°17'W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57'N-100°31'W; then proceed at 6100 feet MSL to the target at 46°56'N-100°39'W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(10 May 1960)

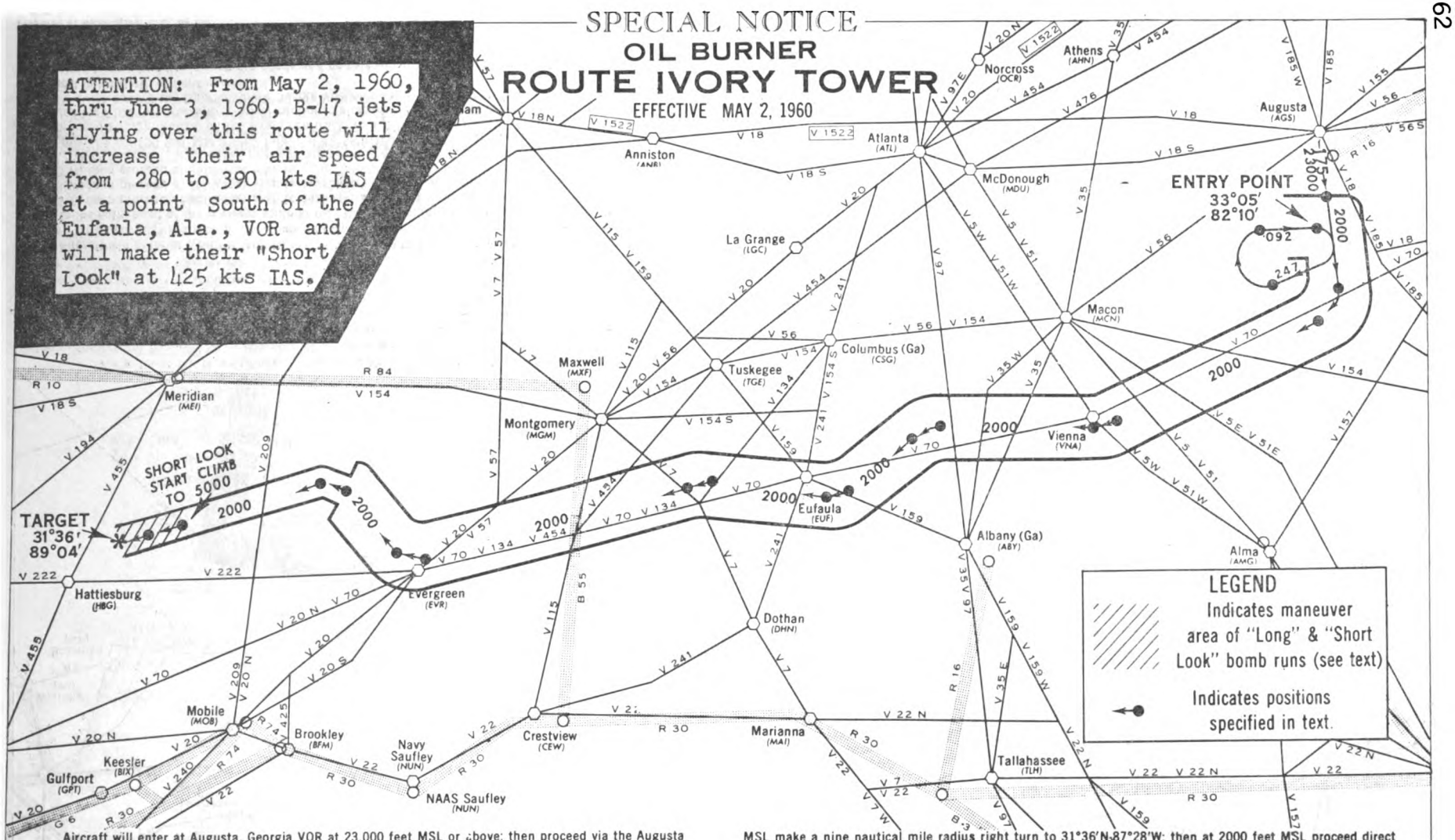
SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE MAY 2, 1960

ATTENTION: From May 2, 1960, thru June 3, 1960, B-47 jets flying over this route will increase their air speed from 280 to 390 kts IAS at a point South of the Eufaula, Ala., VOR and will make their "Short Look" at 425 kts IAS.



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 175° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°10'W, and at 2000 feet MSL, turn right to intercept the 175° radial of the Augusta VOR to 32°47'N-82°04'W. Aircraft will then make a nine nautical mile radius right turn to 32°37'N-82°12'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

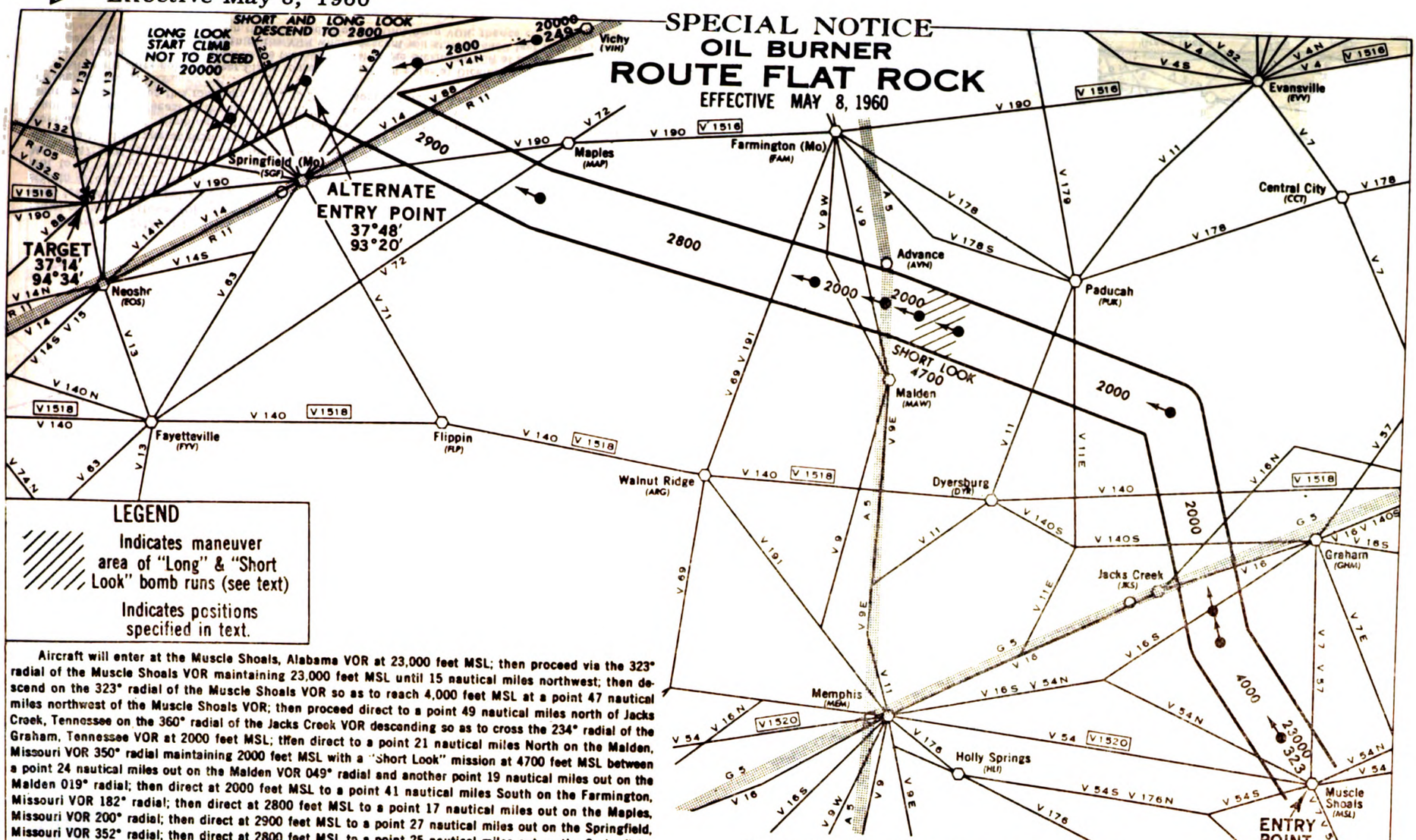
Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(10 May 1960)

Effective May 8, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14'N-94°34'W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

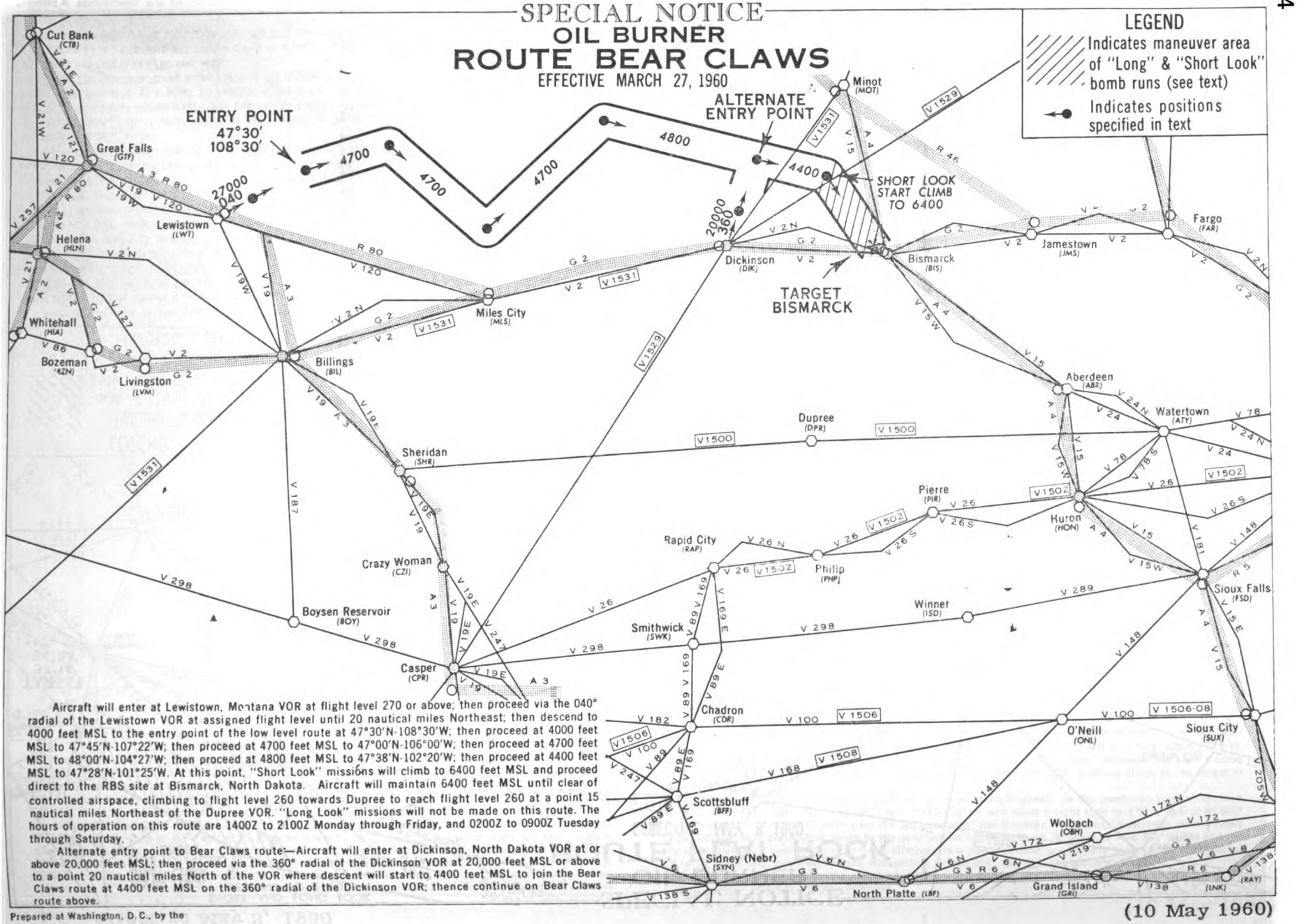
Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960

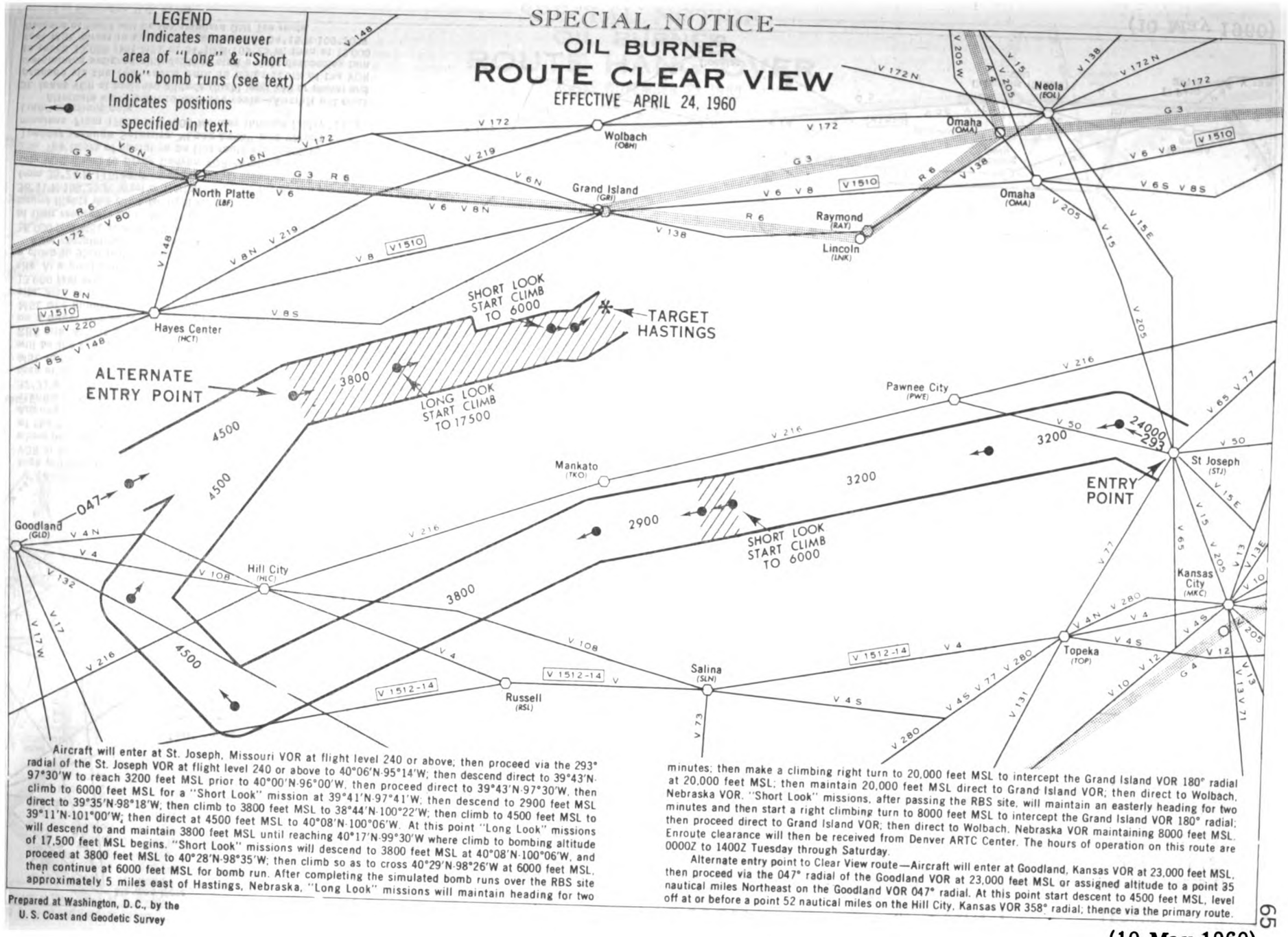


Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4000 feet MSL to the entry point of the low level route at 47°30′N-108°30′W; then proceed at 4000 feet MSL to 47°45′N-107°22′W; then proceed at 4700 feet MSL to 47°00′N-106°00′W; then proceed at 4700 feet MSL to 48°00′N-104°27′W; then proceed at 4800 feet MSL to 47°38′N-102°20′W; then proceed at 4400 feet MSL to 47°28′N-101°25′W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(10 May 1960)



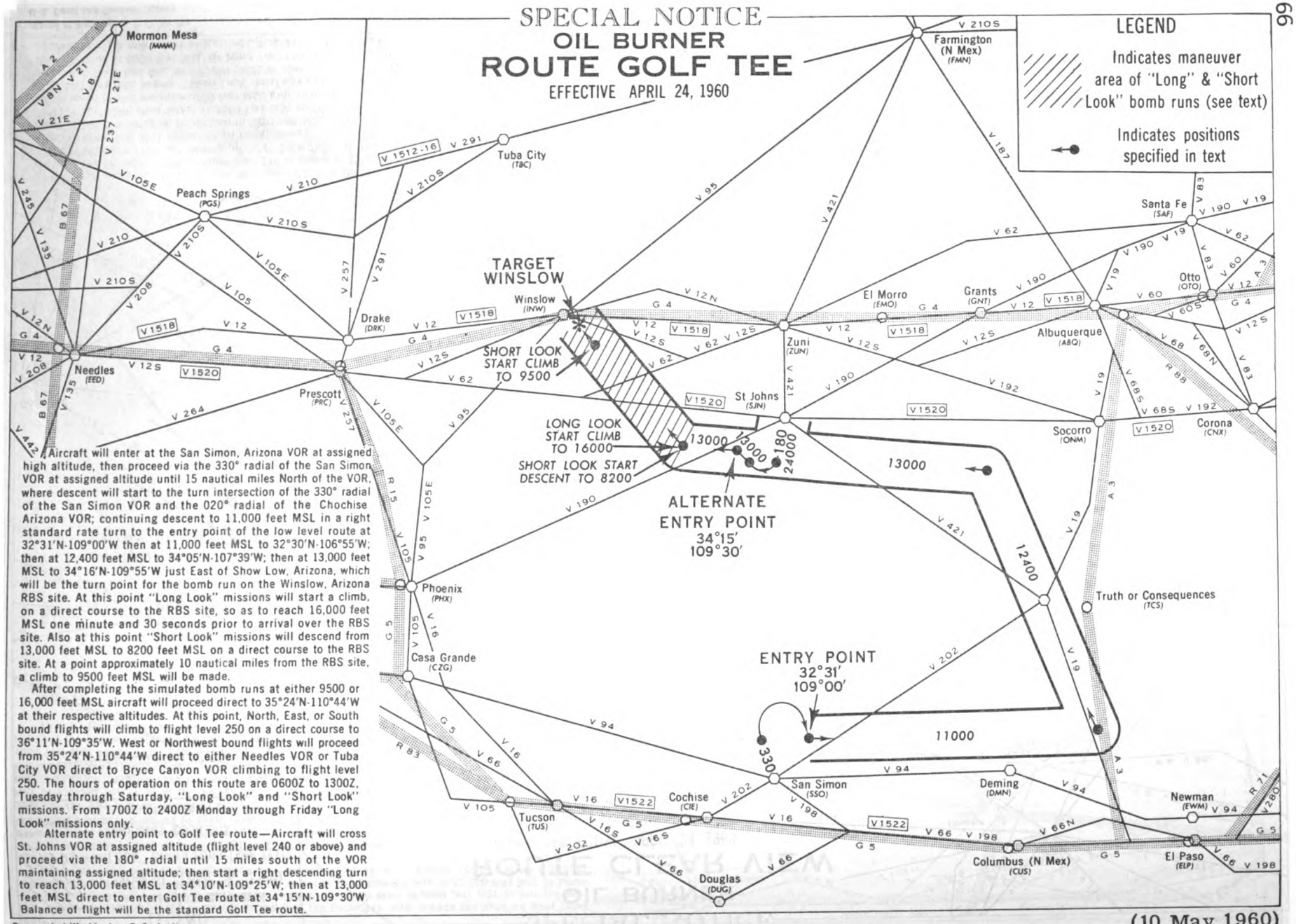
Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL, then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL, then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(10 May 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



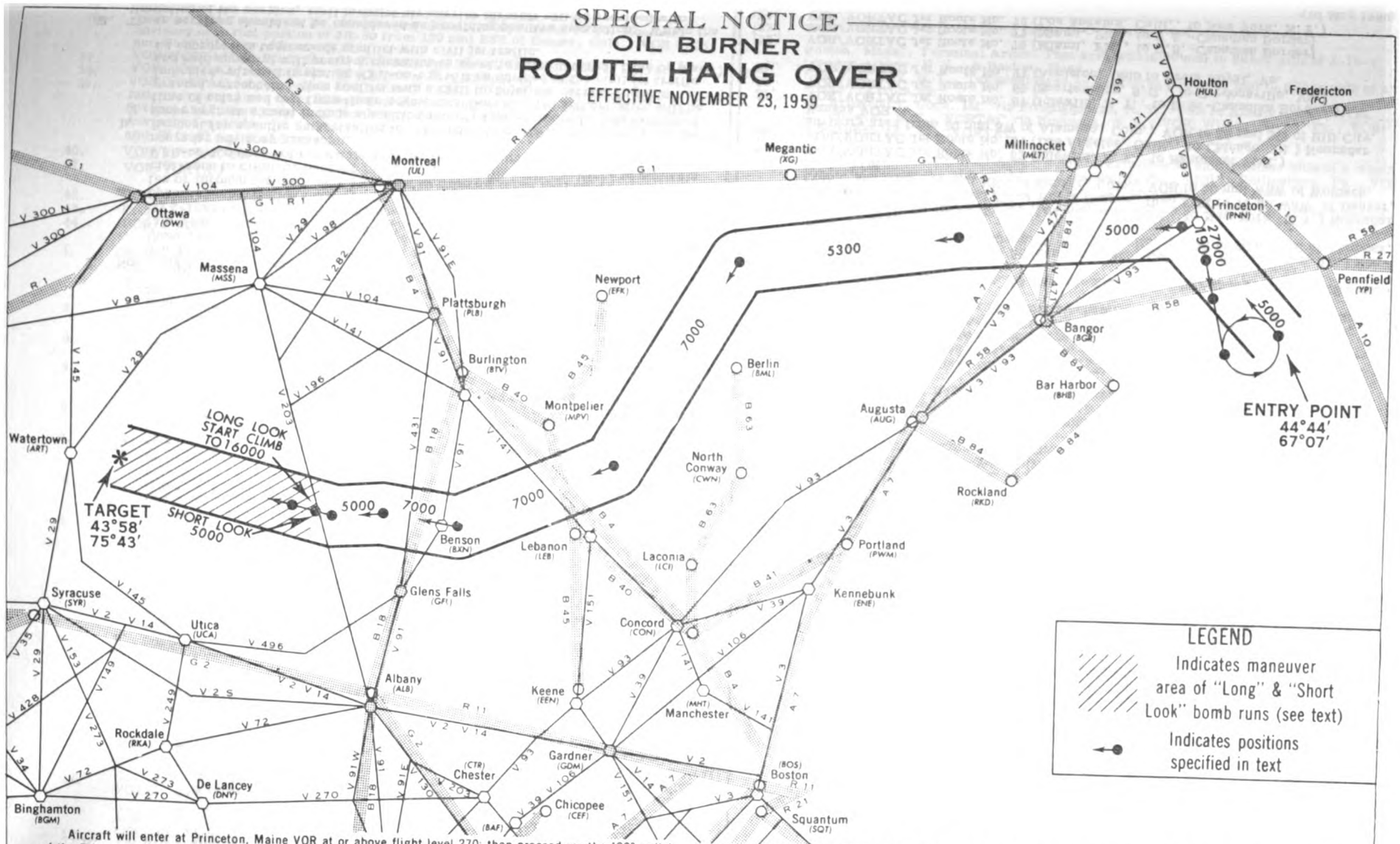
Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W. Balance of flight will be the standard Golf Tee route.

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(10 May 1960)



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08'N 67°39'W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56'N-67°36'W at or above 20,000 feet MSL; then continuing descent to 44°39'N-67°32'W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44'N-67°07'W; then to 45°19'N-67°49'W at 5000 feet MSL; then to 45°16'N-69°30'W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08'N-71°09'W; then climb to 7000 feet MSL to 44°03'N-72°04'W; then to 43°42'N-73°12'W at 7000 feet MSL; then to 43°45'N-73°45'W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44'N-74°07'W; then to 43°45'N-74°15'W at 5000 feet MSL; then to 43°46'N-74°25'W at 5000 feet MSL; then to the RBS site at 43°58'N-75°43'W. "Long Look" missions will start climb at 43°45'N-74°15'W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45'N-74°15'W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday and 0000Z-0630Z Tuesday through Saturday

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information. and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

   1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
   2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest - FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.) (Houston, Texas to New Orleans, La. Effective 5 May 1960.)
3. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route No. 4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 14 (Cleveland, Ohio to Idlewild, N.Y..
8. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Pullman, Mich.,; Albany, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon.
9. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route No. 22 (Lake Charles, La., to Gordonsville, Va.)
11. VOR/VORTAC Jet Route No. 24 (Phoenix, Ariz., to Albuquerque, N.M.)
12. VOR/VORTAC Jet Route No. 25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.)
15. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. of J33V with J31V.)
17. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
21. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
22. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
23. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
24. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S.C., to Pittsburgh, Pa.)
25. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
26. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
27. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
28. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
29. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
30. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
31. VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va.
32. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
33. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
34. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)

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b. These servi[illegible] should not be considered as providing positive separation. Within the [illegible] [illegible] will be provided [illegible]

VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va.

VOR/VORTAC Jet Route No. 78 (Miami, Fla., to U.S.-Canadian Border)

35. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N.Y.)
36. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
37. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
38. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
39. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
40. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
41. VOR/VORTAC Jet Route No. 87 (Houston, Tex., to Northbrook, Ill.)
42. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
43. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
44. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay). B.C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
21. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
    b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
    Baltimore, Md., Terminal Area-- Effective 5 May 1960
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
    Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.

b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
Effective 5 May 1960.

35. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
Effective 5 May 1960.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:
(1) Page 15, add- Detroit, Michigan (Willow Run 109.0 mc).

Receiver Check Points:
(1) Page 15 add - Augusta, Maine- 257°; lctd over LFR 1.8 nmi from AUG VOR; 1500'.
(2) Page 16, Daggett, California - change bearing to: 224°.
(3) Page 17, delete - Fortuna, California (Rohnerville).
(4) Page 17 add - Hattiesburg, Mississippi (Municipal) -- 149°; over water tower and rotating light beacon on airport.
(5) Page 17 add - Laurel, Mississippi (Municipal) -- 025°; over water tower and rotating light beacon on airport.
(6) Page 20, delete - Williston, North Dakota.
(7) Page 23, New Orleans, Louisiana(Moisant): - change to: 237°; center of perimeter taxiway 100' S of rnwy 10.
(8) Page 24 add - Santa Catalina, California - 346°; SW corner apch end rnwy 4 Catalina Airport.
(9) Page 24, Springfield, Illinois (Capital) - change bearing to: 214°.
(10) Page 16 - add Burlington, Vermont(Municipal): -- 030°; lctd over arpt ctl twr 4.4 nmi from VOR; 2000'.

FAA and WB Telephone Numbers:
(1) Page 37, Lafayette, Indiana - change FAA telephone numbers to: RI 3-1802 and RI 3-1803.
(2) Page 38, New Orleans, Louisiana - change FAA telephone numbers to: WH 5-3842 and EV 5120.
(3) Page 38, New Orleans, Louisiana - delete IATCS and NOTOF telephone numbers.
(4) Page 38, Grand Rapids, Michigan - change FAA telephone number to: 3-5094.
(5) Page 39, Glens Falls, New York - change FAA telephone number to: RX 3-2593.
(6) Page 39, Poughkeepsie, New York - change FAA telephone number to: GL 2-0650.

Radar:
(1) Page 30 add subtopic No-Gyro Vector or Approach - See this issue of Airgi page 78.

Radar Weather Advisory Service:
(1) Pages 31 and 32, Radar Advisory Service Air Defense Command - See this issue of Airgi page 78.

Good Operating Practices:
(1) Page 53, IFR Radar Departure Service Available - See this issue of Airgi page 78.

Direction Finding (DF) Data:
(1) Page 44 add under FAA VHF/DF Stations (Continuous Watch)- Detroit City Arpt Twr.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 14 Number 24 dated 2 February 1960, as follows:

(1) Page 43, under Federal Airways (item 4) change effective date to read: 0001 EST 30 June 1960.

Correct Airman's Guide Volume 15 Number 4 dated 26 April 1960 as follows:
(1) On-I equest Reporting Point - modified effective 2 June 1960.
(a) Page 46, delete item (3).

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PULLMAN, MICHIGAN VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-30, V-1504: Milwaukee, Wis. VOR via MKE R-112	Pullman, Mich. Temp Int. (ELX R-002, MKE R-112)	5500
Pullman, Mich. Temp Int.	Kalamazoo Temp Int. (ELX R-061, LFD R-295)	3200
Kalamazoo Temp Int.	LeRoy Int.	3200
V-170: Pullman, Mich. Int. (ELX R-002, AZO R-298) via SVM R-275	Hickory Temp Int. (BTL R-330, SVM R-275)	10,000
Hickory Temp Int. via SVM R-275	Leslie Int.	10,000
V-84: Papi Int. via OBK R-076	Pullman Temp Int (ELX R-002, OBK R-076)	5800
Pullman Temp Int. via LAN R-258	Lansing, Mich. VOR	3400
V-193: Keeler, Mich. VOR	Pullman Temp Int(ELX R-002, AZO R-298	2100
Direct Route Pullman Temp Int	Grand Rapids, Mich. LFR (221 crs from GRR LFR) thence to colored awy	2200
V-55: Pullman Temp Int (AZO R-298, MKG R-185	Muskegon, Mich. VOR	1900
J-84-V: Northbrook VOR 076° M radial	Int Windsor 279° M radial thence inbnd to Windsor.	

GREEN BAY, WISCONSIN VOR SHUTDOWN: During shutdown use the following:

FROM	TO	MEA
V26, V1500 White Cloud, Mich. VOR via HIC R-300	Pentwater Temp Int. (HIC R-300, MKG R-328)	3800
Pentwater Temp Int. via HIC R-300	Nero Temp Int. (HIC R-300, OSH R-066)	8000
Nero Temp Int. via HIC R-300	Green Bay Temp Int. (HIC R-300, OSH R-023)	11,400
Green Bay Temp Int. via AUW R-104	Wolf Temp Int. (AUW R-104, OSH R-356)	3700
Wolf Temp Int.	Wausau, Wis. VOR via AUW R-104	2400
VOR 9: Oshkosh, Wis. VOR	Green Bay, Wis. Temp Int. (OSH R-023, AUW R-104)	3700
VOR 7: Calvary, Wis. Int.	Temp Chilton Int. (OSH R-066, MKE R-002)	3500
Temp Chilton Int.	Temp Green Bay, Wis. Int. (MKE R-002, AUW R-104)	5700
VOR 450: Muskegon, Mich. VOR	Temp Green Bay, Wis. Int. (MKG R-313, OSH R-023)	11,000
DIRECT ROUTES		
XGB "H" via 123/303° crs. from XGB "H"	Wolf Temp. Int.	2500
XGB "H" via 175/355° crs. from XGB "H"	Chilton Temp Int.	2600
XGB "H" via 204/024° crs. from XGB "H" and OSH R-024	Oshkosh VOR	2100
Green Bay Temp Int.	XGB via 15/195° crs.	3700

POTTSTOWN, PA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V29: ESR VOR-ABE VOR	ESR VOR direct ABE VOR	2,500
V147: ABE VOR-Int. V166 VOR	Blue 20	As published
V256: ARD VOR-HAR VOR	ARD VOR direct NXX LFR direct Int. ESR VOR 025° M radial and LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. ESR VOR 324° M radial thence via ESR VOR 324° M radial to Reinholds thence via HAR VOR 097° M radial to HAR VOR	1,700 - NXX 2,000 Int. ESR VOR 025° M radial LRP VOR 088° M radial; as published thereafter
V254: HAR VOR-PTW VOR	HAR VOR 097° M radial to Reinholds, V170 to Int. of LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. Blue 20	As published
V254: PTW VOR-Columbus VHF Int.	None	----
V251: PTW VOR-Captain VHF Int.	None	----
V251: LRP VOR-PTW VOR	LRP VOR 088° M radial to point of Int. ESR VOR 025° M radial	2,100

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Quakertown	ARD VOR 294° M radial ABE VOR 186° M radial	2,500
Captain	ABE VOR 115° M radial SSB VOR 174° M radial	2,500
Somerton	ARD VOR 234° M radial CYN VOR 314° M radial	2,400
Columbus	RBV VOR 249° M radial ARD VOR 165° M radial	2,000
Valley Forge	ESR VOR 056° M radial OOD VOR 359° M radial	2,000
Coatesville	None	----
Gap	None	----
Reinholds	LRP VOR 055° M radial ESR VOR 234° M radial HAR VOR 097° M radial	3,500
Hamburg	LRP VOR 037° M radial ABE VOR 255° M radial	3,000
Warrington	None	----

LONDON, KY VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V140, V1518: Highway VHF Int-LOZ VOR	Highway VHF Int direct LOZ Rbn	6,000
LOZ VOR-BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V140 S: BNA VOR-LOZ VOR	None	----
V140 N: Hillsdale VHF Int-LOZ VOR	LOZ VOR via BNA 041° M radial-Freedom Int., thence via BWG VOR 098° M radial & intercept V 140.	(MRA) 6,000
LOZ VOR V97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3,500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5,000

During the shutdown period, the following substitute reporting points have been temporarily established as indicated:

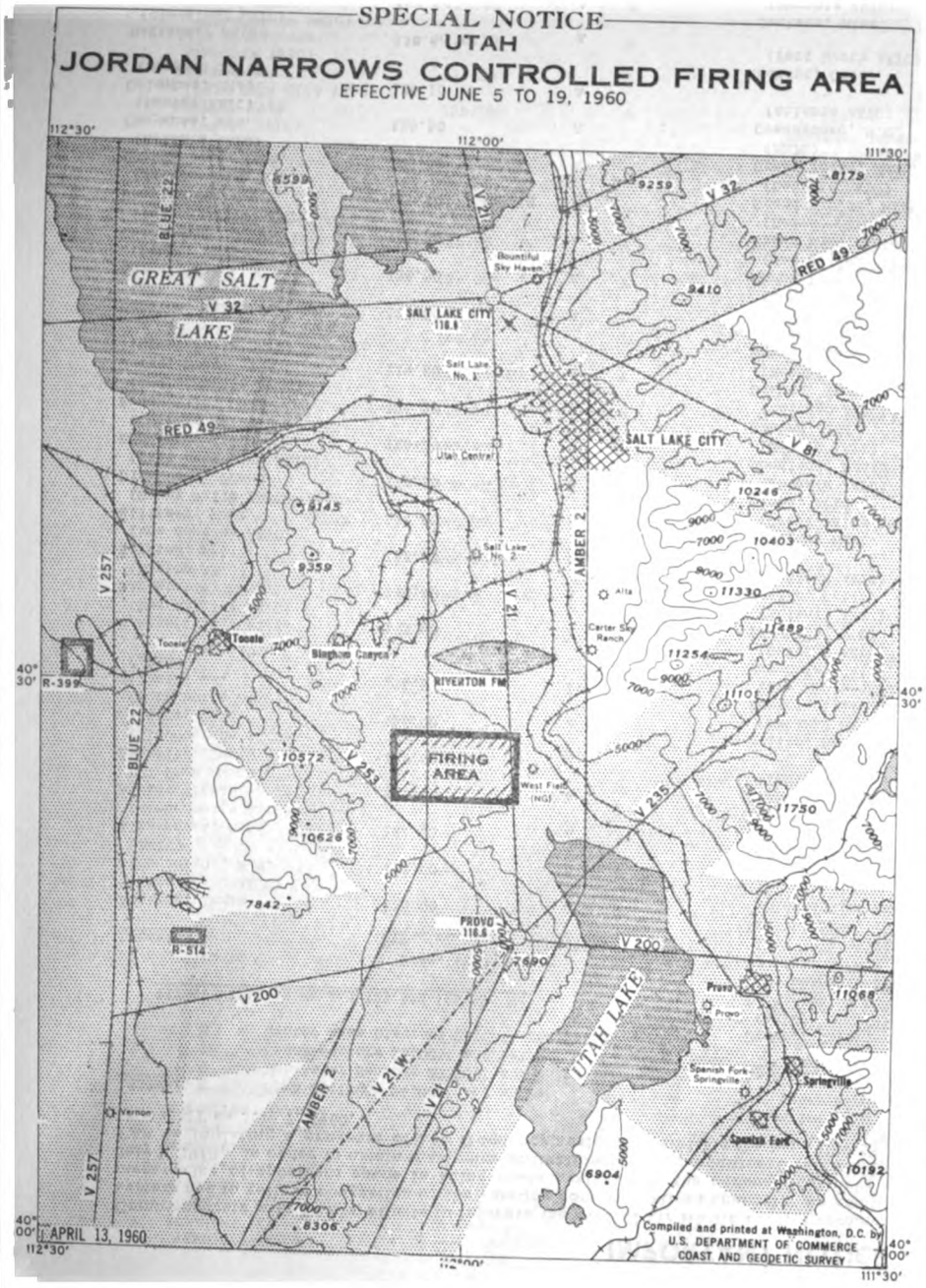
EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3,500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5,000
Vincent	LEX VOR 129° M radial	5,000
Daley	LOZ Rbn 210° M brng inbnd TYS VOR 025° M radial	6,000
Westbourne	TRI VOR 311° M radial TYS VOR 351° M radial CSV VOR 045° M radial	7,000

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Charlotte, North Carolina	ED 2-7262	Hickory, North Carolina
Kerrville, Texas	CL 7-7295	Junction, Texas
Burbank, California	TH 6-0400	Los Angeles, California
Chico, California	FI 2-9074	Red Bluff, California
Long Beach, California	HE 2-9874	Los Angeles, California
Redding, California	CH 1-1661	Red Bluff, California
Colorado Springs, Colorado	ME 4-3127	Pueblo, Colorado
New London-Groton, Conn.	GI 3-3245	Providence, Rhode Island
Richmond, Indiana	RI 2-2508	Dayton, Ohio
Bedford, Massachusetts	CR 4-0050	Boston, Massachusetts
Beverly, Massachusetts	WA 7-1355	Boston, Massachusetts
Lawrence, Massachusetts	MU 3-1412	Boston, Massachusetts
Norwood, Massachusetts	NO 7-6644	Boston, Massachusetts
Newark, New Jersey	MA 2-0121	New York, New York(IDL)
Morristown, New Jersey	JE 8-2196	New York, New York(IDL)
Wildwood, New Jersey	WI 2-4642	Millville, New Jersey
Spring Valley, New York	EL 6-0021	Poughkeepsie, New York
Dayton, Ohio	BA 3-4571	Dayton, Ohio (Vandalia)
Middletown, Ohio	GA 2-5551	Dayton, Ohio (Vandalia)
Springfield, Ohio	FA 2-4562	Dayton, Ohio (Vandalia)
Pecos, Texas	4F2	Wink, Texas
Laredo, Texas	No. 21(Rural)	Cotulla, Texas
Tacoma, Washington	FU 3-4172	Seattle, Washington
Huntington, W. Va.	JA 9-4471	Huntington, W. Va.(Chesapeake)
Hot Springs, Arkansas	NA 3-9711	Little Rock, Arkansas
Lawton, Oklahoma	EL 5-1323	Wichita Falls, Texas
Hollywood, Florida	JA 4-0163	Miami, Florida
Ft. Lauderdale, Florida	JA 4-0163	Miami, Florida
Pompano Beach, Florida	JA 4-0163	Miami, Florida
Chicago, Illinois	BI 2-3111-2	Joliet, Illinois
Marianna, Florida	HU 2-2300	Dothan, Alabama
Lumberton, North Carolina	RE 9-3000	Florence, South Carolina
McAllen, Texas	MU 6-7211	Brownsville, Texas
Alamo, Texas	MU 6-7211	Brownsville, Texas
Edinburg, Texas	MU 6-7211	Brownsville, Texas
Mission, Texas	MU 6-7211	Brownsville, Texas
Pharr, Texas	MU 6-7211	Brownsville, Texas
San Juan, Texas	MU 6-7211	Brownsville, Texas
Merced, California	RA 2-0343	Stockton, California
Corpus Christi	TU 4-5712	Alice, Texas
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Clarksdale, Mississippi	MA 4-2364	Memphis, Tennessee
Teterboro, New Jersey	AT 8-9092	New York, New York (IDL)
Alton, Illinois	HO 5-4112	St. Louis, Missouri
Council Bluffs, Iowa	AT 6178	Omaha, Nebraska
South Omaha, Nebraska	AT 6178	Omaha, Nebraska

INTERPHONES Location	FSS Providing Service
Van Nuys Airport, California	Los Angeles, California
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, California
Clover Field, Santa Monica, Calif.	Los Angeles, California
El Monte Airport, California	Los Angeles, California
Hawthorne Municipal Airport, Calif.	Los Angeles, California
Torrance Municipal Airport, California	Los Angeles, California
Long Beach Municipal Airport, Calif.	Los Angeles, California
Fullerton Municipal Airport, Calif.	Los Angeles, California
Sunset Beach Airport, California	Los Angeles, California
Orange County Airport, Santa Ana, Calif.	Los Angeles, California
Culver City Airport, California	Los Angeles, California
Tri City Airport, San Bernardino, Calif.	Ontario, California
Riverside Municipal Airport, California	Ontario, California
Brackett Field, La Verne, California	Ontario, California
San Francisco International Airport, Calif.	Oakland, California
San Carlos Airport, California	Oakland, California
Palo Alto Airport, California	Oakland, California
San Jose Municipal Airport, California	Oakland, California
Reid-Hillview Airport, San Jose, Calif.	Oakland, California
Buchanan Field, Concord, California	Oakland, California
Napa County Airport, California	Oakland, California
Sonoma County Airport, Santa Rosa, Calif.	Ukiah, California
Oxnard-Ventura County Airport, Calif.	Santa Barbara, California
Hillsboro Airport, Oregon	Portland, Oregon
Salem-McNary Airport, Oregon	Portland, Oregon
Troutdale Airport, Oregon	Portland, Oregon
Pearson Airport, Vancouver Washington	Portland, Oregon
Greely Airport, Colorado	Denver, Colorado
Snohomich and Bellevue Airports, Washington	Seattle, Washington
Boeing Field, Washington	Seattle, Washington
Buffalo Airpark, New York	Buffalo, New York
York Airport, Thomasville, Pa.	Harrisburg, Pennsylvania
Flushing Airport, New York	New York, New York(IDL)
Brainard Field(Hartford, Conn.)	Windsor Locks, Connecticut
Deer Park Airport, L.I., New York	New York, New York(IDL)
Zahns Airport, Amityville, L.I., New York	New York, New York (IDL)
MacArthur Airport, Islip, L.I., New York	New York, New York (IDL)
Rose Valley Airport, Friendly, Maryland	Washington, D.C.
Searcy Airport, Stillwater, Oklahoma	Ponca City, Oklahoma
Meigs Field, Chicago, Illinois	Joliet, Illinois
Midway Airport, Chicago, Illinois	Joliet, Illinois
Morris Airport, Morris, Illinois	Joliet, Illinois
Twin Falls Mun Airport(Joslin Field), Idaho	Burley, Idaho
Fort Dodge Mun Airport, Iowa	Mason City, Iowa
Ellensburg Airport, Washington	Wenatchee, Washington
Detroit City Airport, Michigan	Detroit, Michigan
Davies County Airport, Owensboro, Kentucky	Evansville, Indiana
Beatrice Municipal Airport, Nebraska	Lincoln, Nebraska
Weiss Airport, Kirkwood, Missouri	St. Louis, Missouri
Wm. J. Fox Airport, Lancaster, California	Palmdale, California
Modesto Municipal Airport, California	Stockton, California
Fort Bridger Airport, Wyoming	Rock Springs, Wyoming
Gooding Municipal Airport, Idaho	Burley, Idaho
Chandler Field, Fresno, California	Fresno, California
Delaware County(Johnson Fld), Muncie, Indiana	Indianapolis, Indiana
Greenville Municipal Airport, Mississippi	Greenwood, Mississippi
Marion Airport, Indiana	Indianapolis, Indiana
Converse County Airport, Douglas Wyoming	Casper, Wyoming
FlaBob Airport, Riverside, California	Ontario, California



DEPARTMENT OF COMMERCE
COAST & GEODETIC SURVEY
WASHINGTON 25, D. C.

Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of use – Sunrise to sunset only during period of June 5-19, 1960 inclusive

Activity – Artillery firing

Using Agency – Utah National Guard

Firing to be conducted in accordance with the following:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than 2/10 coverage and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

4. All firing to be conducted to the west.

5. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation involves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude 24,000' and above
I - Non-Radar Sectors 23,000' and below
Ir - Radar Sectors 23,000' and below
A - Center Area Discrete 23,000' and below

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	126.90		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo. (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Lometa, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa. (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

(10 May 1960)

Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	125.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		A

132.025-134.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre, Pa.) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I

Location	Freq. (Mc) New	Old	Function
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa. (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70 *	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans. (Kansas City ARTC)	133.45	121.00	H
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60 *	H
	134.65	120.95	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn.	132.35	120.20	H
(Memphis ARTC)	134.45	119.80	H
Grand Forks, N.D.	134.75	118.60	H
(Minneapolis ARTC)	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C. (Atlanta ARTC)	132.20	123.80	I
Greenville, Miss. (Memphis ARTC)	132.90	121.00	I
	132.50	124.40	I
Henryville, Ind. (Indianapolis ARTC)	133.75	124.40	H
Hickory, N.C. (Atlanta ARTC)	134.55	125.80	H
Hobart, Okla. (Fort Worth ARTC)	132.75	126.50	H
Holland, N.Y. (Cleveland ARTC)	133.00	124.10	I
Horton, Ore. (Seattle ARTC)	133.95	118.60	H
Houghton, Mich. (Detroit ARTC)	133.65	125.00	H
Houston, Texas (San Antonio ARTC)	133.55	124.80	H
	134.35	120.60	H
Jackson, Miss. (Memphis ARTC)	132.10	125.30	I
Joplin, Mo. (St. Louis ARTC)	134.90	120.40	H
Julian, Calif. (Los Angeles ARTC)	133.40	124.60	I
	133.40	124.60	I
	134.55	120.40	H
Kingsville, Texas (San Antonio ARTC)	134.70	124.80	I
Kirksville, Mo. (Kansas City ARTC)	134.70	120.00	H
Klamath Falls, Ore. (Seattle ARTC)	133.05	125.00*	H
Lafayette, La. (New Orleans ARTC)	133.65	125.00	H
Lake Charles, La. (New Orleans ARTC)	133.00	125.20	I
Lake George, N.Y. (Boston ARTC)	134.45	118.40*	H
Lebanon, Mo. (St. Louis ARTC)	132.65	124.00	I
Longview, Texas (Fort Worth ARTC)	133.80	126.05	H
Los Angeles, Calif. (ARTC)	132.45	126.00	H
	134.65	124.80	H
	133.80	124.10	I
	134.20	119.60	I
	132.95	124.95	H
Lubbock, Texas (El Paso ARTC)	133.35	118.40	H
Lufkin, Texas (San Antonio ARTC)	134.80	119.20	I
Magna, Utah (Salt Lake City ARTC)	134.70	124.40	H
Mansfield, Ohio (Cleveland ARTC)	132.45	118.60*	H
Mason City, Iowa (Kansas City ARTC)	132.50	125.80	I
Mathews, Va. (Norfolk ARTC)	132.55	124.20	H
Melbourne, Fla. (Miami ARTC)	132.60	125.90	I
Miami, Fla. (ARTC)	133.75	125.80	H
	134.35	125.40	H
	134.95	125.00	H
Midland, Texas (El Paso ARTC)	133.10	124.60	I
Miles City, Mont. (Great Falls ARTC)	133.95	125.40*	H
Milwaukee, Wisc. (Chicago ARTC)	133.95	119.80*	H
Mobile, Ala. (New Orleans ARTC)	132.60	124.30	I
Moontownship, Pa. (Pittsburgh ARTC)	132.60	124.60	I
Mountain View, Calif. (Oakland ARTC)	133.30	124.20	I
Myrtle Beach, S.C. (Jacksonville ARTC)	132.25	126.80*	H
Nashville, Tenn. (Memphis ARTC)	134.85	119.20	H
North Mountain, Pa. (New York ARTC)	133.40	124.70	I
Ogallala, Nebr. (Denver ARTC)	134.80		I
Oklahoma City, Okla. (Ft. Worth ARTC)	133.50		I
Omaha, Nebr. (Kansas City ARTC)	132.95	118.80	H
Orlando, Fla. (Miami ARTC)	132.70	120.80	I
Pellston, Mich. (Detroit ARTC)	132.10	125.40	I
Pensacola, Fla. (New Orleans ARTC)	132.95	125.00	H
Pierre, S.D. (Minneapolis ARTC)	132.95	125.60	H
Pine Bluff, Ark. (Memphis ARTC)	133.85	126.60	H
Pioche, Nev. (Salt Lake City ARTC)	134.80	118.60	I
Portsmouth, Ohio (Indianapolis ARTC)	134.75	126.10	H
Pueblo, Colo. (Denver ARTC)	134.45	124.80	H
Philipsburg, Pa. (New York ARTC)	132.30	124.50	I
Raleigh, N.C. (Washington ARTC)	132.75	120.00	H
Raton, N.M. (Albuquerque ARTC)	133.45	125.00	H
Red Bluff, Calif. (Oakland ARTC)	132.80	126.60	I
Redmond, Ore. (Seattle ARTC)	133.80	121.20	I
Redwood Falls, Minn. (Minneapolis ARTC)	132.40	125.60	I
Rock Springs, Wyo. (Salt Lake City ARTC)	133.05	125.50	H
Rocky Mount, N.C. (Washington ARTC)	133.75	124.30	H
Saddle Peak, Calif. (Los Angeles ARTC)	134.35	125.00 *	H
	132.50	123.90	I
	133.55	125.60 *	H
	134.75	119.00	H
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas (ARTC)	132.15	126.40	H
San Luis Obispo, Calif. (Oakland ARTC)	134.95	125.80	H
Santa Barbara, Calif. (Los Angeles ARTC)	132.80	118.80	I
Savannah, Ga. (Jacksonville ARTC)	134.40	124.00	I
Scappoose, Ore. (Seattle ARTC)	132.50	119.80	I
Seattle, Wash. (ARTC)	134.70	124.60	I
	132.80	125.30	I
	133.90	124.10	I
	134.95	120.60	H
	132.45	123.80	H
Seligman, Ariz. (Phoenix ARTC)	133.50	125.60	I
Ships Bottom, N.Y. (New York ARTC)	132.45	120.10	H
Sioux City, Iowa (Kansas City ARTC)	133.55	118.80	H
Sioux Falls, S.D. (Minneapolis ARTC)	132.80	120.40	I
Spokane, Wash. (ARTC)	132.10	120.60	I
Springfield, Mo. (St. Louis ARTC)	134.75	126.40	H
Sunnyside, Utah (Salt Lake City ARTC)	132.90	123.70	I
	133.15	126.50	H
	134.25	124.40	H
	134.90	120.60	I
Tallahassee, Fla. (Jacksonville ARTC)	132.80	121.00	I
Thermopolis, Wyo. (Salt Lake City ARTC)	133.95	120.40*	H
Tonopah, Nev. (Oakland ARTC)	132.85	125.30*	H
Waco, Texas (Fort Worth ARTC)	133.35	125.70*	H
Washington, Iowa (Chicago ARTC)	133.30	120.80	I
Wausau, Wisc. (Minneapolis ARTC)	133.70	125.95	I
Wichita Falls, Tex. (Fort Worth ARTC)	134.25	118.85	H
Winslow, Ariz. (Phoenix ARTC)	132.75	126.10	H
Woodstock, Conn (Boston ARTC)	134.55	125.00	H
	132.70	126.00	I
	134.35	123.70	H
	133.75	119.40	I
Yakima, Wash. (Seattle ARTC)	134.65	125.50	H
Zuni, N.M. (Albuquerque ARTC)	133.65	125.70	H

* - Old frequency to be retained as Function A.

(10 May 1960)

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

Unless otherwise noted, all tracks will be flown at 360 knots true airspeed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Half-moon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Edwards Air Force Base, California

Track No.	Location Lat.	Location Long.	Description from Sectional Chart'
11	34-32-00 34-52-30	119-23-00 119-49-35	From 8 miles NW of Meiners Oaks to 7 miles SW of New Cuyama in San Rafael Mts.
23	36-19-40 36-20-00	118-04-50 118-42-25	From about 3 miles W of Cartago to about 3.25 miles SSW of Calhoun Pk. in Sierra, Nevada range
23B	36-10-00 36-29-00	118-12-00 118-40-00	From 4 miles NW of Craig Pk to 2 miles E of Paradise Pk. in Sierra, Nevada range.
32	34-03-00 33-58-30	120-30-00 119-54-25	From 3.5 miles W of San Miguel I to about 3.75 miles beyond Santa Rosa I.
44	33-15-45 32-45-25	118-21-15 118-20-20	9 miles S of Long Pt. light to 4 miles S of Pyramid Head light.
51	35-04-00 35-10-00	117-19-00 117-56-00	From California City to the western tip of Harpers Dry Lake.
63	35-40-45 36-08-50	119-43-10 119-57-20	3.5 miles from Lost Hills Kern Co. Airport to about 4 miles WNW of Westlake Farms Airport.

Gust Plus Maneuver Round-Robin Flight (Edwards AFB)

Leg. No.	Distance (Nautical Miles)	Maximum Speed (KTAS)	Description from Sectional Chart
1.	50	340	From Edwards AFB to 10 miles NE of the Fillmore Omni.
2.	15	500	From 7 miles SW of the Oxnard Rdo Bcn to the eastern point of Santa Cruz Island
3.	43	420	From the eastern point of Santa Cruz Island to the western point of San Miguel I.
4.	20	500	From the western point of San Miguel Island to 15 miles SW of Gaviota Omni.
5.	50	500	From 15 miles NW of the Gaviota Omni to 6 miles W of the Belridge (pvt.) Airport, and
	40	360	From 6 miles W of the Belridge (pvt.) Airport, via a point 5 miles W of the Lost Hills Airport to 7 miles E of Avenal Airport.
6.	70	340	From 10 miles east of Porterville to 10 miles S of Bishop.
7.	51	420	From 10 miles S of Bishop to the center of Owens Lake.
8.	88	260	From the center of Owens Lake to the Edwards AFB.

60. Flight between legs will be conducted in accordance with the Civil Air Regulations, Part During the low-level operations, all airports will be avoided by 3 miles or more.

(Continued)

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

✓ RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

✓ GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

✓ RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command, delete listings under Michigan, Oregon and Washington.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N. 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

(10 May 1960)

FEDERAL AIRWAYS, CONTROL AREAS, CONTROL AREA EXTENSIONS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS AND JET ROUTES:

Note: All bearings and radials are TRUE unless otherwise indicated.

Effective 0001 EST 29 April 1960:

(1) Control Area Extension: (Laredo, Tex.): amended as follows: In the text "Laredo, Tex., rdo rng stn." is deleted and "Laredo AFB, Laredo, Tex., Rbn" is substituted therefor.

Effective 0001 EST 30 June 1960:

(1) Federal Airway: Blue 6 (Bangor, Mich., to Muskegon, Mich.) is revoked.
(2) Control Area: Blue 6 (Bangor, Mich., to Muskegon, Mich.) is revoked.
(3) Reporting Point: Blue 6 (Bangor, Mich., to Muskegon, Mich.) is revoked.
(4) Federal Airway: Red 10 (Dallas, Tex., to Meridian, Miss.) is revoked.
(5) Control Area: Red 10 (Dallas, Tex., to Meridian, Miss.) is revoked.
(6) Reporting Point: Red 10 (Dallas, Tex., to Meridian, Miss.) is revoked.
(7) Control Area Extension: (Shreveport, La.) amended as follows: In the text delete "on the NW by VOR Federal awy No. 16 and on the S by Red Federal awy No. 10" and substitute therefor: "on the NW by VOR Federal awy No. 289 and on the S by VOR Federal awy No. 114N."

(8) Federal Airway: VOR 456 (Redoubt Bay, Alaska to Anchorage, Alaska) added: "From the Int. of Anchorage, VOR 241° T radial and the W crs of the Kenai, Alaska, RR to the Anchorage, Alaska, VOR."

(9) Control Area: VOR 456(Redoubt Bay, Alaska, to Anchorage, Alaska) added: All of VOR Federal awy No. 456".

(10) VOR Reporting Point: VOR Reporting Point is added to read: " Redoubt Bay Int.: The Int. of the Anchorage, Alaska, VOR 241° T radial and the Kenai, Alaska RR W crs."

(11) Federal Airway: Blue 13 the following changes are made: (a) In the caption "(Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa)" is deleted and "(Texarkana, Ark., to Fort Smith, Ark.)" is substituted therefor. (b) In the text "From the Int. of the NE crs. of Kansas City, Mo., rdo rng and the S crs of the Des Moines, Iowa rdo rng to the Des Moines, Iowa, rdo rng stn." is deleted.

(12) Control Area: Blue 13, the following changes are made: In the caption "(Texarkana, Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa)." is deleted and "(Texarkana, Ark., to Fort Smith, Ark.)" is substituted therefor.

(13) Reporting Point: Blue 13, the following changes are made: In the caption "(Texarkana Ark., to Fort Smith, Ark., and Kansas City, Mo., to Des Moines, Iowa)" is deleted and "(Texarkana, Ark., to Fort Smith, Ark.)." is substituted therefor.

(14) Federal Airway: VOR 18 (Dallas, Tex., to Charleston, S.C.) amended as follows: In the text delete "Int. of the Anniston VOR 084° radial and Atlanta arpt ILS lclzr W crs; Atlanta, Ga., arpt ILS lclzr; Int. of Atlanta arpt ILS lclzr E crs and Augusta VOR 278° radial; Augusta, Ga., VOR including a S alternate from the Anniston VOR to Augusta VOR via the Int. of the Anniston VOR 104° and Atlanta VOR 262° radials, the Atlanta, Ga., VOR, the McDonough, Ga., VORTAC, and the Int of the McDonough VORTAC 088° and the Augusta VOR 263° radials;" and substitute therefor "Int of Anniston VOR 099° T and the Atlanta VORTAC 267° T radials, the Atlanta, Ga., VORTAC; McDonough, Ga., VOR; Int of McDonough VOR 088°T and the Augusta VOR 263° T radials; Augusta, Ga., VOR, including a N alternate from Anniston VOR to Augusta VOR via the Int of the Anniston VOR 084° T and Atlanta arpt ILS lclzr W crs; Atlanta ILS lclzr; and the Int of the Atlanta ILS lclzr E crs and the Augusta VOR 278° T radial;".

(15) Control Area: VOR 18 (Dallas, Tex., to Charleston, S.C.) is amended to read: All of Federal awy No. 18 including N and S alternates, but excluding the airspace between the main awy and its N alternate from the Anniston, Ala., VOR to the Augusta, Ga., VOR.

(16) Federal Airway: VOR 12 (Santa Barbara, Calif., to Philadelphia, Pa.) amended as follows: In the text, delete "and also a S alternate via the Int of the Pittsburgh VOR 117° and the Johnstown VOR 250° radials;" and substitute therefor "and also a S alternate via the Int of the Pittsburgh VOR 120° T and the Johnstown VOR 250° T radials;".

(17) VOR Reporting Points: Domestic VOR reporting points amended to read: Scottdale Int: The Int. of the Pittsburgh, Pa., VOR 120° T and the Uniontown, Pa., VORTAC 003° T radials.

(18) Federal Airway: VOR 427 (Newcomerstown, Ohio to Kent, Ohio) amended to read: "From the Newcomerstown, Ohio, VOR via the Navarre, Ohio VOR; to the Int of the Navarre VOR 352° T and the Cleveland, Ohio, VOR 109° T radials."

(19) Control Area: VOR 427(Newcomerstown, Ohio, to Kent, Ohio) amended to read: "All of VOR Federal airway No. 427."

(20) Control Zone: (Meridian, Miss.) amended to read: "Within a 5-mi radius of the geographical center of the geographical center of Key Field Merician, Miss.(lat 32-19-55, long. 88-44-55), within 2 mi either side of the NW crs of the Meridian RR extending from the RR to a point 12 mi NW, within 2 mi either side of the 314° T radial of the Meridian VORTAC extending from the VORTAC to a point 12 mi NW and within 2 mi either side of the Meridian ILS lclzr S crs extending from the 5-mi radius zone to the OM."

(21) Control Zone: (Atlantic City, N.J.) amended to read: "Within a 12-mi radius of the geographical center of the NAFEC arpt (lat 39-27-25, long. 74-34-45), including the airspace bounded on the SW by the 176° T radial of the Atlantic City, N.J., VORTAC to a point 3 nmi offshore, bounded on the SE by a line lying 3 nmi offshore, and bounded on the NE by the 112° T radial of Atlantic City VORTAC, and excluding the airspace bounded by the N arc of a 2 mi radius of the geographical center of the Ocean City arpt (lat 39-16-00, long. 74-36-15)."

(22) Federal Airway: VOR 1504 (San Francisco, Calif., to Casper, Wyo., and Lone Rock, Wis., to Washington, D.C.) amended to read: "From the Int of the Oakland VORTAC 221° T and Salinas, Calif., VOR 319°T radials; via Oakland, Calif., VORTAC; Sacramento, Calif., VOR; Int of Sacramento VOR 055° T and Reno VOR 230° T radials; Reno, Nev., VOR; Lovelock, Nev., VORTAC; Battle Mountain, Nev., VOR; Elko, Nev., VOR; Wells, Nev., VOR; Malad City, Idaho VOR; Big Piney, Wyo., VOR; to Casper, Wyo., VOR. From the Lone Rock, Wis., VOR via the Int of Lone Rock VOR 103° T and Milwaukee,VOR 273° T radials; Milwaukee, Wis., VOR; Int of Milwaukee VOR 102° T and Pullman VOR 303°T radials; Pullman, Mich., VOR; Litchfield, Mich., VOR; Int of Litchfield VOR 098° T and Carleton VOR 264° T radials; Carleton, Mich., VOR; Int of Carleton VOR 097° T and Cleveland VOR 327° T radials; Cleveland, Ohio, VOR; Navarre, Ohio, VORTAC; Wheeling, W.Va. VOR; Uniontown, Pa., VORTAC; Grantsville, Md., VOR; Front Royal, Va., VOR; Int of Front Royal VOR 112°T and Washington VOR 245° T radials; to Washington, D.C. VOR."

(23) Control Area: VOR 1504 (San Francisco, Calif., to Casper, Wyo., and Lone Rock, Wis., to Washington, D.C.) amended to read: "All of VOR Federal awy No. 1504."

(24) Positive Control Route Segments: amended to read: In the text delete "VOR Federal awy No. 1504 (San Francisco, Calif., to Washington, D.C.)" and substitute therefor "VOR Federal awy No. 1504 (San Francisco, Calif., to Casper, Wyo., and Lone Rock, Wis., to Washington, D.C.)."

(25) Control Area Extension: (Klamath Falls, Oreg.) added to read: "The airspace within a 40-mi radius of the Klamath Falls, Oreg., VORTAC."

(26) Three-mile radius zones amended as follows: In the text delete: "Klamath Falls, Oreg.: Klamath Falls Municipal Airport."

(27) Five-mile radius zones amended as follows: In the text add: "Klamath Falls, Oreg.: Kingsley Field (lat 42-09-25, long. 121-43-55.)

(28) Jet Route: L/MF Jet Route No. 6 (Prescott, Ariz., to Front Royal, Va.) amended to read: "From the Prescott, Ariz., RR via the El Morro, N. Mex., RR; Albuquerque, N. Mex., RR; Amarillo, Tex., RR; Oklahoma City, Okla ., RR; Little Rock, Ark., RR; Memphis, Tenn., RR; Nashville, Tenn., RR; Charleston, W. Va., RR to the Front Royal, Va., RR."

(29) Jet Route: L/MF Jet Route No. 9 (Las Vegas, Nev., to Great Falls, Mont.) amended to read: "From Las Vegas, Nev., RR via the Enterprise, Utah, RR; Delta, Utah, RR; Salt Lake City, Utah, RR; Ogden, Utah, RR; Dubois, Idaho, RR; Dillon, Mont., RR to the Great Falls, Mont., RR."

(30) Jet Route: L/MF Jet Route No. 10 (Kansas City, Mo., to New York, N.Y.) amended to read: "From Kansas City, Mo., RR via the Belleville, Ill.(Scott AFB), RR; Int of Belleville(Scott AFB), RR NE crs and Effingham, Ill., RR W crs; Effingham RR; Indianapolis, Ind., RR; Dayton, Ohio(Wright-Patterson), RR; Columbus, Ohio, RR; Pittsburgh, Pa., RR; Philipsburg, Pa., RR to New York, N.Y.,(LaGuardia), RR."

(31) Jet Route: L/MF Jet Route No. 18 (Seattle, Wash., to Sault Ste. Marie, Mich.) is revoked.

(32) Jet Route: L/MF Jet Route No. 39 (Crestview, Fla., to Houghton, Mich.) is revoked.

(33) Jet Route: L/MF Jet Route No. 41(Miami, Fla., to Omaha, Nebr.) is revoked.

(34) Jet Route: VOR/VORTAC Jet Route No. 60 (Cleveland, Ohio and Allentown, Pa.) amended as follows: In the text delete "Int of Cleveland VOR 079° and Allentown VOR 288° radials;" and "Philipsburg, Pa., VORTAC;" is substituted therefor.

(35) Federal Airway: Blue 45 (Montpelier, Vt., to Newport, Vt.) amended to read: "From the Montpelier, Vt., RR via Int of NE crs of Montpelier RR and a line brg 180° T from Newport, Vt., Rbn; to the Newport Rbn."

(36) Control Area: Blue 45 (Montpelier, Vt., to Newport, Vt.) amended to read: "All of Blue Federal awy No. 45."

(37) Reporting Point: Blue 45 (Montpelier, Vt., to Newport, Vt.) amended to read: "No reporting point designation."

(38) Jet Route: L/MF Jet Route No. 8 (Oklahoma City, Okla., to Belleville, Ill.) is revoked.

(39) Jet Route: VOR/VORTAC Jet Route No. 49 (Miami, Fla., to Spartanburg, S.C., and Pittsburgh, Pa., to Presque Isle, Me.) amended to read: "From the Miami, Fla., VORTAC via the Int of the Miami VORTAC 316° T and the Gainesville, Fla., VOR 167° T radials; Gainesville VOR; Int of the Gainesville VOR 353° T and the Alma, Ga., VOR 179° T radials; Alma VOR; to the Spartanburg, S.C., VOR. From the Pittsburgh, Pa., VOR, via the Philipsburg, Pa., VORTAC; Albany, N.Y., VORTAC; Bangor, Me., VOR; to the Presque Isle, Me., VOR."

Effective 0001 EST 28 July 1960:

(1) Federal Airway: VOR 194 (Lafayette, La., to Meridian, Miss., and Homer, Ga., to Norfolk, Va.) amended as follows: (a) In the caption delete "(Lafayette, La., to Meridian, Miss., and Homer, Ga., to Norfolk, Va.)" and substitute therefor "(Lafayette, La., to Meridian, Miss., and Homer, Ga., to Cape Charles, Va.)" (b) In the text delete "to the Norfolk, Va., VOR, including a S alternate via the Int of Cofield VOR 084° and Norfolk VOR 209° radials." and substitute therefor "Norfolk, Va., VORTAC, including a S alternate via Int of Cofield VOR 084° T and Norfolk VORTAC 209° T radials; to the Int of Norfolk, Va., VORTAC 001° T and Cape Charles, Va., VOR 313° T radials."

(2) Control Area: VOR 194(Lafayette, La., to Meridian, Miss., and Homer, Ga., to Norfolk, Va.) amended as follows: In the caption delete "(Lafayette, La., to Meridian, Miss., and Homer, Ga., to Norfolk, Va.)" and substitute therefor "(Lafayette, La., to Meridian, Miss., and Homer, Ga., to Cape Charles, Va.)."

(3) Federal Airway: VOR 210 (Los Angeles, Calif., to Imperial, Pa.) amended as follows: (a) In the caption delete "(Los Angeles, Calif., to Imperial, Pa.)" and substitute therefor "(Los Angeles, Calif., to Harrisburg, Pa.)." (b) In the text delete "to the Imperial, Pa., VOR." and substitute therefor "Imperial, Pa., VORTAC; Int of Imperial VORTAC 074° T and the Ellwood City, Pa., VOR 122°T radials; Carrolltown, Pa., VOR; Int of the Carrolltown VOR 112° T and the Harrisburg VOR 273° T radials; to the Harrisburg, Pa., VOR."

(4) Control Area: VOR 210 (Los Angeles, Calif., to Imperial, Pa.,)amended as follows: In the caption delete "(Los Angeles, Calif., to Imperial, Pa.)" and substitute therefor "(Los Angeles, Calif., to Harrisburg, Pa.)".

(5) Federal Airway: VOR 459 (Fresno, Calif., to Linden, Calif.) amended by adding the following: "From the Fresno, Calif., VOR via the Friant, Calif., VOR; Int of the Friant VOR 319°T and the Linden, Calif., VOR 124°T radials; to the Linden, Calif., VOR. "

(6) VOR Reporting Points: Domestic VOR reporting points amended by adding the following In the text add: "Friant, Calif., VOR."

(7) Control Area: VOR 259 (Fresno, Calif., to Linden, Calif.) amended by adding the following: "All of VOR Federal awy No. 459".

Effective 0001 EST 25 August 1960:

(1) Federal Airway: VOR 81 (Midland, Tex., to Salt Lake City, Utah) amended as follows: (a) In the caption delete "(Midland, Tex., to Salt Lake City, Utah)" and substitute therefor "(Midland, Tex., to Denver, Colo., and Grand Junction, Colo., to Salt Lake City, Utah)". (b) In the text delete "Tobe, Colo., VOR;" and substitute therefor "Tobe, Colo., VOR, including a W alternate from Dalhart VOR to Tobe VOR via the Clayton, N. Mex., VOR."

(2) Control Area: VOR 81 (Midland, Tex., to Denver, Colo., and Grand Junction, Colo., to Salt Lake City, Utah) amended to read: "All of VOR Federal awy No. 81 including E alternates and a W alternate."

Effective 0001 EST 20 October 1960:

(1) Federal Airway: VOR 69 (Shreveport, La., to Chicago, Ill.) amended as follows: In the text delete "Int of Farmington omnirng 351° T and Troy VOR 230° T radials;" and substitute therefor "Int of Farmington VOR 351° T and Troy VOR 234° T radials;".

(2) Federal Airway: VOR 72 (Fayetteville, Ark., to Albany, N.Y.) amended as follows: In the text delete "Int of Maples VOR 055° and Troy VOR 230° radials;" and substitute therefor "Richwoods, Mo., VOR;".

(3) Federal Airway: VOR 191 (Memphis, Tenn., to Sag Bridge, Ill., and Chicago, Ill., to Rhinelander, Wis.) amended as follows: In the text delete "Int of Farmington VOR 351° and Troy VOR 230° radials;" and substitute therefor "Int of Farmington VOR 351° T and Troy VOR 234° T radials."

(4) Federal Airway: VOR 1 (Jacksonville, Fla., to New York, N.Y.) amended as follows: In the text delete "Salisbury, Md., VOR; point of Int of Woodstown, N.J., VOR 154° and Coyle VOR 203° radials; Coyle, N.Y., VOR; Idlewild, N.Y., VOR; Int of Idlewild VOR 359° and Wilton VOR 214° radials; to Wilton, Conn., VOR. Those portions of this awy between the point of Int of Coyle, N.J., VOR 203° and Woodstown, N.J., VOR 106° radials and the point of Int of Colts Neck, N.J., VOR 073° and Coyle, N.J.,VOR 031° radials lying more than 3-mi either side of the centerline are excluded. The portions of this awy which lie within the geographic limits of, and between the designated altitudes of, the Patuxent Restricted Area (R-43) and the Warren Grove Restricted Area (R-26) are excluded during the times of designation of these restricted areas." and substitute therefor "Salisbury, Md., VOR; Waterloo, Del., VOR; Int of Waterloo VOR 022° T and Coyle VOR 235° T radials; Coyle, N.J., VOR; Idlewild, N.Y., VORTAC; Int of Idlewild VORTAC 359° T and Wilton VOR 214° T radials; to Wilton, Conn, VOR. The portion of this awy which lies within the geographic limits of, and between the designated altitudes of, the Patuxent Restricted Area (R-43) and Fort Dix, N.J., Restricted Area (R-25), are excluded during the times of designation of these restricted areas."

(5) Federal Airway: VOR 426 (Richwoods, Mo., to Nakomis, Ill.) amended to read: "From the Richwoods, Mo., VOR via the St. Louis, Mo., VOR to Int of St. Louis VOR 062° T rad with the Troy, Ill., VOR direct radial to Decatur, Ill., VOR."

(6) Control Area: VOR 426 (Richwoods, Mo., to Nakomis, Ill.) amended to read: "All of VOR Federal awy No. 426."

Effective 0001 EST 12 January 1961:

(1) Federal Airway: VOR 166 (Martinsburg, W. Va., to Westminster, Md., and New Castle, Del., to Colts Neck, N.J.) amended as follows: (a) In the caption delete "(Martinsburg, W. Va., to Westminster, Md., and New Castle, Del., to Colts Neck, N.J.)" and substitute therefor "(Parkersburg, W. Va., to Norris, Pa., and Hoopes, Del., to Colts Neck, N.J.)." (b) In the text delete "From the Martinsburg, W. Va., VOR via the Westminster, Md., VOR;" and substitute therefor "From the Parkersburg, W. Va., VOR via the Clarksburg, W. Va., VOR; Kessel, W. Va., VOR; Martinsburg, W. Va., VOR; Westminster, Md., VOR;"

(2) Control Area: VOR 166 (Martinsburg, W. Va., to Westminster, Md.. and New Castle, Del., to Colts Neck, N.J.) amended as follows: In the caption delete "(Martinsburg, W. Va., to Westminster, Md., and New Castle, Del., to Colts Neck, N.J.)" and substitute therefor "(Parkersburg, W. Va., to Norris, Pa., and Hoopes, Del., to Colts Neck, N.J.")".

(3) Federal Airway: VOR 487 (Poughkeepsie, N.Y., to Benson, Vt.) added to read: "From Poughkeepsie, N.Y., VOR via Cambridge, N.Y., VOR; to Benson, Vt., VOR."

(4) Federal Airway: VOR 490 (Utica, N.Y., to Keene, N.H.) added to read: "From Utica, N.Y., VOR via Cambridge, N.Y., VOR; to Keene, N.H., VOR.".

(5) Federal Airway: VOR 431(Cambridge, N.Y., to Plattsburgh, N.Y.) amended to read: "From Cambridge, N.Y., VOR via Glens Falls, N.Y., VORTAC; to Plattsburgh, N.Y., VOR."

(6) Federal Airway: VOR 203 (Norwich, Conn., to Massena, N.Y.) amended to read: "From Norwich, Conn., VORTAC via Chester, Mass., VOR; Int of Poughkeepsie, N.Y., VOR direct radial to Cambridge, N.Y., VOR and Chester VOR 293° T radial; Albany, N.Y., VOR; to Massena, N.Y., VOR."

(7) Federal Airway: VOR 91 (New York, N.Y., to Montreal, Quebec) amended to read: In the text delete "including an E alternate via Int of Poughkeepsie VOR 007° and Albany VOR 140° radials, and also a W alternate;" and substitute therefor "including a W alternate."

(8) Control Area: VOR 487 (Poughkeepsie, N.Y., to Benson, Vt.) added to read: "All of VOR Federal awy No. 487."

(9) Control Area: VOR 490 (Utica, N.Y., to Keene, N.H.) added to read: "All of VOR Federal awy No. 490."

(10) Control Area: VOR 431 (Cambridge, N.Y., to Plattsburgh, N.Y.) amended to read: "All of VOR Federal awy No. 431."

(11) Control Area: VOR 91 (New York, N.Y., to Montreal, Quebec) amended to read: "All of VOR Federal awy No. 91 including an E alternate and a W alternate."

Effective 0001 EST 9 February 1961:

(1) Federal Airway: VOR 489 (Paterson, N.J., to Albany, N.Y.) added to read: "From the Int of Wilkes Barre-Scranton, Pa., VOR 117° T and Wilton, Conn., VOR 240° T radials via Clermont, N.Y., VOR; to Albany, N.Y., VORTAC. The portions of this awy which lies within the geographic limits of and between the designated altitudes of, the West Point, N.Y., Restricted Area (R-93) is excluded during the restricted area's time of designation."

(2) Federal Airway: VOR 91 (New York, N.Y., to Montreal, Quebec) added to read: In the text delete "Poughkeepsie, N.Y., VOR; Albany, N.Y., VOR, including a W alternate;" and substitute therefor "Poughkeepsie, N.Y., VOR; Int of Poughkeepsie VOR 342° T and Albany VORTAC 181° T radials; Albany, N.Y., VORTAC;".

(3) Control Area: VOR 489 (Paterson, N.J., to Albany, N.Y.) added to read: "All of VOR Federal awy No. 489."

(4) Control Area: VOR 91 (New York, N.Y., to Montreal, Quebec) amended to read: "All of VOR Federal awy No. 91 including an E alternate."

(5) Five-mile radius zones amended by adding: "Poughkeepsie, N.Y.: Dutchess County Airport. (lat 41-37-40, long. 73-53-00.)

DISCONTINUANCE OF 135.0 MC: Effective 0800 GMT July 1, 1960, transmitting 135.0 mc will be discontinued in Flight Service Stations and Combined Stations/Towers.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126.18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

ATLANTA/ WASHINGTON, D.C. CENTERS BOUNDARIES: Effective 0001 EST 2 June 1960, the Atlanta/Washington, D.C. Centers Boundaries are amended as follows: Beginning at the present boundary at lat 36-22-30, long. 79-20-00; thence SE to 36-18-00, 79-15-30; S along the the western boundary of V-39 to 35-50-00, 79-28-00.

NEW YORK/CLEVELAND ARTCC CONTROL AREA/FLIGHT ADVISORY BOUNDARY: Effective 0001 2 June 1960, the New York/Cleveland ARTCC Control Area/Flight Advisory Boundary is revised as follows: Beginning at the present boundary at the intersection of the S edge of V 116 and the W edge of V 35, thence southwesterly along the W edge of V 35 to its intersection with the N edge of V 232, thence westerly along the N edge of V 232 to join the present New York/Cleveland ARTCC Control Area/Flight Advisory Boundary at the intersection of the N edge of V 232 and the western edge of V 119.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ALM	Alamogordo, N. Mex., Alamogordo Municipal Airport (Descriptive change from Radiobeacon)
CEX	Chena Hot Springs, Alaska- Intermediate Field (Descriptive change from REP)
CTH	Cape Thompson, Alaska, REP (Assignment)
HCA	Big Spring, Tex., Howard County Airport (Assignment)
UNI	University, N.Y., Radiobeacon (Assignment)
UXL	Crystal Falls, Alaska - Intermediate Field (Assignment)
XLV	Cleveland, Ohio, Test VOR

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective 3 May 1960:

(Part 608 - Restricted Area)

In Section 608.40, the Oswego, N.Y., Restricted Area (R-70) is amended by deleting "Designated altitudes. Surface to 59,000 ' MSL. Time of designation: Daylight hours, 7 days per week, on a year-round basis." and substitute therefor "Designated altitudes. Surface to 40,000' MSL. Time of designation: Sunrise to sunset."

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

ON REQUEST REPORTING POINTS: The following on-request reporting points have been designated, modified or cancelled and shall become effective on 2 June 1960:

DESIGNATED:

(1) KENT, OHIO(VHF) INT: 356 M rad Navarre, Ohio VOR; 293 M rad Akron, Ohio VOR.

(2) TALLMADGE, OHIO(VHF) INT: 293 M rad Akron, Ohio VOR; N crs Akron, Ohio ILS lclzr. (Depict on Akron AL chart only.)

(3) MIDDLESBORO, KY(VHF) INT: 141 M rad London, Ky. VOR; 013 M rad Knoxville, Ky. VOR.

(4) LAKEVIEW, TENN(VHF) INT: 063 M rad Crossville, Tenn. VOR; 013 M rad Knoxville, Tenn. VOR.

MODIFIED:

(1) SMOKY JUNCTION, TENN(VHF) INT: 201 M rad London, Ky. VOR; 321 M rad Knoxville, Tenn. VOR.

(2) CLINTON, TENN(VHF) INT: 063 M rad Crossville, Tenn. VOR; 321 M rad Knoxville, Tenn. VOR.

(3) LONE ROCK, GA(VHF) INT: 009 M rad Columbus, Ga. VOR; 080 M rad LaGrange, Ga. VOR.

CANCELLED:

(1) DERBY, OHIO(LF) INT.
(2) CHIPPEWA, OHIO(LF) INT.
(3) WALTER, OHIO(LF) INT.
(4) TALLMADGE, OHIO(LF) INT.

HOLDING PATTERNS: The following holding patterns have been established or modified and shall become effective on 2 June 1960:

ESTABLISHED:

(1) LAKEVIEW, TENN(VHF) INT: direction of holding - NE on 013 M rad Knoxville, Tenn. VOR; direction of turns-left; time - 2 mins.

MODIFIED:

(1) EUREKA, N C(VHF) INT: direction of holding - NE on 196 M rad Rocky Mount, N.C. VOR; direction of turns-right; time - 1 min; MHA - 1500'.

PREFERRED ROUTES CORRECTIONS: Airman's Guide Volume 15 Number 3.

(1) Page 122, Newark to Metro. Wayne Co. should read: SSB V232 FTZ V188 V26 V224 V133.

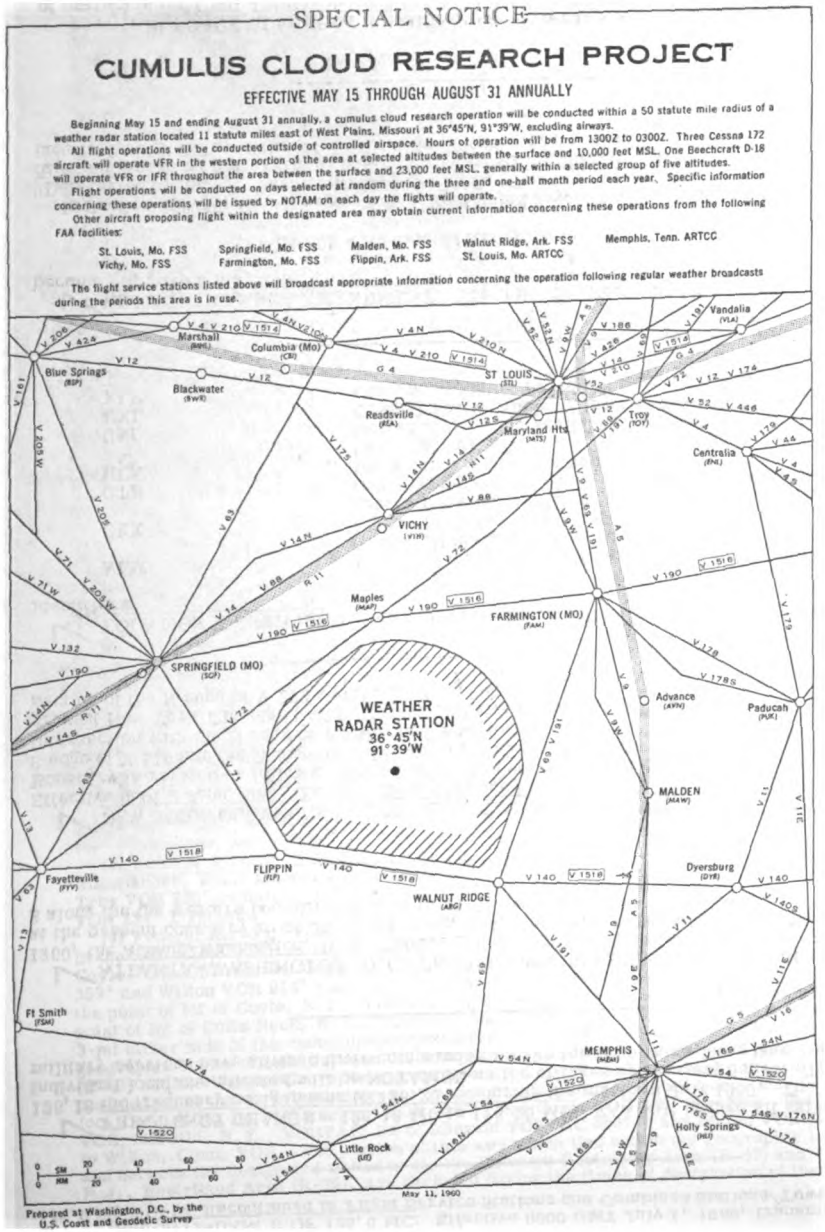
(2) Page 123, Newark to Willow Run should read: SSB V232 FTZ V188 V103 V90.

(3) Page 123, New York(LaGuardia) to Metro. Wayne Co. should read: BCH V116 V14N V188 V26 V224 V133.

(4) Page 123, New York(LaGuardia) to Willow Run should read: BCH V116 V14N V188 V103 V90.

(5) Page 124, add - Pittsburgh-St. Louis: or Kilgore V210.

MEA, MCA, MOCA, MRA, INTERSECTIONS AND REPORTING POINTS: (1) Correct the MEAs in Amendment 60, effective date of June 2, 1960 to read as follows: V-68, Floresville Int., Tex., to Essen Int., Tex., MEA 2500', MOCA 2000', MRA 3000' to Floresville Int., MRA 4000' Essen Int: Essen Int to Burnell Int., Tex., MEA 4000, MOCA 1600'; Burnell Int. to Corpus Christi, Tex., VOR 1400'. (2)Effective June 2, 1960, the MEA on V-100 from Ft. Dodge, Iowa VOR to Sioux City, Iowa VOR is 3000'. (3) Continuous navigation signal coverage between Dunoir, Wyoming VOR and Sheridan, Wyoming VOR on V-1500 is 30,000'. (4) Correct the MEAs in Amendment 60 effective date of June 2, 1960 to read as follows: V1533, Red Bluff, Calif., VORTAC to Klamath Falls, Ore., VORTAC MEA 13,500', MOCA 10,000'.



AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Bellingham	Pocatello	Yellowstone Park	WAC 139
Boise	Portland	San Francisco Local	WAC 193
Duluth	Salt Lake City	Seattle Local	WAC 268
Klamath Falls	Seattle	JN 29	WAC 308
Mt. Shasta	Spokane	APC 3073	WAC 407

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

WAC 469 4-20-60 WAC 522 4-20-60

Instrument Approach Procedure Charts and Radio Facility Charts released since April 18, 1960

AL 61 RNG/VOR Rio Grande Valley Int'l Airport, Texas
AL 156 ADF/ILS R31/VOR R4/VOR R13 Baer Field, Indiana
AL 243 RNG/VOR R31 Macon(Cochran) Airport, Georgia
AL 250 ADF-1/ADF-2/VOR Cedar Rapids Airport, Iowa
AL 289 RNG-1/RNG-2/ILS R22 La Guardia Airport, New York
AL 301 RNG/VOR/ADF-1/ILS R35/ADF-2/ILS R17 Will Rogers Field, Oklahoma
AL 346 RNG-1/RNG-2 Reno Airport, Nevada
AL 466 RNG/ADF/ILS R32/VOR/ILS R14 Youngstown Airport, Ohio
AL 576 VOR Gulfport Airport, Mississippi
AL 614 ADF/ILS R28R Niagara Falls Airport, New York
AL 659 VOR Nantucket Memorial Airport, Mass.
AL 745 VOR Fulton County Airport, Georgia
AL 784 ADF/VOR-1 Puerto Rico Intn'l Airport, Puerto Rico
AL 850 VOR Philip Airport, South Dakota
AL 1193 RNG/VOR R11 &29/ADF-1/ADF-2 Yakutat Airport, Alaska
AL Revision Notice No. 12-60 Eastern and Western
FAA Radar (Eastern) page 3 & 4
High Altitude RF-301/302, 303/304, 305/306, 307/308
Low Altitude RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 132A
RF L/MF Terminal Area - Columbus, Miami, Norfolk, Pensacola, Pittsburgh, Washington
RF/VOR Terminal Area - Albuquerque, Atlanta, Baltimore, Birmingham, Buffalo, Charlotte, Cleveland, Dallas-Ft. Worth, Denver, Greensboro, Houston, Indianapolis, Kansas City-Topeka, Miami, Montgomery, Nashville, New Orleans, Omaha, Pittsburgh, Richmond, Sacramento, Salt Lake City, San Francisco-Oakland, Spokane, Tampa, Waco, Washington, Wichita-Hutchinson
RF Dates of Latest Prints
Oil Burner Route Charts - Bear Claws, Clear View, Flat Rock, Golf Tee, Hang Over, Ivory Tower, Walnut Grove.

NEW CHARTS

AL 250 ADF-3 - Cedar Rapids, Iowa - Cedar Rapids Airport
AL 481 VOR R31 - Alice, Texas - Alice-Jim Wells Co Airport

DISCONTINUED CHARTS

AL 5 RNG - Akron, Ohio - Akron (FAA Site 9) Field
AL 5 VOR - Akron, Ohio - Akron (FAA Site 9) Field
(Procedures cancelled, airport abandoned, effective 4-26-60)
AL 166 ILS R32R - Chicago, Illinois - Chicago O'Hare International Airport
(Procedure cancelled, effective 4-26-60)
RF L/MF Terminal Area - Jacksonville, San Diego

(10 May 1960)

Attention: Pilots

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS - IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television tower, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals Newly added or changed information will be indicated by arrows. Towers under construction are carried in Notam section until completed.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New Obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY and AIRPORT NAME	DISTANCE and BEARING ARPT - TWR	HEIGHT (feet) MSL	HEIGHT (feet) AGL	LATITUDE LONGITUDE	CHART REF
ALABAMA					
Birmingham	4.7 SSW;206	1802	795	33-29-19, 86-47-58	8
COLORADO					
Pueblo Mem'l	5.4 NW;331	6322	980	38-22-25, 104-33-27	23
FLORIDA					
Miami International	27.5 WNW;304	670	660	26-03-09, 81-42-08	49
Pensacola Municipal	24 W;291	1397	1257	30-37-38, 87-37-31	53
GEORGIA					
Winder, 4, ATL-LGA	10 SSE;168	2049	1017	33-49-24, 83-37-45	75
ILLINOIS					
Peoria, Greater Peoria	6.5 E;106	1276	536	40-38-03, 89-32-21	17
KANSAS					
Hays	2.5 WNW;294	2849	821	38-53-05, 99-20-20	70
MAINE					
Auburn, Lewiston	11.9 SW; 229	2049	1619	43-55-28, 70-29-28	10
MICHIGAN					
Chesaning	5.0 NE;49	1599	999	43-13-48, 84-03-35	51
Jackson, Reynolds	12 NW;336	1946	983	42-26-33, 84-34-21	51
MINNESOTA					
Duluth	4.8 SE;135	2049	805	46-47-20, 92-06-51	28
Fairmont	2.0 SW;240	1710	500	43-38-00, 94-28-00	27
Willmar	3.8 NE;57	1648	500	45-08-25, 95-00-50	82
Sauk Center	8.5 WSW;264	2525	1130	45-41-03, 95-08-14	82
Sleepy Eye	9.0 SSE;157	1632	600	44-06-20, 94-36-56	82
Hector	7 W;287	1649	550	44-45-50, 94-52-10	82
MISSOURI					
Jefferson City, Memorial	6.8 NNE;35	1773	929	38-41-28, 92-05-43	38
St. Louis, Lambert	10.5 SSE;169	1649	1152	38-34-08, 90-19-51	38
St. Louis, Lambert	13.8 SSE;165	1649	1214	38-31-47, 90-17-58	38
NEBRASKA					
Hay Springs	2.1 S;180	4578	583	42-38-25, 102-42-04	13
Scottsbluff	8.5 NNW;339	5144	677	41-59-58, 103-39-55	16
North Platte-Lee Bird	5.0 NNW;344	3630	612	41-12-13, 100-43-58	46
NEW YORK					
Albany	25.4 NW;316	2176	1356	43-03-36, 74-12-42	2
NORTH DAKOTA					
Minot, International	12.1 S;191	3123	1053	48-03-02, 101-20-29	52
Fargo, Hector	16.5 WNW;293	2153	1206	47-00-43, 97-11-58	31
OHIO					
Toledo, National	6.4 ESE; 116	1629	1049	41-41-00, 83-24-49	19
OKLAHOMA					
Cordell	1.7 W;281	2081	503	35-18-24, 98-59-26	60
Grandfield	2.5 SSE;161	2199	1059	34-12-55, 98-43-13	60
PENNSYLVANIA					
Philadelphia, North Phila.	11.0 WSW;257	1364	1116	40-02-38, 75-14-26	58
SOUTH DAKOTA					
Reliance, Fletcher	6.2 NNW;346	2883	711	43-57-55, 99-36-11	78
Mitchell	5.0 SSE;163	1927	572	43-41-25, 98-00-27	78
TEXAS					
Brownwood	4.8 SSW;214	2049	549	31-43-33, 99-00-45	5
WASHINGTON					
Seattle, Boeing	7.0 NNW;338	1007	599	47-38-01, 122-21-20	76
WEST VIRGINIA					
Charleston, Kanawha Co.	14.9 W;277	2049	999	38-24-28, 81-54-14	36
Glen Dale (Stacks)	6.5 SSW;209	1250	601	39-50-47, 80-49-14	36
Parkersburg, Stewart	25.0 SSW;211	1227	600	38-56-15, 81-49-30	36
WISCONSIN					
Eau Claire	5.5 SSE;159	1847	958	44-47-58, 91-27-59	82
Wausau	3.1 WSW;263	2549	648	44-55-10, 89-41-12	35
Madison, Truax	9.5 SW;230	2227	1107	43-01-52, 89-30-18	51
Pewaukee, Capitol Drive	4.5 SE;150	1549	687	43-01-56, 88-07-54	51

COAST & GEODETIC SURVEY SECTIONAL CHARTS: 1-Aberdeen 2-Albany 3-Albuquerque 4-Aroostook 5-Austin 6-Beaumont 7-Bellingham 8-Birmingham 9-Boise 10-Boston 11Burlington 12-Butte 13-Casper 14-Charlotte 15-Chattanooga 16-Cheyenne 17-Chicago 18-Cincinnati 19-Cleveland 20-Corpus Christi 21-Dallas 22-Del Rio 23-Denver 24-Des Moines 25-Detroit 26-Douglas 27-Dubuque 28-Duluth 29-Elko 30-El Paso 31-Fargo 32-Glacier Park 33-Grand Canyon 34-Grand Junction 35-Green Bay 36-Huntington 37-Jacksonville 38-Kansas City 39-Klamath Falls 40-Kootenai 41-La Grande 42-Lake Huron 43-Lake Superior 44-Lake of The Woods 45-Lewiston 46-Lincoln 47-Little Rock 48-Los Angeles 49-Miami 50-Miles City 51-Milwaukee 52-Minot 53-Mobile 54-Mt. Shasta 55-Mt. Whitney 56-Nashville 57-New Orleans 58-New York 59-Norfolk 60-Oklahoma City 61-Orlando 62-Phoenix 63-Pocatello 64-Portland 65-Prescott 66-Rapid City 67-Reno 68-Roswell 69-Sacramento 70-Salina 71-Salt Lake City 72-San Antonio 73-San Diego 74-San Francisco 75-Savannah 76-Seattle 77-Shreveport 78-Sioux City 79-Spokane 80-Trinidad 81-Tulsa 82-Twin Cities 83-Washington, D. C. 84-Wichita 85-Williston 86-Winston Salem 87 Yellowstone

(10 May 1960)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are n nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
		within		Surveillance approach			
→ 022°	106°	30 mi	2500	T-dn	300-1	300-1	200-½
→ 106°	022°	15 mi	2000	C-dn*	400-1	500-1	500-1½
→ 106°	022°	30 mi	2500	C-dn**	700-1	700-1	700-1½
				S-dn*	400-1	400-1	400-1
				S-dn**	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . runways 4, 36 and 31, climb to 2300' and proceed to New Baltimore Int. Runways 9, 13, 18, 22 and 27, climb to 2000' and proceed to ILS LOM.
*Runways 4, 9, 13, 18, 31, 36.
**Runways 22, 27.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Covington, Ky	Greater Cincinnati 890'	Cincinnati Radar	1, Amdt 2, 4 Jun 60	1, 29 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
CVG VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
CVG LFR	LOM	Direct	2400	*S-dn-36	400-1	400-1	400-1
Bridgetown Int	LOM	Direct	2400	A-dn	800-2	800-2	800-2
Dry Ridge	Union Int	Direct	2000				
Grant Lick	Union Int	Direct	2000				
Union Int	LOM (Final)	Direct	1500				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise. 022° to 106° - 2500' within 30 mi.
106° to 022° - 2000' within 15 mi.
106° to 022° - 2500' within 30 mi.
Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 360°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 mi after passing LOM, climb to 2300' on bearing 360° from LOM to New Baltimore Int or, when directed by ATC, make a left climbing turn, climb to 2300' on crs of 285° from LMM within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Covington, Ky	Greater Cincinnati 890'	LOM CV	1, Amdt 11, 4 Jun 60	10, 8 Feb 58 (ADF portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Duluth VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Duluth LFR	LOM	Direct	2700	C-d	400-1	500-1	500-1½ ←
				C-n	400-1½	500-1½	500-1½
Int VOR R-320 & 180° brng to LOM	LOM	Direct	2700	S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Int 142° brng to DLH-LFR & 180° brng to LOM	LOM	Direct	2700				
Int 226° brng to DLH-LFR & 268° brng to LOM	LOM	Direct	3000				

Procedure turn South side of crs, 268° Outbnd, 088° Inbnd, 2700' within 10 mi.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 088°-4.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . within 4.3 mi of LOM, climb to 3000' on 088° crs from LOM within 20 miles.
CAUTION: 2049' tower approximately 4.5 mi SE of Duluth Municipal Airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Duluth, Minn.	Duluth Municipal 1429'	LOM DL	1, Amdt 3, 4 Jun 60	2, 16 Apr 60

JVL VOR	RKF-RBn	direct	2500	T-dn	300-1	300-1	200-½
RFD VOR	RKF-RBn	direct	2000	C-dn	400-1	500-1	500-1½
Marengo Int*	RKF-RBn	direct	2000	S-dn-36	400-1	400-1	400-1
→ Malta Int**	RKF-RBn	direct	2000	A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 182 Outbnd, 002 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 002-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.7 miles, make right turn, climb to 2000', proceed to RKF RBn or, when directed by ATC, make left turn,
→ climb to 2500' and proceed to the RKF VOR.

*Int JVL-VOR R-134 & RFD-VOR R-090
→ **Int PLL-VOR R-084 & RFD-VOR R-133.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Rockford, Ill	Greater Rockford 734'	MHW RKF	1, Amdt 3, 4 Jun 60	2, 14 Mar 59

SAT VOR	SAT RBn	Direct	2200	T-dn	300-1	300-1	200-½
Cibolo Creek FM	SAT RBn	Direct	1900	C-dn	400-1	500-1	500-1½
				*S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Terminal Area maneuvering altitudes measured clockwise around radar antenna site:
045° to 230° 0-20 mi - 2200'
230° to 045° 0-10 mi - 2200'
230° to 045° 10-15 mi - 2500'
230° to 045° 15-20 mi - 3000'

Procedure turn W side of crs, 355° Outbnd, 175° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over SAT VOR on final approach crs, 1900'; over SAT RBn, 1700'*
Crs and distance, SAT RBn to airport, 175°-2.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 3000' on 175° bearing from SAT RBn within 20 mi.

*If passage of SAT VOR on final approach course is not determined, minimum altitude over SAT RBn is 1900' and straight-in minima NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★San Antonio, Tex	International 800'	BH SAT	2, Orig, 4 Jun 60	None

SPA-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SPA-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Buffalo Int	LOM	Direct	2000	S-dn-4	400-1	400-1	400-1
Mauldin Int	LOM	Direct	2000	A-dn	800-2	800-2	800-2
Woodruff Int	LOM	Direct	2000				

Procedure turn East side SW crs, 223° Outbnd, 043° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 043°-4.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 2300' on crs 043° within 20 miles or, when directed by ATC, climb to 2300' on crs 043°,
then turn left and proceed direct to SPA VOR.
CAUTION: Tower 1338' 3 mi NW of airport and tower 1070' 3 mi NE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Spartanburg, S C	Municipal	LOM SP	1, Orig, 11 Jun 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HOB VOR	HOB-LFR	308-5.9	5000	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 348 Outbnd, 168 Inbnd, 5000' within 10 mi (non-standard due to obstructions)
Minimum altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 168-7.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.3 mi, climb to 5000' on S crs within 20 mi of HOB LFR.
NOTE: ADF procedure not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Hobbs, N Mex	Lea County 3659'	BVOR HOB	1, Amdt 6, 4 Jun 60	5, 6 Jul 54

				T-d	300-1	300-1	300-1
				C-d	800-1½	800-1½	800-1½
				A-d*	1000-2	1000-2	1000-2 ←

Procedure turn S side SW crs, 231 Outbnd, 051 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 080-9.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.0 miles, make climbing right turn to 1500' and return to Bridgeport LFR
NOTE: ADF approach not authorized

→ *Alternate use authorized only during hours that weather is being reported (0600 - 1700 EST).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New Haven, Conn	Municipal 15'	MRAZ BDR	1, Amdt 1, 4 Jun 60	Orig, 23 Jun 56

Winslow VOR	INW-LFR	Direct	7000	T-dn	300-1	300-1	300-1
				C-dn	500-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 340 Outbnd, 160 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5600'
Crs and distance, facility to airport, 160-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi, climb to 7000' on E crs within 20 mi.
Major Changes: Deletes straight-in minimums. Deletes Caution Note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Winslow, Ariz	Municipal 4937'	SBRAZ INW	1, Amdt 7, 4 Jun 60	6, 22 Jan 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

AMA LFR	AMA VOR	Direct	5000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
TDW RBN	AMA VOR	Direct	5000	S-dn-3	400-1	400-1	400-1
AMA LFR	*Potter Int.	Direct	5000	A-dn	800-2	800-2	800-2
TDW RBN	*Potter Int. (Final)	037-4.4	4500				

→ Procedure turn S side of crs, 210° Outbnd, 030° Inbnd, 5000' within 10 mi of *Potter Int. Beyond 10 mi NA.
Minimum altitude over Potter Int* on final approach crs, 4500'
Crs and distance, Potter Int* to airport, 030°-1.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi after passing Potter Int, climb straight ahead to 4900' on R-210 to the VOR, thence R-030
within 20 mi of AMA VOR or, when directed by ATC, climb to 4700' on AMA VOR R-075 within 20 mi of VOR.
NOTE: This procedure is authorized only for aircraft equipped with VOR and ADF receivers.
CAUTION: Towers 3994 MSL 5 mi. SW; 3886 MSL 4 mi. SW; 3855 MSL 5 mi. SSW.

*Potter Int: Int AMA VOR R-211 & Brng 356° to AMA LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Amarillo, Tex	AFB/Municipal 3604'	BVOR AMA	2, Amdt 4, 4 Jun 60	3, 26 Dec 59

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two-Engine, More Than 65 Knots
IOW-VOR	CID-VOR	Direct	2100	T-dn	300-1	300-1	200-½
Belle Plaine Int	Watkins Int*	Direct	2000	C-dn	400-1	500-1	500-1½
Watkins Int*	CID VOR (Final)	Direct	1500	S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 260° Outbnd, 080° Inbnd, 2100' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 087-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, climb to 2200' on R-087 CID within 20 mi.
NOTE: No tower.

*Int IOW-VOR R-320 & CID VOR R-260

★ City and State: Cedar Rapids, Ia — Airport Name & Elev.: Municipal 863' — Fac. Class & Ident.: BVORTAC CID — Procedure No. & Eff. Date: 1, Amdt 1, 11 Jun 60 — Sup. Amdt. No. Dated: Orig, 5 Jul 58

New Baltimore Int	CVG-VOR	Direct	2300	T-dn	300-1	300-1	200-½
Cincinnati LFR	CVG-VOR	Direct	2100	C-dn	400-1	500-1	500-1½
→ Grants Lick Int	CVG-VOR	Direct	2300	S-dn-4	400-1	400-1	400-1
Union Int	CVG-VOR	Direct	2000	A-dn	800-2	800-2	800-2
→ Mt Orab FM	CVG-VOR	Direct	2300				
→ Dry Ridge Int	CVG-VOR	Direct	2000				

→ Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing
→ clockwise. 022° to 106° - 2500' within 30 mi.
106° to 022° - 2000' within 15 mi.
106° to 022° - 2500' within 30 mi.
→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn E side of crs, 223 Outbnd, 043 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 043-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.3 mi, climb to 2500' on R-043 within 10 miles or, when directed by ATC, make a left climbing turn and
→ return direct to Cincinnati VOR.
→ NOTE: Radar may be used to position aircraft to final approach course inbound within five miles SW of the
→ station with elimination of procedure turn. No radar monitoring during approach from radar fix (5 mi) to airport.

★ City and State: → Covington, Ky — Airport Name & Elev.: Greater Cincinnati 890' — Fac. Class & Ident.: BVOR CVG — Procedure No. & Eff. Date: 1, Amdt 3, 4 Jun 60 — Sup. Amdt. No. Dated: 2, 30 Jul 55

Radar Transitions to Cincinnati	VOR R-043 conducted in accordance with established surveillance patterns for Runway 22.			T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1
				S-dn-22	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

→ Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing
→ clockwise. 022° to 106° - 2500' within 30 mi.
→ 106° to 022° - 2000' within 15 mi.
→ 106° to 022° - 2500' within 30 mi.
→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

→ No procedure turn. Inbnd crs 223°.
→ Facility is not crossed. Minimum altitude on final to 5-mile fix (Radar), 2000'. Descend to landing minimums
→ after passing 5-mile fix (Radar).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5 miles after passing radar fix, climb to 2000' on heading 223° to Cincinnati VOR. Hold on Cincinnati VOR
→ R-223 at 2000' within 10 miles.
NOTE: This procedure authorized only in conjunction with airport surveillance radar. No altitude or range information given between radar 5 mi fix and airport.

★ City and State: → Covington, Ky — Airport Name & Elev.: Greater Cincinnati 890' — Fac. Class & Ident.: BVOR CVG — Procedure No. & Eff. Date: 2, Amdt 1, 4 Jun 60 — Sup. Amdt. No. Dated: Orig, 3 Dec 55

Hobbs LFR	HOB-VOR	Direct	5000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn N side of crs, 033° Outbnd, 213° Inbnd, 5200' within 10 mi.
→ Minimum altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 213-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, climb to 5000' on R-213 within 20 mi.

★ City and State: Hobbs, N M — Airport Name & Elev.: Lea County 3659' — Fac. Class & Ident.: BVOR HOB — Procedure No. & Eff. Date: 1, Amdt 6, 4 Jun 60 — Sup. Amdt. No. Dated: 5, 28 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1		
				C-d	1000-1		
				C-n	1000-2		
				A-dn	1000-2		

Procedure turn South side of crs, 269° Outbnd, 089° Inbnd, 3600' within 10 miles.
→ Minimum altitude over facility on final approach crs, 3200'
Crs and distance, facility to airport, 089°-2.5 mi.
If visual contact not established upon descent to authorized landing minimums of if landing not accomplished . . . .
within 2.5 miles, turn left and climb to 3400' on R-059 within 20 miles.
NOTE: Airport suitable for aircraft with stall speed of 65 K or less only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Philip, S D	Philip 2210'	L-BVOR PHP	1, Amdt 3, 4 Jun 60	2, 16 Apr 60

T-dn	300-1	300-1	
C-dn	600-1½	600-1½	
A-dn	1000-2	1000-2	

Procedure turn West side of crs, 203° Outbnd, 023° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'
→ Crs and distance, facility to airport, 023°-9.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . .
within 11 miles of DAY-VOR, climb to 2500' and proceed to the SIE-VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Piqua, Ohio	Piqua 1000'	VOR DAY	1, Amdt 1, 4 Jun 60	Orig, 5 Mar 60

*T-dn	300-1		
C-d	1000-1½		
*C-n	1000-2		
*A-dn	1000-2		

Procedure turn W side of crs, 356 Outbnd, 176 Inbnd, 3100' within 10 mi.
Minimum altitude over facility on final approach crs, 2900'
Crs and distance, facility to airport, 176-0.7
CAUTION: Sod field, except N-S runway paved
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 0.7 mi, execute climbing right turn to 3000', return to RSL VOR and hold on R-079

*Night operations on N-S runway only

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Russell, Kans	Russell 1863'	BVOR RSL	1, Amdt 7, 11 Jun 60	6, 28 May 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

MCN-LFR	MCN-VOR	Direct	1600	T-dn	300-1	300-1	200-½
Robins Int	MCN-VOR	Direct	1600	C-dn	500-1	500-1	500-1½
				#S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 324° Outbnd, 144° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 900'#
Crs and distance, breakoff point to approach end of Runway 13, 129°-.22 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
within 0 miles, turn right and climb to 1700' on R-324 within 15 miles.

#Maintain 1100' MSL inbound until after passing MCN-LFR. If MCN-LFR not received, ceiling minima become 700' and descent below 1100' MSL not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Macon, Ga	Cochran 354'	BVORTAC MCN	TerVOR-13, Orig, 11 Jun 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BHM LFR	LOM	Direct	2800	T-dn	300-1	300-1	**200-½
BHM VOR	LOM	direct	2800	C-dn	800-1	900-1	900-1
Chelsea Int	LOM	direct	2800	*S-dn-5	200-½	200-½	200-½
Bessemer Int	LOM (Final)	direct	2000	A-dn	900-2	900-2	900-2
Leeds Int	LOM	direct	2800				

Radar Terminal Area Transition Altitudes: 0 - 360° within 15 miles, 2500'; 0 - 360° within 15-25 miles, 3500'.
→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1802' MSL tower located 4 miles SW of airport.

Procedure turn N side of SW crs, 232 Outbnd, 052 Inbnd, 2000 within 10 mi. (Non-standard to avoid obstructions)
Minimum altitude at G.S. int inbnd, 2000'
Altitude of G.S. and distance to approach end of rwy at OM, 2000'-4.5 mi; at MM, 815'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3000', turn right and proceed to Leeds Int via BHM VOR R-115 or, when directed by ATC, turn left, climb to 2000' and proceed to BHM VOR or climb to 2500' on crs of 052° from LOM within 15 mi.
AIR CARRIER NOTE: Sliding scale NA.

*400-¾ required when Glide Slope inoperative.
**Runway 5/23 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Birmingham, Ala	Municipal 646'	ILS I-BHM	ILS-5, Amdt 15, 4 Jun 60	14, 5 Mar 60

				T-dn	300-1	300-1	200-½
→ New Baltimore Int	Addyston FM	181-10.3	2100	C-dn	400-1	500-1	500-1½
→ New Baltimore Int	Addyston FM (Final)	181-10.3	1600				
Union Int	Addyston FM	Direct	2300	S-dn-18	400-1	400-1	400-1
Cincinnati VOR	Addyston FM	Direct	2300	A-dn	800-2	800-2	800-2

→ Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing
→ clockwise. 022° to 106° - 2500' within 30 mi.
→ 106° to 022° - 2000' within 15 mi.
→ 106° to 022° - 2500' within 30 mi.
→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn W side N crs, 360 Outbnd, 180 Inbnd, 2100' within 5 mi of Addyston FM
→ No glide slope. Descend to authorized landing minimums after passing Addyston FM. Distance and bearing to
→ Rnwy-18, 5.0 mi-180°. Minimum altitude over Addyston FM, 1600'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles after passing Addyston FM, climb to 2000 feet on south crs ILS to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Covington, Ky	Greater Cincinnati 860'	ILS CVG	ILS-18, Amdt 6, 4 Jun 60	5, 20 Jun 59

Cincinnati VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Cincinnati LFR	LOM	Direct	2400	*S-dn-36	200-½	200-½	200-½
Bridgetown Int	LOM	Direct	2400	A-dn	600-2	600-2	600-2
Dry Ridge Int	Union Int	Direct	2000				
Grants Lick Int	Union Int	Direct	2000				
Union Int	LOM (Final)	Direct	2000				

→ RADAR terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing
→ clockwise. 022° to 106° - 2500' within 30 miles.
106° to 022° - 2000' within 15 miles.
106° to 022° - 2500' within 30 mi.
→ Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a
→ 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 2000' within 10 mi
Minimum altitude at glide slope int inbnd, 2000'
→ Altitude of Glide Slope & distance to appr end of rny at OM, 1987'-3.9 mi; at MM, 1090'-.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2300' on N crs ILS to New Baltimore Int or, when directed by ATC, make a left climbing turn, climb to 2300' on crs of 285° from LMM within 15 mi.
*400-¾ required with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Covington, Ky	Greater Cincinnati 890'	ILS CVG	ILS-36, Amdt 11, 4 Jun 60	10, 8 Feb 58 (ILS Portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Duluth VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Duluth LFR	LOM	Direct	2700	C-d	400-1	500-1	500-1½ ←
Int VOR R-320 & 180 brg to LOM	LOM	Direct	2700	C-n	400-1½	500-1½	500-1½
Int 142° brng to DLH-LFR & 180° brng to LOM	LOM	Direct	2700	S-dn-9	200-½	200-½	200-½
Int 226° brng to DLH-LFR & 268° brng to LOM	LOM	Direct	3000	A-dn	600-2	600-2	600-2

Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.
Minimum altitude at Glide Slope interception inbound, 2700'
Altitude of glide slope and distance to approach end of runway at LOM, 2700'-4.3; at MM, 1630'-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . climb to 3000' on 088° crs from LOM within 20 miles.
CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Duluth, Minn	Duluth Municipal 1430'	ILS I-DLH	ILS-9, Amdt 3, 4 Jun 60	2, 16 Apr 60

Ft Smith VOR	LOM	direct	2700	T-dn	300-1	300-1	200-½
Int E crs ILS & 300° brng to Ft Smith RBn	LOM(Final)	direct	2700	C-d	600-1	600-1	600-1½
Int E crs ILS & R 090 FSM VOR	LOM	direct	2700	C-n	600-2	600-2	600-2
Int E crs ILS & 343° brng to Ft. Smith RBn	LOM	direct	2700	S-dn-25#	300-¾	300-¾	300-¾
Ft Smith RBn	LOM	direct	2700	A-dn ##	600-2	600-2	600-2

Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 2700 within 10 mi. Beyond 10 mi NA.
Minimum altitude at G.S. int inbnd, 2700'
Altitude of G.S. and distance to appr end of rny at OM 2658-6.9, at MM 684-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 1800' on localizer crs (253°) within 15 miles or, when directed by ATC, climb to 1800' on FSM-VOR R-235 within 15 miles or climb to 2500' direct to FSM RBn.
NOTE: No approach lights.
AIR CARRIER NOTE: 300-1 required for T.O. runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in take-off or landing minima authorized for cargo and ferry flights.
CAUTION: Water tower 611' one mile West of West end of Runway 7.

#500-¾ when G.S. not utilized.
##All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fort Smith, Ark	Municipal 468'	ILS I-FSM	ILS-25, Amdt 2, 11 Jun 60	Amdt 1, 27 Jun 59

LAX RBn	LOM	Direct	2000	T-dn	300-1	300-1	200-½
La Habra Int	Downy FM-RBn	Direct	3000	C-dn	500-1	600-1	600-1½
LGB LFR	Downy FM-RBn	Direct	3000	S-dn-25R*	#200-½	#200-½	300-¾ ←
LGB VOR	Downy FM-RBn	Direct	3000	A-dn	600-2	600-2	600-2
LGB LFR	LOM	Direct	2000				
LGB VOR	LOM	Direct	2000				
Hollywood Hills FM	LOM	Direct	3000				
LAX VOR	LOM	Direct	2000				
Radar vectoring to final approach crs authorized							

Procedure turn S side E crs, 068° Outbnd, 248° Inbnd, 2000' within 7.8 mi. of OM (E of Downy FM-RBn NA)
Minimum Altitude at glide slope int inbnd, 2000' (Aircraft will maintain 3,000' until intercepting glide slope unless otherwise advised by ATC.)
Altitude of glide slope and distance to approach end of runway at OM, 1830'-5.2 mi; at MM, 335'-0.5 mi. (OM and MM located 750' to left of runway centerline).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 2000' on W crs LAX ILS within 20 mi.
NOTE: Narrow localizer course 4 degrees.

*Crs and distance, OM to Rwy 25R, 249°-5.2 mi
→ #AIR CARRIER NOTE: Due to lack of PAR coverage below 300', privileges of CAR 40.406(c)(Look-see) may be
→ exercised only down to 300-¾.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Los Angeles, Calif	International 126'	ILS LAX	ILS-25R, Amdt 22, 4 Jun 60	21, 5 Mar 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
MSY VOR	Kenner Int*	Direct	1400	T-dn	300-1	300-1	200-½
MSY LOM	Kenner Int*	Direct	1500	C-dn	400-1	500-1	500-1½
Radar Vectoring Position	Bridge Int**(Final)	Direct	1500	S-dn-28	400-1	400-1	400-1
Bridge Int**	Kenner Int*(Final)	Direct	700	A-dn	600-2	600-2	600-2

Radar Terminal transition altitude 1500' within 25 miles. Radar control must provide 1000' vertical clearance
→ within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 750' and 563' towers
→ 12 miles SE of airport and 978' TV tower 16 miles E of airport. Radar may be used to position aircraft for a final approach within 5 miles of Kenner Int*, with the elimination of a procedure turn.

→ Procedure turn S side of crs, 099° Outbnd, 279° Inbnd, 2000' within 10 miles of Kenner Int. Nonstandard due to ATC requirements.
Minimum Altitude over Bridge Int**, 1500'; over Kenner Int*, 700'
Crs and distance, Bridge Int** to airport, 279°-4.7 mi; Kenner Int* to airport, 279°-2.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles after passing Kenner Int, climb to 1400' on W crs ILS or when directed by MSY Approach Control, (1) Turn left, climb to 1500' on R-220 MSY-VOR, or (2) Turn right, climb to 1400' on R-320 MSY-VOR, all within 20 miles.

*Kenner Int: Int E crs ILS localizer & MSY-VOR R-195.
**Bridge Int: Int E crs ILS localizer & MSY-VOR R-165.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La	Moisant Int'l 3'	ILS I-MSY	ILS-28, Amdt 1, 4 Jun 60	Orig, 16 Apr 60

Procedure CANCELLED, effective upon commissioning and implementation of ILS-22L.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	ILS IWY	ILS-22, Amdt 4, 24 Oct 59	Amdt 3, 1 Aug 59

Pendleton VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
Pendleton LFR	LOM	Direct	4000	C-dn	500-1	500-1	500-1½
Athena Intersection	LOM	Direct	4000	S-dn-25R	300-¾	300-¾	300-¾
Cabbage Hill FM	LOM	Direct	4800	A-dn	600-2	600-2	600-2
Athena Int	Int S crs Walla Walla LFR & E crs Pendleton ILS	Direct	4500				
Int S crs Walla Walla LFR & E crs Pendleton ILS	LOM (Final)	Direct	*4500				
→ Pilot Rock Int	LOM	Direct	4800				

Procedure turn N side of crs 070 Outbnd, 250 Inbnd, 3000' within 5 mi. NA beyond 5 mi. CAUTION: Standard clearance not provided over 3800' terrain South of localizer.
Minimum altitude at glide slope int inbnd, 2800'
Altitude of glide slope and distance to approach end of runway at OM 2750-4.1; at MM 1725-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4000' on W crs PDT LFR within 20 mi or, when directed by ATC, climb to 4000' on R-233 PDT within 20 mi.
NOTE: No approach lights.

*Descent on glide slope to cross LOM at 2750' is authorized.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pendleton, Ore	Pendleton 1493'	ILS PDT	ILS-25R, Amdt 3, 4 Jun 60	2, 23 May 59

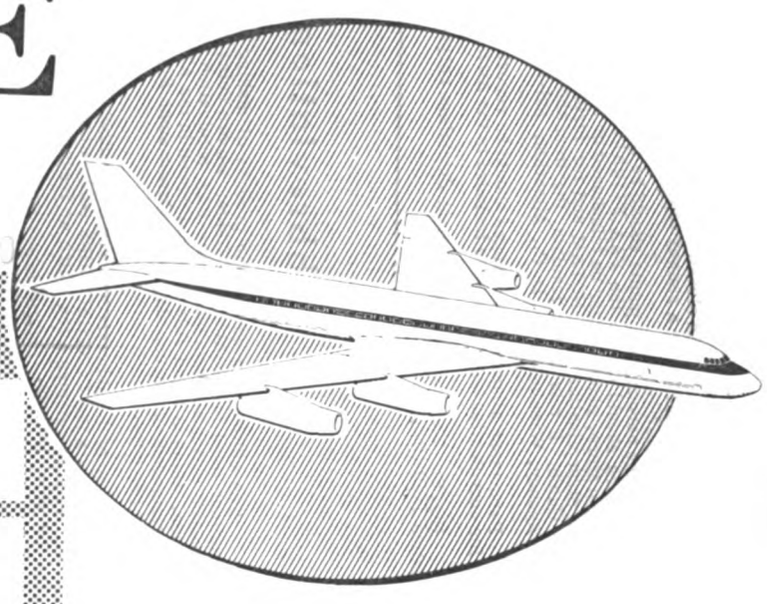
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VOL. 15, NO.6

MAY 24, 1960

AIRMAN'S GUIDE



special notices

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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Special Notices page 28

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. See p. 41

FEDERAL AVIATION AGENCY

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Inportant or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: ALBERTVILLE ARPT: 150' lgtd tmpry twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)
ANNISTON RADIO: About June 6, VOR will be shut down until aprx June 11 - class chg to L-VOR and freq chg to 108.8 mc. (5-4)
BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples. About June 13, TACAN will be shut down until aprx June 23 - eqpmt installation. (5-16)
BIRMINGHAM ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
**BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200'-1/2.
ELBA ARPT: New arpt reported. Lctn 1.5 mi W; lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4-; Rmks: Unattended. Trees E. (4-7)
GADSDEN ARPT: 150' unlgtd tmpry twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)
HUNTSVILLE RADIO: About May 23, VOR will be shut down until aprx May 28 - freq chg to 108.2 mc and class chg to L-VOR. (5-5)
MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)
MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr.
MOBILE-BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable - acct severe scalloping. (7-10)
MOBILE-BROOKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.
MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)
ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-18)
TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)
TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)
TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)
WETUMPKA, ELMORE FLD: E/W rnwy clsd, paving.
ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Powder Co, nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)
BUCKEYE RADIO: About June 13, VOR/DME will be shut down until aprx June 28 - reconstr and freq chgs: 110.6 mc/channel 62. (5-20)
CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy usable with ctn, weeds. (5-4)
COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)
GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)
GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest runway and facilities 40-S5; Fuel F3.
**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA: Space Surveillance Stn at lat 33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)
*PEACH SPRINGS RADIO: May 18, VORTAC comsnd. TACAN channel 117. Class: M-VOR TACW.

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7,000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10' W and 112°-35' W. (6-1)
**PHOENIX, AIRHAVEN ARPT: Abandoned.
PHOENIX, DEER VALLEY ARPT: 5000' exten E end E/W rnwy closed. (5-5)
PRESCOTT RADIO: May 19, TACAN shut down until aprx June 19 - reconstr. (5-19)
SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)
TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int to the Douglas VOR. Hrs of opern, cont daily. (6-4)
TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.
TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)
**TUCSON, DOWNTOWN ARPT: Delete; private fld. (5-4)
TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)
WINSLOW RADIO: TACAN operg on test basis; channel 81. About May 24, VORTAC will be comsnd. TACAN channel 81. Class M-BVORTAC. (5-13) About July 11, VORTAC and DME will be shut down until aprx July 26 - freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. (5-13)
WINSLOW MUNICIPAL ARPT: Rnwy 17-35 open days. (4-26)
YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd. Hi-density jet tfc vncty of arpt. Hvy constr in progress both sides rnwy 3-21. Constr on txwys. Lgts on rnwy 3-21 only. 2-way rdo rqrd. (4-6) Tetrahedron uncontrollable not to be used as rnwy-in-use indicator.
ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)
*BLYTHEVILLE AFB RADIO: USAF H facil recomsnd. Freq: 311 kc. Ident: BYH. Lctd lat 36-03, long. 89-56. Class: HW. (5-12)
BRINKLEY, FEDERER MEMORIAL ARPT: Clsd for constr. (5-16)
EL DORADO RADIO: DMET operg test basis; channel 108. (7-13) VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana 082° unusable above 10,000'. (1-27)
FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.
FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps. N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)
FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)
FT SMITH RADIO: About June 22, TACAN will be shut down until aprx July 1 - eqpmt installation. (5-12)
FT SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

ARKANSAS: LITTLE ROCK, ADAMS FLD TOWER: About Jul 18, 126.18 will be chgd to 126.2mc.
LITTLE ROCK, ADAMS FLD: North E/W txwy clsd acct constr. (5-23)
MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

CALIFORNIA: AGNEW RADIO: VOR MRA V 110 between Mission and Livermore Ints increased 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
BAKERSFIELD RADIO: About June 6, TACAN will be shut down until aprx July 7-reconstr.
BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx July 1- relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW of opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (5-17)
**BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft 12,500 lbs and under. (4-19) Rnwy 12-30 open, length 5700' x150', 60,000 lbs single wheel-loading. 900' overrun end of rnwy 30. (5-9)
BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow. (4-27)
BLYTHE RADIO: DMET oper test basis; channel 121. (5-12)
★BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15) Freq 348.6 mc operg. (5-18)
**BUTTON WILLOW-KERN COUNTY #15 ARPT: Low intensity rnwy lgts comsnd Apr 4. 4-5)
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CHINO ARPT: Caution hvy acft intermittent flgt tests on rnwy 3-21. (4-12)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 NW. One oil strip 2000' x 40'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)
CRESCENT CITY RADIO: VOR apch radial 310° unusable due scalloping. (5-12) About July 1, rcvr 3023.5 kc will oper on req. (5-13)
**DAGGETT ARPT: 20 lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of cntrline of rnwy 3 and 940' N cntrline rnwy 7. (3-30)
EL CENTRO RADIO: TACAN operg test basis; channel 86. (9-21) About June 3, VORTAC will be comsnd. TACAN channel 86. Class M-BVORTAC. (5-16)
ELSINORE, SKYLARK FLD: Caution, glider in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE RADIO: VOR usable 285°-315° 25 nmi, from 315°-355° 30 nmi. TACAN unmontrd tmprly. (5-17)
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. (5-16)
**FREMONT, CENTER FLD: Caution- extsv glider activity conducted every Wed thru Sun.
★FRESNO RADIO: DMET operg test basis; channel 76. (4-25) VOR class chgd: H-BVOR.
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) About June 1, ILS LMM and MM will be shut down until aprx July 5- relctn to 0.68 smi from the apch end of rnwy. (4-8)
FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag var.: 16° 23' E. Elev: 2350' MSL. Montrg category (1) Ctld from Fresno CS/T. Class: M-BVOR. (3-28)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close aproximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. (7-7)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
GORMAN RADIO: About June 6, VORTAC will be shut down until arpx June 21- Freq chg to 116.1 mc /TACAN channel chgd to 108. (5-5) Durg this period, following route structure & MEAs in efct: Unusable Awys: V 137 Cuyama Int- PMD; V299 Chatsworth Int- BFL; V299W FIM-GMN. Unusable Reporting Points: Castaic, Grapevine, Whitman, Sandberg, Shafter and Victory. Usable Awys (Tmprly redesignated as follows with published MEAs and MCAs unless otherwise indicated): V23 Saugus Int-BFL, MEA 9000'. (5-13)

CALIFORNIA: HAYWARD MUN ARPT: All VFR flgts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)
**LaMESA ARPT: Perm clsd. (5-17)
★LINDEN RADIO: May 13, VORTAC comsnd. TACAN channel 102. Class: M-BVORTAC.
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution- when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
LONG BEACH RADIO: About June 13, TACAN will be shut down until aprx July 13-reconstr.
**LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visibile from twr acct perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and blow 6000' MSL between Bonita and Catalina Ints. Manual bcst cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down until aprx Jun 4- (4-4) Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX until aprx June 4. (5-4)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Min ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R.
LOS ANGELES INTL ARPT: Rnwy 7R-25L open from new threshold lctd 600' W of E end to all acft with following exceptions- no pure jet E tkofs or E lndgs at any time. No pure jet W tkofs from 1400 to 0030 GMT Mon thru Fri unless holiday and from 1400 to 2230 GMT on Sat. Usable length aprx 9400'. No W overrun this rnwy acct constr. Men & eqpmt working on 2000' extsn. Caution advised acct unlgtd twrs lctd on rnwy 25L cntrline btn RR tracks & easterly rnwy end and rnwy constr work in progress of 2000' extsn W end rnwy rnwy 25L. E tkofs permitted on rnwy 7R under same conditions as above. Hi-intensity lgts, sequence flashers and threshold lgtg rnwy 25L and westerly extsn under constr. Constr 8' blast wall in progress threshold rnwy 25L. Portions rnwys 7R-25L avbl for taxiing ctc ctl twr for instrns. Rnwy 6-24, 8925' long clsd, maint avbl emgcy req from SR-SS under VFR to the following types acft, all single and twin eng proptype acft, Electras and Viscounts. Durg periods when rnwys 7L-25R are clsd for acft emgcy conditions exist rnwy 6-24 avbl in both directions to all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward E and tkof to W only. Use caution men eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. Rnwy 7L has rnwy ident strobe lgts lctd both sides threshold 7L operated at req of ctl twr. All acft making low passes over or taking off rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline this rnwy to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the sand dunes aprx 1.0 mi beyond the W end this rnwy. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs on on 20 min notice when N or S wind component exceed 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' E tkof length 6754'. Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unable for lndg and 16 unavble for tkof due to hi-terrain and p-line along S arpt bndry. Use extreme caution unmrkd ditches and ruf ground along edges rnwy. No rnwy marking. (5-13)
LOS ANGELES, VAN NUYS ARPT: Rnwy 8-26 clsd. Men & eqpmt working adjt N edge of W 1000' of rnwy 8-26. Opend ditch, taxi with caution. Work in progress, baled hay btn rnwy and taxiways. (5-6)

[redacted]: MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on the folg dates: Jun 12, Jul 10, Aug 14, Sep 11, Oct 9, Nov 13 & Dec 11. Rnwy 12-30 will remain open.
MAXWELL RADIO: TACAN operg on test basis; channel 72. (6-8) About June 17, VOR-TAC will be comsnd. TACAN channel 72. Class: L-VORTAC. (5-23)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)
MONTEREY RADIO: DMET operg test basis; channel 87. (2-23) About May 25, VOR name & ident will be chgd to Big Sur, BSR. (4-22)
★ MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable btn LMM and apch end rnwy. (10-21) Twr hrs opern: 0800-2400. (5-12)
MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)
MOUNTAIN VIEW-MOFFETT NAS RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1)
MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)
NEEDLES RADIO: May 9, TACAN shut down until aprx Jun 9-reconstr. (5-14)
OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)
OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)
OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15) Transcribed wea bcst operg on test basis (LF rng 362 kc). (4-7) About June 6, TACAN will be shut down until aprx July 6 - reconstr. (5-2) About July 1, rcvr 3023.5 kc will oper on req. (5-13)
OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17)
OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA.
OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (2-19)
OCEANSIDE RADIO: About May 30, TACAN will be shut down until June 30 - reconstr.
ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135°M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000' MSL & above S of V-64 to Fallbrook. Hrs of opern: cont daily. (6-4)
ONTARIO INTL ARPT TOWER: Apr 25, ILS LMM and LOM shut down until aprx June 3 - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi; LMM voice comms on 215 kc inop. (4-25)
ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25)
OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)
OXNARD, VENTURA COUNTY ARPT TOWER: About June 1, apch ctl will be implemented

[redacted]: on freqs 124.7, 319.2 mc; and twr will oper 24 hrs. (5-2)
PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)
★ PALMDALE ARPT TOWER: May 15 twr implemented apch ctl svc for USAF Plant 42, and George AFB, Victorville, Calif. Freqs: tsmg & rcvg: 307.2, 257.8, 243.0, 126.18, 118.3, 121.5 mc. tsmtg only: VOR 112.2 mc. Rcvg only: 122.5 mc. (5-18)
PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)
RED BLUFF RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr.
RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Efctv Apr 23, clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)
RICE RADIO: TACAN operg test basis; channel 124. (4-25) About June 17, VORTAC will be comsnd. TACAN channel 124. Class: H-VORTACW. (5-16)
RIVERSIDE SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000' MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8 21.
** RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.
RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064°-077°. (3-18)
SACRAMENTO RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)
SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)
SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)
★ SAN DIEGO RADIO: May 16, following Fan Mrkrs idents changed: Oceanside to N, La Jolla to A and Barrett Lake to A, all at 48 idents per min. (5-16)
SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".
** SAN DIEGO, MONTGOMERY FLD: Efctv immediately tfc patn alt chgd from 1000' MSL to 1200' MSL. (4-19)
SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. About May 24, ILS LMM and twr voice (379 kc) will be shut down until aprx July 24 - relctn.
SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L, 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnay 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt operg. Apch lgt termination bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo required. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) Cargo gate 11A clsd from 0730-1600P lcl time Mon-Fri. (3-11) ILS touch down lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, painted international orange, set up on test basis next 25 days on

[redacted]: concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. Hi-intensity apch lgt sys and sequenced flasher inop for constr purposes. Aprx 1200' S end of txwy A and full length of S edge of concourse E to int with txwy A clsd from 0730-1700PST Mon-Fri-mrkd. Deep excavation along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Gates 15 and 16 concourse B clsd, gates 33 and 36 concourse D clsd.

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

★SAN LUIS OBISPO RADIO: May 16, VORTAC comsnd. TACAN channel 71. Class: M-BVORTAC.

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA BARBARA RADIO: About June 30, LF rng and Z mrkr will be perm discontd.

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)

★SAUSALITO RADIO: VOR voice comms & scheduled bcsts comsnd. Montrg category (1). Ctld from Oakland FSS. May 11, VORTAC comsnd. TACAN channel 41. Class: L-BVORTAC. (5-11)

SINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facil avbl; Remarks: Warning - a rise at the NE end of the rnwy. (9-14)

STOCKTON RADIO: TACAN operg test basis; channel 107. (11 2) About June 3, VORTAC will be comsnd. TACAN channel 107. Class: H-BVORTAC. (5-19)

SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)

★THERMAL RADIO: May 13, VORTAC comsnd. TACAN channel 114. Class: M BVORTAC. VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

TWENTY-NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21) About May 27 VORTAC will be comsnd. TACAN channel 89. Class M-VORTACW. (5-12)

UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

★VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°. Twr hrs of opern: 0700-2300. (5-18)

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000'MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000'MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000'MSL btn V-137 and V-117 on V8 awy (4) at or below 12,000'MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

★WILLIAMS RADIO: May 16, LF rng & Z mrkr perm discontd. (5-16)

WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200' - acct scalloping. (4-6)

[redacted]: AKRON RADIO: About June 27, FSS will be relctd to new quarters in Akron-Washington Co. arpt. No interruptions to svc. (5 11)

**AKRON MUN ARPT: Abandoned. (4-22)

AKRON, WASHINGTON COUNTY ARPT: Closed, rnwy surfacing. (4-25)

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS SPECIAL NOTICE: Mil jet demonstration 1 to 2 hrs 1800Z-2200Z daily June 4 thru June 7 within 5 mi radius of USAF Academy parade gnd lctd 10 mi N of Colorado Springs. Surface to 16,000' MSL. All acft warned to stay clear of area. Orbit area for flyby on northerly route across parade gnd extends from Peterson AFB to PUB VOR. Pilots may ctc PUB or COS rdo for specific times of demonstration. (5-19)

COLORADO SPRINGS, PETERSON FLD TOWER: May 10 freq 363.1 mc restricted to trng only. About June 7 PAR will be comsnd. (5-10) Svc will be provided rnwy 35 only, avbl 24 hrs daily. (5-18)

COLORADO: DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apchs nav aids by all types acft operg from Stapleton Fld, Lowry AFB, & Denver NAS. Particularly congested vcnty ILS OM&E of Lowry AFB. (1-7)

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500 154°-180°& below 16,000'; 181° thru 243°. VHF/DF bearings reliable in these areas. (12-4)About May 23, ILS lclzr & glide slope will be shut down until aprx June 11 - reconstr.

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originated btn rnwy 17-35 & S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion.(10-9) Rnwy 12-30 clsd all opern acft in excess of 98,000 lbs GWT. (4-26)

DOVE CREEK RADIO: TACAN operg on test basis; channel 91. (6-27) About May 31, VORTAC will be comsnd. TACAN channel 91. Class: M-BVORTAC. (5-13)

GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)

★GILL RADIO: May 12, VOR freq changed to 108.8 mc;class chgd to L-BVOR. (5-14)

GRAND JUNCTION RADIO: TACAN operg test basis; channel 71. (10-29) About May 24, VORTAC will be comsnd. TACAN channel 71. Class: H BVORTAC. (5-14)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.

GUNNISON RADIO: DMET operg test basis; channel 96. (6-24) About May 31, VOR will be shut down until aprx June 11 - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo.Int. to Pueblo, Colo; V1514 Hanksville, Utah to Pueblo, Colo.Unusable Reporting Points: Cerro, Coaldale, Dolores River, & Nucla.(5-5)About June 11, VORTAC will be comsnd.TACAN channel 96.Class:L-BVORTAC.

HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.

★HUGO RADIO: VOR voice feature comsnd. Montrg category (1).Ctld & montrd from La Junta FSS. Class: M-BVOR. (5-9)

KIOWA RADIO: Soon VORTAC will be comsnd.TACAN channel 89.Class: M-BVORTAC. TACAN operg on test basis; channel 89.(6-9)May 16, VOR shut down until aprx May 28 - reconstr.(5-19) Durg this period following route structures & tmpry MEAs in efct: Unusable Awys: V8S DEN-AKO; V19 IOC-DEN; V19E PUB IOC;V83 COS-IOC;V148 DEN-IOC. Unusable Reporting Points: Agate, Arvada, Beyers, Fondis, Logan, Parker, Peyton, Pinecliff, Rush, Shaw, Strasburg, Spur, Vincent & Watkins. Usable Arwys:(Tmpry redesignated as follows with published MEAs & MCAs unless otherwise indicated): V19 Hanover Int Kiowa Int via PUB VOR E349°, 12,000'; V81 COS-DEN, MEA 11,000'MCA 9000' N-bnd;V108 COS-HGO, MEA 9000', MCA COS 9000' E-bnd V148 Kiowa Int -TXC via TXC VOR R246°, MEA 8500' E-bnd, 12,000'W. Usable Reporting Points: Kiowa Colo - PUB R349°, DEN R128°&RXC R246°.

KREMLING RADIO: DMET operg test basis; channel 85. (6-22) About June 18, VORTAC will be comsnd. TACAN channel 85. Class: M-BVORTAC. (5-18)

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V1512 btn La Junta, Colo Int & Lamar VOR, V-10 btn Lamar & Garden City VOR; on E by V17W btn Garden City & Liberal, Kans VOR; on S by V1516 btn Liberal & Tobe, Colo VOR; on W by V169 btn Tobe & La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000'MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS; La Junta, Colo;Garden City, Kans;Liberal, Kans;Dalhart, Tex;Trinidad, Colo. Durg periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)

MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)

MEEKER RADIO: DMET operg test basis; channel 104. (6-24) About June 11, VORTAC will be comsnd. TACAN channel 104. Class: M-BVORTAC. (5-18)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.

TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; No lgtg. (4-7)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3)

GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.

MADISON, GRISWOLD ARPT: Construction and grading on SW end of rnwy. (10-15)

[redacted]: WILTON RADIO: DME unusable beyond 35 nmi 330° clockwise to 015° 2500'; 35 nmi 270°-285°, 3000'; 35 nmi 320°-360°, 3000'MSL. (10-28)

WINDSOR LOCKS, BRADLEY FLD TOWER: Soon, ILS will be shut down until aprx May 29, eqpmt modernization. (4-7) About June 1, radar arvl svc will be inaugurated. Normal clearance limits will be New Britain, Simsbury Ints, and ILS LOM (Bradley Fld). Hours: continuously. (5-1)

**WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (5-4) Arresting barriers on rnwys 6 and 24 for mil use only.

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW SE rnwy 600' from NW end.

GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 and 16-34 ruf. Men and equipment on fld dawn-2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface-2000' over arpt.(8-24) Rnwy 16-34 clsd. (3-11)

MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty week-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)

NEW CASTLE, PIASECKI ARPT: All sod strips clsd, dangerously ruf, soft.

WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle ctl zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR VFR conducted btn 1600' and 18,000'. (4-27)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 23.

WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Washington Monument, ident FAA, channel 17. (1-20)

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington metropolitan area. (8-14)

WASHINGTON (CHANTILLY, VA.) DULLES INTL ARPT: All lndg prohibited, arpt under constr. (10-21)

WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About July 1, freq 134.64 mc will be decmsnd. (4-25)

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 cmsnd. (1-21)

WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt Vernon estate lctd W bank Potomac River, 10 mi S Washington Natl Arpt. (12-17)

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon-Fri each week. The route will be designated "Fireball Eight Oscar." Route follows: Acft will descend from 23,000 to 1000' on 215 radial of Ft Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5000 or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

BROOKSVILLE MUN ARPT: 250' (253'MSL) lgtd tmpry twr being erected 10 nmi W (282°T) lat 28-30-10, long 82-39-10. (4-18)

CAPE CANAVERAL SPECIAL NOTICE: There have been frequent reports of civil acft flying into warning areas 497A, B, and C, and restricted area R162 lctd in the vcnty and seaward of Patrick AFB, Cape Canaveral, Fla. Operns in these areas consist of missile firing, bombing, and aerial gunnery. These activities extremely hazardous to intruder acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flgts thru restricted areas constitute violation of CARs. (7-2)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd; NW/SE rnwy under constr; use caution E end. (8-25)

CRESTVIEW ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6)

CRESTVIEW, EGLIN AFB SPECIAL NOTICE: KVPS extsv drone operns activities will be confined to dalgt VFR conditions in the area bounded by the following coordinates: 30-20, 86-10; to 31-00, 86-10; 31-00, 86-35; 30-20, 86-35; 30-20, 86-10. Altitude involved within Federal awys will be 700-3000'MSL. Maintain listening watch with Crestview for flt advisories concerning this opern. (5-5)

★CROSS CITY RADIO: May 16, LFR voice comm (269kc) discontd. May 17, FSS relctd to Gainesville.

FLORIDA: DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

FT LAUDERDALE, BROWARD CO INTL ARPT SPECIAL NOTICE: Navy Ordnance Drops will take place 4.2 nmi ENE 25 March thru 10 June from 7000' and under in area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E Port Everglades entrance. Drops will be made btn 1430-2100 under VFR conditions only. Specific target will be mrkd by a line of white smoke pots when drops imminent or in progress. Area under radar surveillance. (3-31)

**FT LAUDERDALE, BROWARD COUNTY INTL ARPT: 100' rdo twr, lctd lat 26-05-22, long 80-08-55, apprx 3/4 nmi NNE, obstn mrkd and lgtd. (5-12)

★GAINESVILLE RADIO: May 17, VOR ctld and montrd by FSS. (5-22)

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts and holes. (4-15)

**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW SE rnwy perm clsd. (1-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in ctl 1150 requested to make Gateway and Azalea positions to JAX Cntr on 120.8 mc.

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1) About June 13, ASR will be shut down until aprx June 20, relctn, eqpmt. (5-20) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-23)

JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1 4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

KEYSTONE HEIGHTS, KEYSTONE AIRPARK: 330' (510'MSL) lgtd twr being erected 3.8 nmi E (91°T) lat 29-50-03, long 81-58-43. (1-11)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

**MELBOURNE MUN ARPT SPECIAL NOTICE: Flgt test area described as follows: the NW corner is lctd 1 mi off shore from Melbourne Beach, Fla (lat 28-04-00, long 80-32-20); NE corner, 4 mi off shore from Melbourne Beach (28-05, 80-30); southeastward parallel to the shoreline to the SE corner, 4 mi off shore opposite Winter Beach, Fla (27-45, 80-19); southwestward to the SW corner, the Atlantic Ocean shoreline opposite Winter Beach (27-44, 80-23); then northwestward along the ocean shoreline until opposite Florida Beach, then NNW over the ocean to NW corner (28-04-00, 80-32-20). Time dalgt hrs only; altitude from surface to 10,000'; user Camair Corp., Melbourne, Florida; expires 3 March 1962. (3-16)

MIAMI SPECIAL NOTICE: Effective May 16, 1960, 0459Z, ARTC dptr ctl svc for acft dptg Miami and Homestead areas, enroute ATC svc utilizing radar separation standards and civil jet radar flt following svc S of a line thru La Belle and West Palm Beach not avbl until July 1960. (5-12)

MIAMI-INTNL ARPT TOWER: About July 18, freq 126.18 will be chgd to 126.2 mc. (4-27)

MIAMI-INTNL ARPT SPECIAL NOTICE: All flts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equipped with additional freq: apch ctl 118.1, 123.7 or 123.9 mc; dptr ctl 119.7 mc; gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc; dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)

MIAMI-INTL ARPT: Caution extsv ditching, paving and constr; men, eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day and ngt. Refuelling units parked western edge trml ramp btn two SW taxiways. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoid hazardous prop wash during high-power operations. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 min may result; IFR flts are requested to ctc twr 5 minutes prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men, equipment on north side. (3-9)

**NAPLES SPECIAL NOTICE: Flight test area described as follows: Lat 25-50, long 81-48; to 26-04, 81-48; 26-04, 81-29; 25-50, 81-14; 25-50, 81-48. Time daylight hours. Altitude to 12,000'. Users: Lake Aircraft Corp, Sanford, Maine. Expires: July 1, 1960. (2-4)

FLORIDA: **NAPLES-AMERICA ARPT: 660'(670'MSL) lgtd twr erected 6 nmi SE(142°T) at lat 26-03-09, long. 81-42-08. This corrects Airgi Vol. 15, #4 dtd 26 Apr. 60 carried under Miami. (4-25) 250'(258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE(162°T) at lat 25-54-36, long. 81-41-40. (4-21)
★OCALA RADIO: May 17, VOR ctld & montrd from Gainesville FSS. (5-20)
ORLANDO RADIO: DMET operg test basis; channel 59.
ORLANDO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
ORLANDO MUN ARPT: Rnwy 7-25 clsd. (5-12)
PAHOKEE RADIO: TACAN operg on test basis; channel 71. (8-26)
**PANAMA CITY, FANNIN ARPT: Major services available.
PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)
PANAMA CITY, FANNIN ARPT: Caution landing, tkof rnwy 14-32; constr of new txwy; men eqpmt on fld days. (9-1)
PENSACOLA SPECIAL NOTICE: Exstv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc abvl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8)
PENSACOLA SPECIAL NOTICE: Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Exstv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.
PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
**PENSACOLA MUN ARPT: 613'(680'MSL) lgtd twr erected 5 nmi WSW(250°T) at lat 30-26-43, long. 87-17-01 now lowered to 210'(273'MSL). (4-15)
PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)
★PENSACOLA-SAUFLEY NAAS RADIO: May 12, Navy LF rng decmsnd. Navy VOR class chgd to VORW. (5-11)
RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)
ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)
SARASOTA BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.
SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S(187°T) at lat 27-17-45, long. 81-21-14. (5-12)
TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**TALLAHASSEE, DALE MABRY ARPT: 669'(909'MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(1249'MSL). (4-26)
TALLAHASSEE, DALE MABRY ARPT: Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)
TALLAHASSEE MUN ARPT: New arpt under constr, aprx 2.5 SSW, lat 30-23, 84-21; elev: 60' unusable.
TAMPA INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
TAMPA-INTL ARPT: Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. Caution soft when wet. (5-9)
TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17-21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)
TAYLOR RADIO: VOR operg on test basis: Freq: 109.6 mc. Ident: TAY. Lctd lat 30-30-14, long. 82-33-12. Montrg category (1). Voice ctl from Valdosta, Ga. FSS. Class:BVOR
UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)
VENICE MUN ARPT: 250'(255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE(151°T) at lat 26-51-46, long. 82-18-46. (4-21)
VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

FLORIDA: WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt training not permitted without Port Authority approval. (1-14)
GEORGIA: ALBANY ARPT: Bndry lgts inop.
ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)
ATLANTA ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
ATLANTA ARPT: Transmissometer inop. (1-25) Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out.
ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)
**AUGUSTA, DANIEL FLD: 199'(334'MSL) lgtd twr erected 4.5 nmi ENE(79°T) at lat 33-28-50, long. 81-57-01. (4-21)
BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.
CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)
DOUGLAS, SOUTH GEORGIA COLLEGE ARPT: NE/SW rnwy clsd, constr, eqpmt crossing int N/S and E/W rnwys. (11-10)
MACON MUN (COCHRAN FLD) TOWER: May 2, ILS lclzr & glide slope shut down until aprx May 23 - antenna modernization. (5-12)
McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)
MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Intsv student trng 50 mi radius below 24,000'. Clsd civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays xcpt by prior approval. (4-21)
NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)
ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.
SAVANNAH-HUNTER AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 will be chgd to 126.2 mc. (5-16)
SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'-acct interference. (9-27) About July 18, freq 126.18 mc will be chgd to 126.2 mc.
SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory serv.
SAVANNAH, TRAVIS(CHATHAM) FLD: Transmissometer comsnd. Ceilometer vcnty ILS MM. (5-16)
SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
★VIENNA RADIO: VOR class changed to L-BVORTAC. (5-12)
**WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45.
IDAHO: BOISE RADIO: About June 6, TACAN will be shut down until aprx July 7-reconstr.
BOISE AIR TERMINAL TOWER: UHF/OF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 19,500' beyond 40 nmi. About May 25, lcl ctl freq 118.5 mc will be chgd to 118.1 mc. (5-12)
**BOISE AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. Rnwy 7-25 clsd to all tfc except taxiing.
**DUBOIS MUN ARPT: Formerly carried Dubois Arpt, Site 23, SLC-GTF. (5-10)
IDAHO FALLS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
MALAD CITY RADIO: TACAN operg test basis; channel 121. About June 11, VORTAC will be comsnd. TACAN channel 121. Class: H-BVORTAC.
MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23)
POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)
ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll high way interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35 AGL (745'MSL) not mrkd or lgtd. (12-6)
BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Ctn within 5 mi radius from gnd to 1700'. Extsv jet & conventional tfc nn SE & SW quads from 4000 thru 22,500 within 40 mi of rdo rng.

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twr and one ant pole extending 30' AGL(775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thry Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due to non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp. (3-30)

CHICAGO SPECIAL NOTICE: Caution-V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope(rnwy 13R) unusable from MM to touchdown. (1-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 10, freqs 269.0, 327.1, 307.0 and 291.6 mc will be decomsnd. (5-18)

CHICAGO-MIDWAY ARPT: Rnwy 27R-9L clsd for tkofs and lndgs due to wind conditions and gate position set on rnwy immediately in front of numeral 27R, area can be cleared within 1 hr for tkofs and lndg operns. (4-14) Rnwy 18R to rnwys 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary. (4-27)

CHICAGO-O'HARE INTL ARPT TOWER: ILS glide slope inop. Lclzr may be unreliable if constr eqpmt operg within 1000' lclzr antenna. (4-3) Apr 25, ILS lclzr, glide slope(rnwy 14R) shut down until aprx July 1 - relctn power & control cables. (5-17) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (5-17)

**CHICAGO-O'HARE INT'L ARPT: 150'(784'MSL) lgtd twr erected 2.5 nmi E(98°T) at lat 41-58-55, long. 87-51-25. (4-9) Apch lgts rnwy 14R shut down. Use caution all times acct extsv constr all areas.

CHICAGO HEIGHTS RADIO: Mar 31,. TACAN test operns shut down until aprx May 31- modernization. (4-1)

DANVILLE, VERMILION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)

GILBERTS-SPECIAL NOTICE: April 15-May 15 Flight Test Area described as follows: bgng at town of Gilberts NW along RR to Marengo, S along hwy 23 to hwy 72, two mi E of Genoa, E to pt of bgng. Hrs: dalgt. Alt: surface to 5000'. Towns and villages will be avoided. (4-14)

**HARVEY, RUBINKAM ARPT: Abandoned. (5-18)

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted R547. (10-5)

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)

LOMBARD, MITCHELL FLD: 438'(1128'MSL) lgtd twr erected 2 nmi E(90°T) at lat 41-55-35, long. 88-00-22, now being increased to 495'(1185'MSL). (4-21)

MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)

★MOLINE RADIO: VORTAC comsnd. TACAN channel 75. Class: M-BVORTAC. TACAN 180° radial unusable. (5-18)

**MT CARMEL, BECKERMAN FLD: 442'(867'MSL) lgtd twr erected 2.9 nmi E(109°T) at lat 38-23-57, long. 87-47-18. (5-4)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

NORTHBROOK RADIO: TACAN test operns inop until aprx July 3. (5-3)

PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

PEORIA, GREATER PEORIA ARPT TOWER: About July 12, freq 126.20 mc will be chgd to 126.2 mc. (4-26) About June 17, ILS(rnwy 30) will be comsnd. Lclzr freq 109.9 mc. Ident: PIA. Lctd 1000' from NW end of rnwy. Elev: 631.2'MSL. Glide slope freq: 333.8 mc. Lctd 500' SW of centerline and 1250' from apch end of rnwy not including 1000' overrun. Elev 644' MSL. MM lctd on projected centerline and 3480'(0.66 smi) from apch end of rnwy. Elev: 640.24'MSL, LMM freq 201 kc. Ident: IA. OM lctd on the projected centerline 31,929'(6.05 smi) from apch end of rnwy LOM freq 219 kc. Ident: PI. Glide slope angle: aprx 2.6°. (5-12)

PEORIA, GREATER PEORIA ARPT: 161.5'(676' MSL) lgtd 300,000 gal tank being erected 11.9 nmi N(21°T) at lat 40-51-14, long. 89-34-52. (3-7) 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr. (3-29)

PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.

★POLO RADIO: About June 6, VOR will be shut down until aprx June 27- modernization. See page 52 for substitute route structures & MEAs durg shutdown. (5-17) VORTAC comsnd. TACAN channel 85. Class: M-BVORTAC. (5-19)

**PONTIAC, CHIEF CITY ARPT: Abandoned. (5-9)

QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown point. (5-12)

ROBERTS RADIO: TACAN operg test basis; channel 115; not synchronized with VOR ident.

★ROCKFORD RADIO: May 19, VORTAC comsnd. TACAN channel 45. Class: L-BVORTAC.

ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (12-30)

SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb Springfield, Ill., termination pt. (11-3)

SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.

STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwys only.

WAUKEGAN MEM'L ARPT: Closed construction and repairs. (3-29)

WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)

**WILMINGTON SPECIAL NOTICE: Flgt Test Area described as follows: Wilmington to 13 S Joliet; SW along RR to Dwight; E along RR to Reddick, Ill; NE along RR to Symerton, Ill; W along paved road to Wilmington. Hrs: dalgt. Alt: from surface to and including 5,000'. Expires June 15, 1960. (5-18)

INDIANA: SPECIAL NOTICE: The Atomic Energy Comsn requests all pilots to maint a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd aprx 29 smi N of the Terre Haute LFR btn Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

AUBURN ARPT: NE SW and N/S rnwys open; balance of fld clsd.

EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

EVANSVILLE, DRESS MEM'L ARPT: Caution, constr in progress; men & eqpmt on fld. Rnrwy 3-21 and 18-36 clsd intermittently. Shoulder areas all rnwys & taxiways soft. Rnwy 9-27 clsd to acft above 50,000 gross wt, open dalgt hrs only to all other acft.

FT WAYNE RADIO: About June 20, TACAN will be shut down until aprx Aug 1-modernization. (5-19)

FT WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

FT WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6,000' or above and visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)

FT WAYNE, BAER FLD: Caution, lnd beyond the acft arresting barrier installed 75' NE of threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. (5-26) All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. (2-24)

FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)

HUNTINGBURG ARPT: E/W turf area under constr; caution, men, eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and ground tfc.

INDIANA: INDIANAPOLIS MEMORIAL DAY RACE SPECIAL NOTICE: Efctv May 12 thru May 30, all acft inclg helicopters, operg in vcnty Indianapolis Motor Speedway shall maint an alt of at least 1500' AGL and 2000' horizontal dist from track bndry. All turns to be made to the left. Efctv May 28 thru May 30 RADIO: all acft arriving this area reqd to file flt plans dptg home base regardless of wea conditions. Upon arrival, close flt plans with IND rdo or by telephone after lndg. Fone No. CH 4-9561. Acft tsmt on 122.1, 126.7, mc and listen for reply on 116.3, 122.2, 126.7, 120.7 mc or 266 kc. Comms can also be estab with IND rdo via the Kokomo, Ind VOR on 109.8 mc and Shelbyville, Ind. VOR on 108.4 mc; acft listen to the appropriate freq and tsmt on 122.1 mc. Wea info bcst cont on 266 kc. TOWER: VFR opern. Arriving acft between 0700 1100 CDT, monitor 119.3, 126.18 mc or 278 kc and maint rdo silence until turning base leg. Req info only *if* unable to determine landing instructions by montrg twr. Enter left down-wind leg. Report ident and type acft turning. Tower will not accept or close flt plans. If IFR wea conditions exist, follow normal IFR procedures. Dptg acft btn 1500-1800 CDT tune in twr on 119.9 mc or 278 kc prior to taxiing. Maint rdo silence follow tfc to rnwy in use. Complete cockpit check prior to entering active rnwy and listen for takeoff clearance and turn instructions. Do not req special dptr. IFR dptrs contact gnd ctl on 121.9 for clearance. Race Day Operns at the following arpts: Weir Cook Mun Arpt, 2-way rdo reqd. Left hand tfc patn. Twr will direct acft parking. Observe flag-men in parking areas. Three dollar parking fee all acft Lndg fee multi-engine acft. Transportation to track. Acft svc charges payable flt plan and wea briefing svc avbl on May 30th until 1700 CDT in a tmpry office lctd at NE side of arpt trml bldg. Shank Arpt: Left hand tfc patn. Alt 800'. Parking fee three dollars all acft. Transportation to track. Flt plan and wea serv at bus loading area. Sky Harbor Arpt Left hand tfc patn. Alt: 800'. Ample parking space. Limited tie-down facils. Transportation to track. Unicom 122.8 mc. Flt plan and wea svc avbl. (4-13)

INDIANAPOLIS RADIO: About June 13, TACAN will be shut down until aprx July 25 - modernization. (5-19)

INDIANAPOLIS, SHANK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)

INDIANAPOLIS, SKY HARBOR ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memoral Day Race. (4-13)

INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 10, freq 284.6 mc will be decmsnd. (5-18)

INDIANAPOLIS, WEIR-COOK ARPT SPECIAL NOTICE: See Special Notice under Indianapolis Memorial Day Race. (4-13)

INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lights at 100' intervals starting 4500' from SW end of rnwy. A flshg green light 50' beyond first white light signals that hi-speed exit starting point is located 500' further down runway. Exit starting point is denoted by 3 steady burning green lights forming an 8' transverse bar. Green lights at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.

KENDALLVILLE MUN ARPT Use E/W hard surfaced rnwy only, constr in progress off rnwy. (3-25)

KNOX RADIO: DMET operg test basis; channel 118. (8-26)

**KNOX STARK COUNTY ARPT: 228' (938')MSL) lgtd twr erected aprx 1 nmi NW (333°T) at lat 41-17-46, long. 86-37-20. (3-24)

KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11 25)

LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10 10)

**MULBERRY, STAIR ARPT: Permanently clsd. (4-22)

**PLYMOUTN ARPT: 250'(1050'MSL) lgtd twr erected 2.1 nmi SE(135°T) at lat 41-19-28, long 86-17-56. (4-29)

FENSSELAEF, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)

RICHMOND MUN ARPT: 304'(1293'MSL) lgtd twr being erected 3 nmi NW(315°T) at lat 39-47-46, long. 84-53-28. (4-22)

SOUTH BEND RADIO: TACAN operg test basis; channel 101.

SOUTH BEND, ST. JOSEPH COUNTY AFPT TOWER: ILS lctzr back course unusable due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)

SOUTH BEND, ST. JOSEPH COUNTY ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)

TERRE HAUTE, COX FLD: Closed. (1-25)

TERRE HAUTE, HULMAN FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, ard beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000' MSL Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.

WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)

WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)

IOWA: AMES MUN ARPT: NW/SE rnwy under constr, use present hard surface portion only. NE/SW rnwy usable NE of int. Turf not usable in int and side of hard surface rnwy acct seeding. Closed ngts. (10-6)

BETTENDORF ARPT: 982'(1649'MSL) lgtd twr being erected 2.3 nmi E(103°T) at lat 41-32-50, long. 90-28-36. (3-80)

CEDAR RAPIDS MUN ARPT-TOWER: About June 10, freq 291.6 mc will be decmsnd. (5-18)

CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9 4)

CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5 6)

DES MOINES RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

DES MOINES MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.

**DES MOINES ARPT: Due to non visibility twr unable to ctl tfc on portion of 'A' ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tue-Sat. Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)

DES MOINES, NORTH FLD: Rnwy lgts inop - due to thawing and poor rnwy condition.

**EMERSON, DURBIN ARPT: Abandoned. (5-3)

GUTHRIE CENTER ARPT: Closed. (3 25)

IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6) About June 6, VOR, DME and DMET will be shut down until aprx June 27 - freq chg to 111.0 mc. See page 53 for substitute route structures & MEAs durg shut down. (5-6)

LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel - 80 oct avbl on request.

MASON CITY RADIO: May 23, TACAN shut down until aprx July 4 - modernization. (5-6)

NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.

OTTUMWA RADIO: TACAN operg test basis; channel 53; not synchronized with VOR ident.

RED OAK MUN ARPT: Bcn inop. (2-26)

SIOUX CITY RADIO: DMET operg test basis; channel 112.

SIOUX CITY MUN ARPT TOWER; About July 12, freq 126.18 mc will be chgd to 126.2 mc.

SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2600' MSL. Tetrahedron not controllable. Due to non-visibility twr unable to ctl ramp tfc in front of admn bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr, or 360° overhead apchs to all rnwys. (5-4)

STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)

WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15000' & above: V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 & FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR – Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161 W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.

IOWA: WATERLOO MUN ARPT TOWER: About June 17, ILS (rnwy 12) will be comsnd. Lclzr freq 109.9 mc; ident ALO; lctd 1000' from SE end of rnwy; elev 864'MSL. Glide slope freq: 333.8 mc; lctd 400' NE of centerline and 650' from apch end rnwy; elev 869'MSL. Glide slope angle aprx 2.6°. MM lctd 3250' (0.62 smi) from apch end rnwy; elev 871'MSL. LMM freq 201; ident LO. OM lctd 230' NE of centerline and 27,445' (5.20 smi) from apch end rnwy; elev 881'MSL. LOM freq 382; ident AL. (5-12)

WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men, eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)

WHAT CHEER, KRUSE'S AIRPARK: New arpt reported; lctd 2.0 mi N; elev 800'; 2 rnwys, lngst rnwy 2200' turf; p-line N and E. (8-28)

WOODBINE MUN ARPT: New arpt reported; lctn 1.0 E; elev 1050'; 1 rnwy, 2300'; fuel F2.

KANSAS: ANTHONY RADIO: About June 6, VOR will be shut down until aprx June 20, freq chg to 112.9 mc. (5-5) See page 52 for substitute route structures and MEAs durg shut down.

CHANUTE RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

CLAY CENTER MUN ARPT: N/S rnwy and E/W txwy clsd, repairs. N/S and NW/SE sod rnwys soft and hazardous when temperature above freezing. (5-13)

GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar and 120' from E edge of ramp area, fenced and lgtd.

HAYS MUN ARPT: New airport reported; lat 38-51-00, long 99-16-30; lctd 3.0 ESE; elev 1998'; 2 turf strips, 16-34 -- 4200' x 300'; 3-21 -- 2450' x 250'. Rnwy lgts on 16-34 SS-SR, rotg bcn, clear and green; 100/130 octane fuel, maj repairs, unicom; usable durg dry wea. Old Mun Arpt clsd. (4-8)

★HUTCHINSON RADIO: VOR class chgd to M-BVORTAC. (5-17)

KANORADO, WINTER ARPT: 142.9'AGL (4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, lat 39-19-55, long 102-01-30. (4-8)

KANSAS CITY, FAIRFAX MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

LIBERAL RADIO: DMET operg test basis; channel 113. (11-1)

MANHATTAN RADIO: About June 1, FSS will be comsnd Mun Arpt to render hourly awy wea reporting and associated FSS svc. Freqs: tsmtg: 120.7, 121.5, 122.2, 126.7, 243.0, 255.4, 272.7 mc; rcvg: 121.5, 122.1, 126.7, 243.0, 255.4, 272.7 mc. (4-18)

MANKATO RADIO: DMET operg test basis; channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

OBERLIN ARPT: 679' (3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) lat 39-49-48 long 100-42-04. (8-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface-12,000'MSL within ctl zone 1300-2230Z daily Mon-Fri. (5-12)

OSWEGO RADIO: About June 10, VOR will be comsnd; freq 117.6 mc; ident OSW; lctd lat 37-09-27, long 95-12-12. Montrg category (3). Class M-VORW. About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)

OTTAWA, HILL HOUSE ARPT: New arpt reported; lctd 2.0 mi SW; elev 1100'; one sod strip NE/SW 2000' long; fuel 80/87; NE blkd.

OTTAWA MUN ARPT: Bcn inop. (4-5)

PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)

PRATT MUN ARPT: Caution, work in progress on all rnwys; NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)

RUSSELL RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

STAFFORD ARPT: Rnwy lgts inop. (5-2)

SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)

TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3500'MSL. Forbes tfc patn altitude 2600'MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)

TOPEKA, PHILLIP BILLARD MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 6, ILS glide slope will be shut down until aprx June 12, modernization. (5-20)

TOPEKA, PHILLIP BILLARD ARPT: Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys and txwys only. Sod areas unusable. (4-28)

**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness and badger holes. (2-1)

WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt of McConnell AFB. Radar vectors to apch facility only. (1-21)

KANSAS: **WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surface, sod unsafe. (10-12) Min alt of 4000'MSL or higher for VFR enroute flt vcnty of arpt unless in ctc with ICT RAPCON or twr. (4-12) Comsng of sequence flashers installed in conjunction with the apch lgt system May 21. (5-20)

WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys and txwys, days. (4-4)

KENTUCKY: BOWLING GREEN RADIO: DMET operg test basis; channel 126. (2-28)

CENTRAL CITY RADIO: DMET operg test basis; channel 35. (2-9)

FT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky.) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)

GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported; lctd 3/4 mi N; 2 strips, 3000' paved, 2700' grass; 80 and 100 oct fuel; hangar space and tie downs. (10-12)

**HARRODSBURG, MERCER ARPT: New airport; lat 37-48, long 84-51; sod strip, 3000'; 80 and 100 oct fuel mechanic service. Rnwy lgts oper SS-2400E, other hrs on req; fone 1355 or 638. (11-12)

★HOPKINSVILLE, FT CAMPBELL AAF RADIO: Army H facil class chgd to HW. (5-18)

LEXINGTON, BLUE GRASS ARPT: Constr both sides and SW end of rnwy 4-22.

LONDON RADIO: DMET inop indef. (3-15) About June 10, VORTAC will be comsnd. TACAN channel 116; class M-BVORTAC. (4-21)

LOUISVILLE, STANDIFORD FLD: About May 25, a sequenced flashing lgt system will be comsnd rnwy 1, the system will oper in conjunction with configuration A apch lgtg system and will consist of 26 units at 100' intervals starting at the apch end of the system. (4-29)

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30)

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.

WEST POINT AIRPARK: Clsd until further notice. (4-4)

LOUISIANA: ABBEVILLE MUN ARPT: 210' (219'MSL) lgtd twr being erected 11.8 nmi SSW (207°T) lat 29-47-03, long 92-11-42. (4-11)

ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported; lat 31-19-45; long 92-26-55; one N/S strip, sod 3300' x 150'; no lights; fuel 80 and 90 oct; A&E mechanic days; remarks: p-line N end of strip and lake S. (11-24)

ALEXANDRIA, ENGLAND AFB RADIO: About May 27, CM twr freq 126.18 mc will be chgd to 126.2 mc. (5-20)

ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)

BATON ROUTE RADIO: DMET operg test basis; channel 103. (7-28)

BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)

BATON ROUGE-RYAN ARPT: Constr on ramp N of cntr txwy, cntr txwy and new txwy 300' S of and parallel to rnwy 13-31 SE and NW of cntr int. Trucks will cross 500' off apch end rnwys 4 and 35. Eqpmt and trucks cross ramp S of trml bldg and use cntr txwy. Eqpmt parked on fld S of rnwy 13-31 and clear of all rnwys, lgtd at ngt. Rnwy 17-35 clsd S of cntr int. 2700' of rnwy 17-35 avbl N of cntr int dalgt hrs. Men and eqpmt working up to edge of rnwys 4-22 and 13-31 at int 400' E side of ramp clsd and barricaded. 100' avenue avbl in front of trml, and cntr txwy clsd until aprx June 19. S txwy btn rnwys 4-35 clsd to aircraft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft and vehicles. (5-18)

FRANKLINTON AIRSTRIP: New arpt reported; lctd 5.5 mi SSW; lat 30-46, long 90-10; one sod strip, E/W 2600 x 105'. (2-23)

JENNINGS ARPT: About July 1, bcn and rnwy lgts will be inop, due constr of highway. (5-16)

LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mkd by yellow line days and threshold lgts ngts.

★LAKE CHARLES, CHENNAULT AFB/MUN ARPT RADIO: ILS relctd as follows: Glide slope 1000' from NW end and 500' left of cntr line rnwy 15-33; lat 30-13-25, long 93-08-55; elev 15'MSL; elev at end rnwy 15, 77'MSL; glide slope angle 2.59°' MM relctd 3608' (0.68 smi) from end rnwy at lat 30-14-05, long 93-09-22; elev 12.4'MSL. Alt over LMM 224'; procedure turn over LOM 1500'MSL; lat 30-18-15, long 93-11-30. (5-10)

LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbnd VFR flts ctc Lake Charles apch control approximately 25 miles out. Lake Charles approach control will specify reporting point where flights landing Chennault AFB will change to Chennault twr freq.

LOUISIANA: MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5) About May 30, ILS lclzr and glide slope will be shut down until aprx June 20- lclzr antenna modification. (4-20)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area, pilots tkof rnwy 31, do not use blind area unless necessary. (3-7) All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9)
NEW ORLEANS, MOISANT INTL ARPT TOW R: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) ILS glide slope inop- rnwy extsn. (5-20)
NEW ORLEANS, MOISANT INTL ARPT: West end rnwy 10-28 has 6' raised area of dirt extending from pt 600' W of rnwy end to 1680' W of rnwy end into apch to rnwy 10 will exist until further notice, obstn mrkd with orange flags days and flashing hazard lgts ngts. 7554' avbl for tkof only on rnwy 10. 7450' avbl for tkof on rnwy 28. 7000' avbl for lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 554' on extreme W end of rnwy 10 not lgtd. 45' boom operg in apch zone to rnwy, boom will not oper ; at ngt or when wea below mins. Rnwy extsn is on apch end of rnwy 10. Use caution to apch to rnwy 10 and tkof from rnwy 28. (5-17)
OPELOUSAS, ST LANDRY PARISH ARPT: 328' (393'MSL) lgtd twr being erected 1.8 nmi SE (154°T) at lat 30-32-07, long. 92-05-04. (3-28)
OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)
PATTERSON, WILLIAMS MEML ARPT: 350' (351.5'MSL) lgtd twr being erected 6.5 nmi ENE (86°T) at lat 29-43-00, long. 91-12-30. (4-26)
SHREVEPORT, BAKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. -053° BAD H facil & E course of SHV LFR; Forbing Int. -233° BAD H facil & S course SHV LFR. (6-6)
SHREVEPORT, GREATER SHREVEPORT ARPT TOWER: May 16, ILS shut down until aprx June 6- lclzr antenna modification. (5-18)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-10)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas; (a) W of Bangor, area enclosed byawys A-7, R-25, G-1 and Maine and N. H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline. (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld.
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE.
LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only; Not to be used below 2500.' (4-17)
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy & bndry lgts 16-34 inop. (5-2)
OLD TOWN MUN ARPT Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PORTLAND MUN ARPT TOWER: About May 31, ILS will be shut down until aprx June 10- lclzr freq chg to 109.9 mc and glide slope freq chg to 333.8 mc. (5-5)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
ROCKLAND MUN ARPT: Rnwy lgts inop. (5-14)
SANFORD MUN ARPT: Rnwy 14-32 & 8-26 clsd June 12, 26; July 17, 24; Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29)
MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown- acct roughness. (6-29) About May 31, ILS lclzr & glide slope will be shut down until aprx June 9- modernization of eqpmt. (4-19)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo-jet or turbofan due noise complaints. (3-1)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
GRANTSVILLE RADIO: DMET operns tmpry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E W rnwy clsd.
**LAYTONSVILLE, DAVIS ARPT: 100 oct fuel now avbl. UNICOM being installed. (5-16)
OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1-NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgts; 80/100 octane fuel avbl. Arpt to open May 28, 1960.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)
MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
★BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: May 10, freq 353.9 mc (hi-alt) decmsnd; freq 342.2 mc (hi-alt) comsnd St. Albans, Me. Lake George, N.Y. & Barnstable, Mass. peripheral sites. About June 1, ARSR-1 and IFF bcn will be shut down until aprx July 31- modernization. (4-21)
BOSTON-BEDFORD(HANSCOM) ARPT TOWER: About June 5, ILS glide slope will be shut down until aprx Oct 20- arpt constr. About May 28, lclzr and glide slope will be shut down until aprx June 6- eqpmt modernization. (5-5)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1,700' MSL for jets using overhead patn. Civil acft equested to make standard 45° entry rectangular tfc patn. All lndg acft eqpted with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About May 29, neon apch lgts will be shut down due constr. (4-29)
**BOSTON, LOGAN INTL ARPT: Caution- scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800' overrun area NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp fuil 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches maximum depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. 36' obstn lgtd pole lctd, lat 42-21-28.long. 70-59-38, at VORTAC site 535' from cntrline rnwy 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27.
CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)

SE Annapolis NAF; this radiation is not visually apparent but definitely shows from [illegible] personnel, acft prec. svc. tests. Effect of this radiation on [illegible] should avoid operating closer than 1/2 mi. (5-4)

MASSACHUSETTS: HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 42-46-23, 71-02-00; lctn: 3.0 E; lngst rnwy (6-24) 1150'turf; fuel, hangars, rprs avbl. Rmks: Rgt patn lndgs & tkofs to E.

HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.

LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc UNICOM. (8-12)

MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)

MARTHA'S VINEYARD RADIO: About June 24, VOR will be comsnd. Freq: 108.2 mc. Ident: MVY. Lctd lat 41-23-46, long. 70-36-48. Elev: 63' MSL. Mag. var.: 14°55' W. Montrg category (1). Non-scheduled voice bcsts montrg and ctl from Otis AFB. Class: L-VOR. (5-19)

MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 70-58; elev: 61'; one sod strip E/W-3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl. (5-13)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (5-18)

ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends faom gnd to 12,000' Gliding daily lnd and air tows.

ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)

WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)

WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)

MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' MSL. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)

**ADRIAN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: An area within a circle with a 10 mi radius from the center of Adrian Arpt. Hours: sunrise to sunset. Alts: from gnd elevation to 15,000'. User: Winston J. Smith. Expires July 14, 1960.

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

** ANN ARBOR MUN ARPT: Use rnwys and txwys only. (4-27)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145°-155° clockwise - due scalloping and/or roughness. (12-16) About June 6, TACAN will be shut down until aprx Jul 18 - modernization. (5-19)

BAY CITY, CLEMENTS ARPT: 154'(752'MSL) water tank being erected 2.1 nmi NNE(39°T) at lat 43-34-40, long. 83-52-20. Durg constr, erection eqpmt will extend 180'(778'MSL).

BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

CADILLAC MUN ARPT: Open to ngt operns. (5-19)

★ CARLETON RADIO: VORTAC has auto voice ident. (5-10)

** CRYSTAL FALLS, PHELANS RESORT ARPT: 196'(1716'MSL) lgtd twr erected 5.9 nmi SW (236°T) at lat 46-05-20, long. 88-18-35. (5-12)

DETROIT, CITY ARPT-TOWER: About June 10, freq 323.8 mc will be decmsnd. (5-18)

DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29)

DETROIT, METROPOLITAN WAYNE CO ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

** DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys and sod areas old fld clsd to lndgs & tkofs. Bldg constr in front of and along side main trml bldg.

DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15) About Jun 10, freqs 285.4 & 290.3 mc will be decmsnd. (5-18) About Jun 9, ILS lclzr and glide slope will be shut down until aprx Jun 30 - major maintenance. (5-19)

EMPIRE ARPT: N/S rnwy clsd, resurfacing. (11-4)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.

FLINT, BISHOP ARPT TOWER: May 18 ILS lclzr and glide slope shut down until aprx June 8 - major maintenance. (5-21)

FLINT, BISHOP ARPT: Due to deterioration of twr cab windows twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown. (3-22)

FRASER, McKINLEY ARPT SPECIAL NOTICE: Flgt Test Area: (aprx 10.5 nmi NW) effect. May 1, 1960 described as follows: lat 42-41, long. 83-08; to 42-48, 83-01; 42-50, 83-15 to pt. of bgng. Acft will oper along a corridor of 337° T from arpt to area. Hrs: sunrise to sunset. Alt: 1000' and 4000' AGL. Users: Joseph T. Benich & Florian E Spiewak. Expires June 28. (4-11)

GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)

GRAND RAPIDS, KENT CO. ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)

** GREENVILLE ARPT: Two 153'(1010'MSL) lgtd twrs erected 1 nmi N(12°T) at lat 43-09-18, long. 85-15-25. (4-26)

GULLIVER ARPT: Closed, constr. (12-6)

HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as txwy. Constr in progress on trml bldg & ctl twr, lctd E of W, N/S txwy and N of S, E/W txwy and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. (11-19)

LUDINGTON, MASON COUNTY ARPT: 250'(835'MSL) lgtd stack being erected 2.1 nmi SSW (223°T) at lat 43-56-26, long. 86-26-24. (4-7)

MASON, JEWETT ARPT: N/S strip clsd all operns; deep ruts at int of N/S and E/W strip, use caution. (5-13)

MT. CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.

MUSKEGON-CO. ARPT TOWER: Soon, ILS will be comsnd. Lclzr freq 109.9 mc with voice. Ident: MKG. Lctd 106' from NW end rnwy 32. Glide slope freq: 333.8 mc. Lctd 400' SW of cntrline and 750' from apch end rnwy 32. Glide slope angle: aprx 3.0°. Elev: 623' MSL. LMM freq 201 kc, ident: KG. MM/LMM lctd on projected cntrline and 3314' (0.63 smi) from apch end rnwy 32. Elev: 630' MSL. LOM freq 219 kc., ident: MK. OM/LOM lctd on projected cntrline and 22,847'(4.3 smi) from apch end rnwy 32. Elev: 610' MSL. (5-6)

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident.

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution lndgs S, clear auto tfc on road at N end.

**PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3) Formerly carried under Wayne, Mich.)

PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)

★ PULLMAN RADIO: May 2, VOR/DME shut down until May 23 - modernization and retuning. (5-17) See page 52 for substitute route structure & MEAs durg shutdown. VORTAC comsnd. TACAN channel 58. Class: H-BVORTAC. Montrg category (1). Ctld & montrd from South Bend Int FSS. (5-19)

ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.

SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on request. (3-23)

SALEM RADIO: TACAN operg test basis; channel 125; not synchronized with VOR ident.

STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)

TRAVERSE CITY MUN ARPT: 254' (1290'MSL) lgtd twr being erected 4.6 nmi W(292°T) at lat 44-46-11, long. 85-41-22. (4-25)

**UTICA, WINGS ARPT: Permanently closed. (5-19)

MINNESOTA: ANOKA ARPT: 150'(1062'MSL) lgtd tank being erected 2.3 nmi SSE(171°T) at lat 45-05-56, long. 93-12-47. (4-12)
AUSTIN RADIO: Feb 8, State owned VOR voice feature inop. (3-16)
BARNESVILLE MUN ARPT: Closed due to soft fld.
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn taxiway and rnwys, area being used for testing. (1-23)
COOK MUN ARPT: NE/SW rnwy clsd.
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.
ELY ARPT SPECIAL NOTICE: Exteme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution - constr 1300' exten SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
GRAND RAPIDS RADIO: Feb 20, State-owned VOR operg on test basis; Freq: 111.4 mc. Ident: GPZ. Lctd at lat 47-12-54, long. 93-30-40. Voice avbl 0800-sunset. Rcvg 122.1 mc. Montrg category (3). Class: L-VOR. (1-13) Soon, VOR will be comsnd.
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3) Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MARSHALL MUN ARPT: All rnwys clsd except NW/SE, until further notice. (11-6)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident
★MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) FLD TOWER: ILS (ident APL) glide slope angle chgd to 2.5°. (5-15) About July 12, freq 126.18 mc will be chgd to 126.2 mc. May 6, ILS lclzr and glide slope (ident MSP) shut down until aprx Jan 15, 1961 - lclzr modification. May 8 freq 119.5 mc chgd to 118.5 mc. (5-11)
**MINNEAPOLIS ST PAUL INT'L (WOLD CHAMBERLAIN) FLD: 155'(995'MSL) lgtd twr erected 6.5 nmi NW(334°T) at lat 44-58-34, long. 93-17-04. (4-8) Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R inlluding apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing nnd overruns for NE lndgs. (2-23)
MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft-1800' usable.
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
FEDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57.
ROCHESTER, LOBB FLD MUN: 20' cranes operg 200' SW end rnwy 2-20 unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs.
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.
ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)
STANTON, CARLETON ARPT: 320'(1530'MSL) lgtd twr being erected 8 nmi S(183°T) at lat 44-20-38, long. 93-01-03. (5-12)
WILLMAR RADIO: Apr 14, VOR operg test basis; Freq: 108.4 mc. Ident: ILL. Lctd at lat 45-06-50, long. 95-05-12. Montrg category (3) Voice avbl 0800-sunset. Rcvr 122.1 mc. Class: L-VOR. (4-13) About May 29, VOR will be comsnd. (5-6)
WINONA RADIO: VOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)
BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500 Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'; MISSISSIPPI: conventional tfc patn 1000'.
BROOKHAVEN MUN ARPT: 290'(810'MSL) lgtd twr being erected 2.5 nmi S(187°T) at lat 31-33-40, long. 90-24-14. (4-24)
CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 1000-1800 daily. (5-12)
GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng being conducted 7000' MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at & 000' MSL or above. For pilots electing to avoid described area VFR suggest proceed S of V1522, when not deasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng.
**GREENVILLE MUN ARPT: 100'(218'MSL) lgtd twr erected approx 1 nmi NW(333°T) at lat 33-23-59, long. 91-00-24. (4-21)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOF. (2-12)
GRENADA MUN AIRPT: 3000' of NE end rnwy 5-23 lgtd SS to SE remaining 2000' unlgtd.
GULFPORT AFB RADIO: USAF H facil operg Jun-Aug. Freq 269 kc. Ident: GFM.
LAUREL MUN ARPT: 130'(365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld.
JACKSON RADIO: About Jun 15, TACAN will be shut down until aprx Jun 25-eqpmt installation.
JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
MERIDIAN RADIO: About July 5, TACAN will be shut down until aprx June 15 - eqpmt installation. (5-12)
**MERIDIAN, DOWNER FLD: 310'AGL twr erected 5 nmi NNE(30°T) at lat 32-32-30, long. 88-34-28 dismantled. (4-28)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd; men, eqpmt on fld days; rnwy 14-32 tmpry open 2800' pending proposed reopening rnwy 9-27.
MERIGOLD ARPT: 341'(488.6'MSL) lgtd twr being erected 21 nmi E(92°T) at lat 33-50-05, long. 90-18-58. (5-13)
RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (5-1)
TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S(196°T) at lat 34-30-34, long. 90-25-58. (5-12)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richard Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13 E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi. 1 turf rnwy N/S - 2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700 CST to 0700CST. (3-29)
BUTLER RADIO: About June 1, FSS & associated svc will be discontd. Tsmtg & rcvg freqs will be tmpry shut down: 121.5, 126.7, 135.9, 255.4 mc; tsmtg 120.7, 135.0 mc, rcvg 122.1 mc; montrg category & class will be tmpry chgd to (3) and H-VORW - for conversion to FAS Class I, with associated FSS at Kansas City, Freqs to be perm deemsnd: 122.2, 243.0, 272.7 mc tsmtg; 243.0, 272.7 mc rcvg. About July 1, rcvr 3023.5 kc will oper on req. (5-13)
CAPE GIRARDEAU RADIO: About June 1, FSS will be comsnd. Tsmtg 120.7, 122.2 mc; rcvg: 122.1 mc. tsmtg & rcvg: 126.7, 121.5, 243.0, 255.4, 272.7 mc. Ctlg the Farmington VOR. (4-21)
CAPE BIRARDEAU MUN ARPT: 1677'(2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (4-5)
CAPE GIRARDEAU MUN ARPT: NW/SE sod strip clsd. (9-8)
DOGWOOD RADIO: About June 10, VOR will be comsnd. Freq: 109.4 mc. Ident DGD. Lctd lat 37-01-23, long. 92-52-37. Montrg category (3). Class: L-VORW. About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfiled. (4-20)
FARMINGTON RADIO: About June 1, FSS & associated svc will be discontd. Tsmtg & rcvg freqs will be tmpry shut down: 121.5, 126.7, 135.9, 255.4, tsmtg 120.7, 135.0 mc; rcvg 122.1 mc; montrg category & class will be tmpry chgd to (3) and H-VORTACW. - for conversion to FAS ClassI, with associated FSS Cape Girardeau. Freqs to be perm deemsnd: 122.2, 243.0, 272.7 tsmtg and 243.0, 272.7 mc tsmtg & rcvg. (4-21)

MISSOURI: GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extsv jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution.

JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope. (10-28)

KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident. (11-1)

KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 mc at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29) About June 1, freq 279.6 mc will be chgd to 301.4 mc at Emporia, Kans peripheral site and freq 301.4 mc will be chgd to 279.6 mc at Hutchinson, Kans. peripheral site. (5-18) About June 10, freq 310.4 mc will be chgd to 290.4 mc at Omaha, Nebr peripheral site. (5-19)

KANSAS CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc (4-26) About June 10, freq 269.2, 250.4 mc will be discontd. (5-18)

KIRKSVILLE RADIO: TACAN operg on test basis; channel 21. (12-10)

KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)

MAPLES RADIO: DMET operg on test basis; channel 89.

★ MARYLAND HEIGHTS RADIO: May 11, VORTAC comsnd. TACAN channel 45. Class: L-BVORTAC.

MOBERLY, BRADLEY AFPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)

**MOSBY, THREE CITY ARPT: Abandoned.

ST. JOSEPH SPECIAL NOTICE: Caution - TWA conducting extsv flt trng on Boeing 707 acft 0700-2400C daily in an area E of St. Joseph VOR as follows: S edge of V-216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)

ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing and freezing of txwy surface causing heaving & buckling. (3-25)

ST. LOUIS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

★ ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: ARSR providing limited arrival ctl radar svc. (5-11)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution - lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: Due non-visibility twr unable ctl tfc on ramps and txwys SE of new admin bldg, air freight trml bldg, TWA and Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)

SPRINGFIELD MUN ARPT TOWER: About July 10, ILS (rnwy 1) will be comsnd. Lclzr freq: 109.9 mc. Ident: SGF. Lctd 1000' from NE end of rnwy. Elev: 1251.4' MSL. Glide slope freq: 333.8 mc, lctd 400' ESE of centerline & 750' from apch end rnwy. Elev: 1261'. Glide slope angle aprx 3.0°. MM lctd on projected centerline 3150' (0.60 smi) from apch end rnwy. Elev: 1284.6' MSL. LMM freq: 230 kc. Ident: GF. OM lctd 75' WNW of centerline & 21,735' (4.11 smi) from apch end rnwy. Elev: 1292'MSL. LOM freq 290 kc. Ident: SG.

SPRINGFIELD MUN ARPT: 163' (1433'MSL) lgtd twr being erected 4 nmi SE (137°T) at lat 37-12-28, long. 93-20-06. (5-10)

VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)

VICHY RADIO: About June 20, TACAN will be shut down until aprx Aug 1 - modernization.

WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102'. Lctd 2.5 NW, one 2300' sod strip NW/SE. Rmks: Land at own risk. Fuel: 80 oct.

MONTANA: BABB RADIO SPECIAL NOTICE: Durg period June 24 thru June 30, btn hrs 0600-2030M, FAA will provide a tmpry ATC twr & FSS at Babb Arpt for national Governor's

MONTANA: Conference being held at Glacier Park. Tsmtg & rcvg freqs: 118.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg: 122.5 mc. Also visual signal tfc lgt. Fly all tfc patns E of arpt.

BILLINGS, LOGAN FLD: Two ctl twr structures on fld, active twr now lctd on top of new admin bldg, not obstn lgtd. Twr on top of west hangar discontd. Due to non-visibility, twr unable to ctl tfc on concrete ramp in front of admin bldg, also in areas btn hangars E of admin bldg. Caution advised in non-visibility areas. (5-20)

BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)

BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)

CHESTER ARPT: Clsd - constr, bcn remain lighted. (4-5)

CUT BANK RADIO: SPECIAL NOTICE: Durg period June 24 thru June 30, btn hrs 0600-2230M, FAA will provide a tmpry ATC twr and FSS at Cut Bank Arpt for National Governor's Conference being held at Glacier Park. Following freqs: avbl: Tsmtg & rcvg: 119.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual tfc signal lgt. (4-26)

DILLON RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr. (5-9)

DILLON ARPT: Bcn & bndry lgts inop. clsd ngt operns, constr N/S rnwy. (12-30)

★ GLASGOW AFB RADIO: USAF H facil ident chgd to GSG. (5-9)

GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)

GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26)

**HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel, rnwys 5-23 and 7-25 restricted to 10,000' lbs GWT. (4-5)

LIVINGSTON RADIO: May 16, TACAN shut down until aprx June 16 - reconstr. (5-17)

MEADOW CREEK USFS ARPT: Clsd all operns thru May 31 - constr. (4-27)

MILES CITY RADIO: About June 27, TACAN will be shut down until aprx July 27 - reconstr.

MISSOULA SPECIAL NOTICE: Caution parachute jumprin dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)

MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 and 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.

WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR and LF rng About June 13, LF rng 7 mrkr will be shut down until aprx June 25 - modernization.

WHITE SULPHUR SPRINGS-WHITE SULPHUR ARPT: Clsd all operns thru May 30 - constr.

NEBRASKA: **CHADRON SPECIAL NOTICE: Efct Nov 1, civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the uncti airspace bounded on the N by V-26 btn Ross Int and RAP, V86 btn RAP and CDR, V182 btn CDR and DGW, V247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft comtemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo, Chadron, Nebr.; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)

BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts and new constr. All rnwy lgts inop. Fone for other info.

**BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)

COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)

FAIRMONT-STATE ARPT: NE/SW rnwy clsd. (6-29)

GOTHENBURG ARPT: 240' (2973' MSL) lgtd twr being erected 11.2 nmi WNW (301°T) at lat 41-01-43, long. 100-21-24. (3-14)

GRAND ISLAND ARPT: 160' (2023' MSL) twr being erected 2.8 nmi SSW (209°T) at lat 40-55-37, long. 98-20-32. (3-14)

HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)

HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.

LEXINGTON ARPT: 180' (2747'MSL) lgtd twr being erected 5.2 nmi S (187°T) at lat 40-42-02, long. 99-47-18. (3-16)

NORTH PLATTE RADIO: About May 23, TACAN will be shut down until aprx July 4 - modernization. (5-6)

OMAHA MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) ILS glide slope unusable MM to touchdown - due glide slope roughness. (5-3)

OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Effective July 1,

NEBRASKA: arpt name will be chgd to Eppley Airfld. (4-12) Caution, const in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)
ONEILL RADIO: TACAN courses unusable 349° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)
SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys; taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
SOUTH SIOUX CITY, MARTIN FLD: New arpt reported. Lctd 4.0 mi SW, lat 42-27, long. 96-28; elev: 1100'; one 4000 x 100' oil surfaced NW/SE strip; strip lgts, storage, tiedown maj & minor repairs, 80 and 100 oct fuel. Rmks: Windcone on req. (10-10)
THEDFORD ARPT: New arpt reported, aprx 3 mi E; 1 sod strip, 2800' long. Fuel avbl.
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
COALDALE RADIO: VORTAC usable dist: 300°-15° and 60-80° limited 25 nmi at MOCA.
ELKO RADIO: TACAN operns suspended until aprx June 20-TMC installation. (5-5) About June 13, LF rng will be shut down until aprx June 17-twr modernization. (5-11) About June 3, VORTAC will be comsnd. TACAN channel 92. Class: M-BVORTAC. (5-20)
FALLON NAAS SPECIAL NOTICE: Hi-density jet tfc; Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GABBS ARPT: Lgts inop. (3-22)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop. (3-10)
LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs LFR, direct to the NE corner of Caution Area C436. The alts of 8000' & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11W to 36-55N, 114-26W & bounded on the SW by a line drawn from 35-48N, 114-15W to 35-58N, 115-30W. Suggested arrival and departure route NE of Las Vegas remain E of centerline of Amber 2 and outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contempleting flt withir a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)
★LAS VEGAS RADIO: VORTAC coverage restricted to awy radials and trml apchs use only. (5-18) Freq 272.7 mc comsnd. (5-19)
LAS VEGAS, THUNDERBIRD FLD: E/W rnwy only open to tfc; constr work conts on other rnwys & txwys, clsd and hazardous areas mrkd; dalgt operns only. (5-3)
MORMON MESA RADIO: About June 15, VOR/DME will be shut down-freqs chng. During this period, following route structure and MEAs will be in efct: Unusable Awys: V8, Searchlight Int-MM; V21E, LAS-MMM; V237 White Hills Int-MMM: V21, V21W, V1508 & V1529, MMM MLF; V8N, MMM-Gunlock Int. Unusable Reporting Points: Willow Beach, Temple, Mead and Lakeview. Usable Arwys (Tmpry redesignated with published MEA's & MCA's unless otherwise indicated) V105E LAS-PGD, 9000';V8N, V21E, V1508, V1510, V1529 LAS-MMM Int., 15,000' NE, 6500' SW; V8, V21E, V1510 MMM Int-Harrison Int., 15,000'; V8N Gunlock Int-BCE, 16,000' MEA. Usable Reporting Points: Boulder City Int.: LAS 105° & 244° bearing to Goodsprings "H"; Gunlock Int. ECE 239° & SW course of ENP LFR (MRA 16,000'); Mormon Mesa Int. BCE 225° & PGS 318° (MRA 15,000'). TACAN operg test basis; channel 23. (4-23) About June 29, VORTAC will be comsnd. TACAN channel 90. Class: L-VORTACW. (5-17)
NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' and 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at lat 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng. (5-17)
RENO RADIO: About June 13, LF rng will be shut down until aprx July 17-twr modernization. (5-13)
NEVADA: ★RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge & 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (5-5) BC restricted.
**RENO MUN ARPT: Due to distance & obsts twr unable to ctl gnd tfc in taxi and parking areas. (5-11)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time(fone Capital 5-6151, acft in flt call Concord rdo).
CLAREMONT MUN ARPT: Rnwy lgts inop.
CONCORD RADIO: DMET operg test basis; channel 113. (3-30)
LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6) About June 6, VOR will be shut down until aprx June 27-grading. Durg this period, the following substitute route structure & MEAs in efct: V141 BTV VOR-CON VOR substitute BTV VOR direct BTV LF rng B4 CON LF rng, MEA as published; V151 LEB VOR-EEN VOR substitute B45, MEA as published. (5-2)
LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)
NEW JERSEY: ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd.
ATLANTIC CITY(POMONA)NAFEC ARPT TOWER: Feb 18, ILS lclzr operg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. About July 1, freq 132.30 mc will be decmsnd. (4-25) About June 17, freq 142.74 mc will be decmsnd. (5-20)
ATLANTIC CITY(POMONA)NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv fld maint.
BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear afct: holes with mud and water due to unseasonable wea; watch out for occasional helicopter flts.
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking famp not visible from twr.
**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flgt Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17, 340° M to a point at lat 40-58, long. 74-22 thence 315° M to the Delaware River. Time: sunrise-sunset. Alt: sea level to 9000'. User: Curtiss-Wright Corp., Caldwell, N.J. Expires Aug 15, 1960.
CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)
COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° MOCA.
COYLE RADIO: DMET operg test basis; channel 81. (11-20)
LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 396 kc (NEL) on req and durg IFR. No approved apch for homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19)
MILLVILLE RADIO: May 10, VOR operg test basis; Freq 116.7. Ident: MIV. Lctd lat 39-32-17, long. 74-58-04. Class: VORW. (5-17)
NEWARK RADIO: LF rng has strong multiples tnree to four degs SW of SE course. Light multiples other courses.
NEWARK ARPT TOWER: ILS(rnwy 4)LOM unusable beyond 12 mi 040° clockwise to 090° (11-4) About June 15, ATCRB svc will be shut down until aprx Aug 31-relctn. About June 15, VHF/DF will be shut down until aprx July 15-relctn. (5-19)
NEWARK ARPT: MILITARY: Closed to mil acft excp on offl bus. Clas to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mount 20' above rnwy 29, elev 1250' E of threshold lgts mrkd by red & white panels & obst lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' above gnd boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men and eqpmt on fld. (5-17)
RED BANK ARPT: VOR rcvr gnd check pt unusable. (9-3)
ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc-careful tuning required.

NEW MEXICO: SOLBERG RADIO: About June 22, TACAN portion of VORTAC will be shut down until aprx July 21, stn modernization. (5-15)

SPARTA RADIO: DMET operg test basis; channel 19. (7-17)

STILLWATER RADIO: TACAN test operns tmpry suspended. (3-23) About June 10, VORTAC will be comsnd; TACAN channel 101; class M-BVORTAC. (4-21)

**TETERBORO ARPT: Shoulders rocky and ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkof; rnwy 14 clsd for lndg; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200 x 400' mrkd sod area N of cntr txwy and 350' E of W txwy restricted to lndg and tkof of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22) North, center and west txwys redesignated B, C and D respectively. (5-9)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men and eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 and 11. First 400' apch end rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R25. Caution, extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc rqrd to ctc McGuire apch ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF Fm 181) are directed to see Special Notices Section of AIRGUIDE relative to civil use of mil airfields. (3-28)

NEW MEXICO: ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700-1000M daily except Sat and Sun. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-47-30, long 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE, KIRTLAND AFB ARPT TOWER: UHF DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185°-335°.

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque Kirtland AFB high-density trml area: (1) All E and W bnd tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc dptg ABQ maintg M tracks from Rio Grande River of 300° and 190° and not above 9000'MSL till cleared of E, W awys thence climbing rapidly paralleling the E, W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E, W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E, W awys is below 10,000'MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ high-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000'MSL. Jet lcl VFR descent area is triangle bounded by V19, V68 and V68S. (6-18)

ALBUQUERQUE, KIRTLAND AFB ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for a tmpry period due to wet or icy rnwys and or other conditions; each such instance will be advertised. Lndg and tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilots discretion. (12-31)

ALAMOGORDO MUN ARPT: New arpt reported; lat 32-51, long 105-50; elev 4200', one 7000' rnwy; rotf bcn; unicom 122.8 mc; 100 oct avbl.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About July 6, VOF will be comsnd; freq 116.8 mc; ident CIM; lctd lat 36-29-30, long 104-52-18; M var 13°10'E; elev 6547'MSL; montrg category (1); ctld from Trinidad, Colo., FSS, class M-BVOR. (4-18)

CLAYTON RADIO: About June 6, VOR will be comsnd; freq 114.1 mc; ident CAO; lctd lat 36-23-18, long 103-12-30; M var 12°30'W; elev 4980'MSL; montrg category (3); class M-VORW. (5-20)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi-speed jet tfc For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 1187 or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16) About July 1, rcvr 3023.5 kc will oper on req (5-13)

NEW MEXICO: CROWN POINT RADIO: April 23, constr started on VOR; freq 114.2 mc; ident CPT; lctd lat 35-53-00, long 108-15-28; M var 13°47'E; elev 6305'MSL; class M-VORW. About June 1, VOR will be comsnd; montrg category (1). (5-9)

**ENGLE SPECIAL NOTICE: CAUTION -- DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270 x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

**FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23; rnwy 6-24 abandoned, marked with crosses.

FT WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from March 28 thru June 30 daily Mon-Fri 0730-1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long 108-36, on S by lat 35-26, and on W by long 108-38. (3-24)

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg test basis; channel 120. (9-2) Soon, VORTAC will be comsnd; TACAN channel 120; class H-BVORTAC. (5-16)

RATON RADIO: About June 1, VOR will be discontd. (5-12) Unusable awys: V19 LVS-Rattlesnake Int; V19E LVS-RTN; V452 DHT-RTN. Unusable Ints: Earl and Border. (5-13)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15°-30°. (2-2)

TAOS RADIO: About June 1, VOR will be comsnd; freq 117.6 mc; ident TAO; lctd lat 36-36-29, long 105-54-18; montrg category (1); M var 13°24'E; elev 7850'MSL; class M-VORW. (5-12)

TEXICO RADIO: About June 13, VOR will be shut down until aprx June 25, freq chg to 112.9 mc and class chg to M-VORW. (5-17)

TUCUMCARI RADIO: DMET operg test basis; channel 85. (4-4)

ZUNI RADIO: About July 25, VORTAC will be shut down until aprx Aug 9, freq chg to 113.4 mc. (5-13)

NEW YORK: BATAVIA ARPT: Parachute jumping at alts up to 12,000' daylgt VFR conditions with ceiling from ground level 2200 up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. (5-11) Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)

BINGHAMTON RADIO: Erratic ADF action 4 - 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1) About May 30, VORTAC will be comsnd; TACAN channel 88. Class M-BVORTAC. (4-7)

BINGHAMTON, BROOME CO ARPT TOWER: About June 13, ILS lclzr and glide slope will be shut down until aprx July 28, modernization. (5-5)

BUFFALO ARPK: Men and equipment on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relctd to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500', and 600', off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3 4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmrpy twr. (8-25)

CICERO ARPT: Clsd transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

DUNKIRK MUN ARPT: Clsd SR-SS Sun and holidays thru Oct 30, drag races.

ELMIRA, CHEMUNG COUNTY ARPT: Due non-visibility twr unable to observe tfc from point 1000' N to apch end rnwy 19, trml bldg constr. (2-8)

FARMINGDALE, REPUBLIC ARPT: Pvt. Official bus only, hrs opern Mon-Fri 1200-2130Z rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

ISLIP, McARTHUR FLD SPECIAL NOTICE: ILS procedure, rnwy 6 amdt 5, effective 10-19-57 ILS lndg mins raised to 300-3 4 until further notice due to obstructions in apch area. (5-20)

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men and equipment on fld. (11-6)

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

NEW YORK:**LAKEVIEW ARPT: Reactivated. Lat 42-42, long. 78-54; lctn: 1.5 mi E; elev: 750'; one hard surface N/S rnwy 2600 x 50'. 80 & 100 oct fuel avbl, flares on req. P-line S. LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution - hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L. I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V 16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc. from Newark, Teterboro LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain Well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apchs areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving of dptg Idlewild or LaGuardia reqd to remain well clear of Mitchell AFB. (4-3)

NEW YORK CITY SPECIAL NOTICE: April 15 - June 1, 1960 steady burning lgt S bcn on Empire State Bldg 1502' MSL will be extinguished from midngt lcl time til sunrise.(4-8)

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be demcsnd. (4-25)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr: Two concrete lndg pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.

★NEW YORK INTL (IDLEWILD) ARPT TOWER: About July 1, freqs 132.30 and 134.64 mc will be decmsnd. (4-25) ILS (rnwy 22L) glide slope comsnd. Freq 330.8 mc. Lctd 400' left of centerline & 750' from apch end rnwy 22L. Glide slope angle 2.5°. Alt over OM 1515' MSL. Alt over MM 200' MSL. Glide slope unusable below 300' MSL acct roughness.

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. May 6, apch lgt system with sequence flashers serving rnwy 22R decmsnd, concurrently apch lgt system configuration A with sequenced flashers serving rnwy 22L comsnd, including semi-flush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions. Due non visibility twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving tnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half way btn txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T & txwy T btn txwys O & I; txwy I & O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off approach end of rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd & flagged. Pavement dip & rolling action on surface of rnwy 13R-31L lctd 5400' from the apch end or rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.

★ NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 Mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freqs 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1800. Apr 18, substitute lclzr operg on pavement of clsd rnwy 4-22 at lat 40-46-18, long 73-52-56; 1120' NE of SW end rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. (4-21) May 17, freq 126.1 mc comsnd; freq 121.3 mc decmsnd. (5-23)

NEW YORK: NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Pridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390' MSL. (12-3)

NEW YORK, LA GUARDIA ARPT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 13-31 usable 5914 x 150' btn SR-SS; 4900 x 150' SS-SR with overrun 1000' on NW end of rnwy. Rnwy 4-22 closed excp for taxiing via designated txwys to and from M.A.T. Txwy 1 and W run-up pad clsd, mrkd, txwy lgts inop. (4-21) Const all areas, hvy eqpmt operg daily. Acft follow all cntrlines due current chgs; txwys max wing span 125', greater wing span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv const vcnty of Domestic trml bldg ramp, btn hangars 1 & 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmls; vehicle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area E of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at waters edge, mrkd dav & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2 & 4. 3 inch deep water puddles all depressions in paved surfaces, during and after rain. (5-13)

NIAGARA FALLS MUN ARPT TOWER: About June 17, freq 142.74 mc will be decmsnd.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a Pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER-MONROE CO. ARPT TOWER: ILS shut down - rnwy constr. Lclzr will be relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long. 77-40-45. Elev: 546' MSL. (5-18)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days & tmpry battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Men, eqpmt off W end rnwy 28 days xcpt Sat. & Sun. (5-5)

SCHENECTADY CO ARPT: Caution jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT TOWER: About July 6, ILS lclzr and glide slope will be shut down until aprx July 15 - eqpmt modernization. (5-19)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHVILLE RADIO: DMET operg test basis; channel 71. (4-6)

ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns.

**ASHEVILLE OWEN FLD SPECIAL NOTICE: Flgt test area described as follows: beginning at lat 35-34, long. 82-34; W to 35-30, 83-00; S to 35-15, 83-00; E to 35-15, 82-34; N to 35-34, 82-34. Time: dalgt hrs. Alt: 10,000'. User M. D. Robinson, Box 1064, High Point, N. C. Expires: June 6, 1960. (2-9)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE RADIO: About June 15, TACAN will be shut down until aprx June 25 - eqpmt installation. (5-12)

CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-28)

CHARLOTTE, DOUGLAS MUN ARPT: 60' (773' MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)

NORTH CAROLINA: COFIELD RADIO: DMET operg test basis; channel 109. (5-18)
ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test opern tmpry suspended. (3-24)
FAYETTEVILLE SPECIAL NOTICE: Exstv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)
FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)
FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)
GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)
GREENSBORO-HIGH POINT ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)
KINSTON RADIO: About June 2, VOR will be comsnd. Freq: 109.6 mc. Ident ISO. Lctd lat 35-22-12, long. 77-33-30. Montrg category (1) Ctld & montrd from New Bern FSS. Class: L-BVOR. (5-12)
LIBERTY RADIO: About June 30, VOR will be comsnd. Freq 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Class: L-VORW. (4-15)
LUMBERTON RADIO: May 4, VOR shut down.
LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.
MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW(247°T) at lat 34-45-37, long. 79-26-19. (5-13)
MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)
RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-22)
RALEIGH-DURHAM ARPT TOWER: about June 13, ILS lclzr & glide slope will be shut down until aprx July 4 - modernization. About July 18, 126.18 mc will be chgd to 126.2 mc. About June 13, dptr ctl freq 236.0 mc will replace freq 274.3 mc at the Fayetteville peripheral site. (5-10)
RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE(116°T) at lat 35-50-00, long. 78-42-40. (5-6)
ROCKY MOUNT RADIO: About June 13, VOR will be shut down until aprx June 27 - counter poise repairs. See page 53 for substitute route structure & reporting points. (5 19)
SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734'MSL) lgtd twr being erected 4 nmiS(187°T) at lat 35-10-35, long. 79-24-47. (5-13)
★WILMINGTON, NEW HANOVER CO ARPT TOWER: Soon, twr freq will be chgd to 388 kc. May 10, freq 142.74 mc decmsnd. (5-16)
WILMINGTON, NEW HANOVER CO ARPT: 133'MSL (102'AGL) lgtd radar twr being erected 400' NW of trml bldg.
**WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-33, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960.
WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open ; clsd to ngt operns except taxiing. (4-12)
**ELLENDALE ARPT: 76'(1526'MSL) lgtd twr erected approx. 1 nmi E(91°T) at lat 46-00-40, long. 98-31-30. (4-14)
FARGO RADIO: About June 10, Glyndon, Minn Fan Mrkr will be discontd. About May 31, TACAN will be shut down until aprx July 12 - modernization. (5-6)
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 nmi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S & E/W taxiway under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
**GRAND FORKS INT'L ARPT: 154'(984'MSL) lgtd twr erected 2.5 nmi E(90°T) at lat 47-55-33, long. 97-02-00. (4-4)
JAMESTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

NORTH DAKOTA: JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91'(1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
MAYVILLE ARPT: 303'(1179'MSL) lgtd twr erected 22.5 nmi E(112°T) at lat 47-20-51, long. 96-50-46. (2-12)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)
OHIO: AKRON RADIO: About July 9, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. DMET operg on test basis; channel 21. (3-14)
AKRON CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. ILS BC unusable. About June 20, ILS lclzr and glide slope will be shut down until aprx June 29 - eqpmt modernization. (5-19)
AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. Down drafts or turbulence frequenty encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. About Jun 1, a sequence flashg lgt system will be comsnd rnwy 1; will operate in conjunction with existing configuration A apch lgt system and will consist of 21 units at 100' intervals starting at apch end of system.(5-9)
AKRON MUN ARPT: Tetrahedron unctlbl. Obst lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-20)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio, 12,000' to surface.
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. May 6, ILS MM & LMM shut down rnwy constr. (5-9)
**CINCINNATI, GREATER CINCINNATI ARPT: Neon apch lgt lane rnwy 36 perm decomsnd. Rnwy 36 under constr, Minimums of 400-1 will apply. (5-12)
CLEVELAND RADIO: TACAN test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 83. Class: M-BVORTAC. (4-7)
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About June 1, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W - 120.8 mc primary; 125.8 mc secondary. Acft arriving from E - 124.6 mc primary; 125.7 secondary.
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt UNICOM when using facils. (1-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. About July 1, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757'MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (5-16)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (4-9)
COLUMBUS SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of Kits will vary from surface to 10,000 ft. Kits made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)

OHIO: COLUMBUS, OHIO STATE UNIVERSITY ARPT SPECIAL NOTICE: Clsd to all acft, excp emgcy, May & 14, 0800-1700, for National Inter-Collegiate Flying Meet. Portable lgt gun and UNICOM on 122.8 mc avbl. Flgt Service specialist will be on duty May 12, 1200-1800 and May 15, 0800-1200 for flgt plan svc and wea assistance. (4-21)

COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)

COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy. Rnwy 27 clsd Mon-Sat btn apch end westward to rnwy 18-36 during hrs 0800-1800E & during VFR conditions due to installation of threshold lgts. Tkofs & lndgs from int of rnwy 27 & 18 permissable. (5-16)

DAYTON SPECIAL NOTICE: ILS -6 Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)

DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted on N/S rnwy. (3-3)

DAYTON., SOUTH [illegible]ON ARPT: N/S rnwy clsd. (8-24)

DAYTON, WRIG[illegible] PATTERSON AFB SPECIAL NOTICE: Extreme caution- extsv tfc in VFR corridor btn AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target [illegible] Flgt will be within 5 nmi either side selected route avoiding built up area areas & civil [illegible] Routes are straight line distances between the given geographical coordinates. [illegible]-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-[illegible]0, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-[illegible]0 to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20, to 39-11, 83-25. Target- Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)

FINDLAY RADIO: Apr 12, DME inop. until aprx June 2- relctn to VOR site and channel chg to 2. About June 2, VOR will be relctd to lat 40-57-18, long. 83-45-21. Elev: 821' MSL. Class will be L-BVOR. (5-5)

HAMILTON ARPT. Caution, constr E end E/W rnwy being extended and black topped, when using ctc arpt on UNICOM 122.8 mc. (12-27)

**MANSFIELD MUN ARPT No signals SS-SR to indicate gnd visibility of less than 3 mi and / or ceiling less than 100' occasionally condensation on twr windows will reduce twr visibility and ctl svc will be discontd for tmpry periods. (4-13) Occasionally jet barrier placed on rnwys 5-23 in raised position for tmrpy period due to wet or icy rnwy and /or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots discretion. (4-14) Tetr[illegible]hed on unlgtd, uncontrolable. (5-12)

MARION-COUNTY ARPT: Durg wet wea fld may be soft; pilots ascertain fld conditions by use of UNICOM or ctc fld by fone prior to tkof. (4-12)

MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.

PORT CLINTON MUN ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable, gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.

RAVENNA ARESENAL (APCO)SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri. within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. Stadium 4-1246). (2-10)

**SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.

SPRINGFIELD MUN ARPT: Caution, uncontrolled & rdo controlled model airplane meet will be hel May 22, one rnwy will remain open use unicom.

★TIVERTON RADIO: VOR class chgd to M-VORW. (5-16)

TOLEDO-EXPRESS ARPT TOWER: Twr freq 396 kc unreliable beyond 5 mi due interference Golf H fac, ident G, freq 398 kc. (3-22) About May 26, voice transmission on 396 kc will be changed to 278 kc. (4-11)

OHIO: TOLEDO MUN ARPT: Clsd Suns. 0800E-1800E to all excp local base acft; drag races in progress. (5-4)

**TOLEDO, NATIONAL ARPT: 1149'MSL twr erected 5 nmi SSE (175°T) at lat 41-39, long. 83-32 dismantled. (4-21)

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)

**XENIA, PORT XENIA ARPT: Reinstated. Lat 39-41, long. 83-32; lctn: 3.5 E; elev: 1050'. one sod E/W strip, 2000' x 300'; maj rprs and 80 oct fuel avbl.

YOUNGSTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

OKLAHOMA: BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)

★GAGE RADIO: VORTAC comsnd. TACAN channel 103. Class: M-BVORTAC. (5-14)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978' (1828' MSL) lgtd twr erected 9.5 nmi W (288°T) at lat 34-02-29, long. 96-48-04. (3-21)

NORMAN, GOLDSBY FLD: 150'AGL (1303'AMSL) obstn painted & lgtd oil derrick under constr at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

OKLAHOMA CITY RADIO: May 17, LF rng Z mrkr shut down -antenna rehabilitation. (5-17)

★OKLAHOMA CITY, TULAKES ARPT TOWER: May 18, FAA ctl twr comsnd. Freqs: Tsmtg 391 kc; tsmtg & rcvg 118.1, 348.6, 379.9 m 121.5, 243.0 mc; revg only: 122.5 mc. Freq 121.7 mc for ctl mobile gnd tfc. Voice Call: Tulakes Twr. Hrs opem: 0700-2300. Class: C (g.7). (5-18)

★OKLAHOMA CITY, WILL ROGERS FLD TOWER: May 18, freq 122.5 mc decmsnd; freq 122.7 mc comsnd. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

**OKLAHOMA CITY, WILL ROGERS FLD: North 7400' rnwy 17-35 open for all operns; new 2400' S extsn rnwy 35 and E txwy clsd all operns. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 perm clsd all operns. High intensity apch lgts decmsnd Mar 8. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (5-11)

SHAWNEE MUN ARPT: 120.5' AGL (1211.5' AMSL) lgtd elevated water storage tank under constr E side of arpt. (7-10) 200' AGL (1281.8'MSL) lgtd church steeple under constr adjt E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)

**STILLWATER, SEARCY FLD SPECIAL NOTICE: Flgt Test Area described as follows: lat 36-27, long. 97-00; thence S to 36-18, 97-00; thence W to 36-18, 97-10; N to 36-27, 97-10; E to 36-27, 97-00. Time: dalgt hrs. Altitudes: between 1500 and 5000' above terrain. (2500 to 6000'MSL). User: Aviation Technology Dept., Oklahoma State University, Stillwater, Okla. Expires July 31, 1960. (4-14)

STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld ope[illegible] dalgt hrs only.

TULSA RADIO: About June 6, TACAN will be shut down until aprx June 16- eqpmt installation. (5-12)

TULSA, BROWN ARPT: 190' (876'MSL) lgtd twr being erected 1.5 nmi NW(327°T) at lat 36-06-42, long. 95-54-00. (4-21)

TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finer at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finer. (3-2)

OREGON: BAKER MUN ARPT: Hazardous conditions exist when rnwy lgts are on due to high voltage lines several inches above ground parallel to rnwy on each side and at rnwy ends. Pilots use lgts at their own risk. Rnwy lgts on request. (8-28)

BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

EUGENE, MAHLON-SWEET FLD: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS RADIO: About Aug 2, TACAN will be shut down until aprx Sept 2- reconstr. (5-16)

KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

LAKEVIEW RADIO: Only VOR arwy radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27)

MEFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30° at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

OREGON: NEWBERG RADIO: VOR flt-checked for en route V awys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center lnt, 100' deep.

PENDLETON RADIO: TACAN operg on test basis: channel 94. About May 31, VOR will be shut down until aprx June 11, reconstr. (5-4) Durg this period, following route structure and MEAs in efct: Unusable awys: V4 YKM-BKE; V112 DLS-PDT; V281 RDM-Rodna Int; V281E PDT-Pine City Int; V298 PDT-MYL; V3V LMT-GEG; J16V, PDX-DLN. Unusable reporting points: Heppner, Eightmile, Ukiah, Pilot Rock, Weston, Gardena, Lamar, Dusty, McNary. Usable awys: (tmpry redesignated with published MEAs) V1533 from RDM VOR direct PDT LFR direct MLP VOR. (5-13) About June 3, VORTAC will be commissioned; TACAN channel 94; class H-BVORTAC. (5-18)

PENDLETON ARPT: Constr on apch lgts, men and eqpmt crossing aprx 75' E of rnwy 7L-25R; rnwy will remain open durg constr. (4-7)

**PENDLETON, WOODPECKER FLD: New arpt; lctd 2 mi NE; lat 45-42, long 118-43; elev 1410'; one NE SW sod rnwy 2500 x 80'; major rprs; F4 fuel avbl; p-line W.

PORTLAND RADIO: DME (channel 77) flt-checked on awy radials only. (6-24)

PORTLAND-INTL ARPT TOWER: VHF DF coverage 30 nmi at MEA excp 190°-210°, 4000' and 210°-275°, 10,000'. (5-10)

REDMOND RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

THE DALLES RADIO: About June 6, TACAN will be shut down until aprx July 30, reconstr.

THE DALLES MUN ARPT: Drag races will be conducted June 19, July 17, Aug 14, and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)

UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr.

**WALLOWA, HILL'S AIRSTRIP: Abandoned. (4-15)

PENNSYLVANIA: ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth and distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)

ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)

ALIQUIPPA-HOPEWELL ARPT SPECIAL NOTICE: Flt test area described as follows: area bounded on E by long 80-10, and on the W by long 80-14-30. Bounded on N by lat 40-46-30, and on the S by lat 40-40-30. Hours dalgt; altitudes max of 2500' MSL. Used by: Volaircraft, Inc. Time: March 8, 1960 to June 5, 1960. (3-23)

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)

ALTOONA, BLAIR CO ARPT: Four additional 302' lgtd twrs being erected 10 nmi NNW (339°T) lat 40-27-20, long 78-23-50. (4-27) Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)

BEDFORD, WEIDMAN ARPT: New arpt reported; lctn 2.0 N; lat 40-04, long 78-30; elev 1200'; nono-strip NE SW 2200' x 300' cntr of strip bituminous surface 70' wide; 80 oct fuel and minor repairs avbl. (1-13)

BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)

CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Clsd. (4-14)

CRESSON ARPT: E W rnwy clsd. (9-2)

DOWINGTOWN ARPT: Clsd to all tfc. (12-11)

DU BOIS RADIO: About May 28, H facil class will be chgd to BH. Voice ctl and montrg from Brookville FSS. (3-10)

DUNCANNON, HACKENBERGER ARPT: NNW SSE strip soft, clsd winter and spring.

ELLWOOD CITY RADIO: TACAN operg test basis; channel 33. (5-13) About May 30, VORTAC will be comsnd; TACAN channel 33; class L-BVORTAC. (4-7)

GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm lat 39-47-37, long 77-15-48 unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instr conditions.

GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, etc unicom. (1-21)

GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)

HANOVER, DEVENER ARPT: Clsd to all tfc, soft fld conditions.

HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140°-165°; beyond 35 nmi 195°-230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi; 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt Union Int -- acct interference. (3-10)

HARRISBURG-YORK STATE ARPT: Twr unable to observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3 - 4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. About June 5 rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 and 12-30 will remain open. (5-4)

HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)

INDIANHEAD RADIO: DMET operg test basis; channel 23. (4-14)

JOHNSTOWN RADIO: DMET operg test basis; channel 77. (3-3)

KUTZTOWN ARPK: Caution, men and eqpmt on N S rnwy dalgt hrs. (3-30)

LANCASTER MUN ARPT: Caution, constr. (11-10)

LINESVILLE, MERRY'S PYMATUNING ARPT: Reported reactivated; lat 41-40, long 80-26; elev 1200'; 2 rnwys, sod, NNE SSW 2250', WNW ESE 1675'; 80 octane; limited service. (9-17)

MATAMORAS MUN ARPT: Caution, constr on N end NE SW rnwy.

MEADVILLE, PORT MEADVILLE ARPT: NE SW rnwy clsd, resurfacing; NW SE rnwy usable; men, eqpmt on fld. (7-31)

**MONTGOMERYVILLE, HI LINE ARPT: Formerly carried as Montgomerville Arpt. N S rnwy clsd, constr; lgts inop. Grass rnwy parallel to main rnwy on W side, only rnwy open; caution, watch for constr eqpmt. (4-18)

MT POCONO ARPT: Clsd due constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumpint conducted within 1.5 mi radius of fld during dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld during course of jumping activities.

PHILADELPHIA: About June 1, commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware river; caution, high masts on ship Olympia anchored just N of heliport. (4-5)

PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back crs unusable. (1-29)

PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at pier C only avbl for 3 min. Acft requiring customs svc use pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts; steam pile driver operg in vcnty of Scott Paper Bldg 3900' W of TWA hangar, aprx 88' hi, flagged days, lgtd ngts. Mil jet acft arvg and dptrg fld, initial apchs to rnwys 9 and 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 etc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-26)

PHILIPSBURG RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

PITTSBURGH SPECIAL NOTICE: Effective May 16, 1960, civil jet radar flt advisory service will be discontinued by the Pittsburgh Center for aprx 60 days. This service will be provided from the Claysburg, Pa. GCI site while operating on the following specified routes: J82V btn the CLE VOR and BUF VOR 123° radial; J80V between BAL VOR 360° radial and 50 nmi E of APE VOR; J78V between BAL 360° radial and 35 nmi NE of CRW VOR J71V between FRR VOR and 50 nmi E of APE VOR; J60V and J14V between BAL VOR 360° radial and CLE VOR J42V and J6V between FRR VOR and 35 nmi E CRW VOR J34V between CLE VOR and PIT VOR J12V between FRR VOR 360° radial and PIT VOR. Transmitting and receiving freqs: primary 126.8 mc alternate 133.2 mc emgcy 125.1 mc. (5-13)

PITTSBURGH RADIO: DMET test operns tmpry suspended. About May 30, VORTAC will be comsnd; TACAN channel 121; class H-BVORTAC. (4-7)

★PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: May 16, ARSR-1 and IFF bcn shut down until aprx July 15, modernization. (5-16) About July 1, freq 132.30 mc will be decmsnd. (4-25) May 10, freq 353.8 mc (low alt) comsnd Blue Knob peripheral site.

PITTSBURGH, ALLEGHENY CO. ARPT TOWER: About May 31, ILS lclzr and glide slope will be shut down until aprx June 9, eqpmt modernization. (5-19)

PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.

POTTSTOWN RADIO: About May 31, VOR will be shut down until aprx June 5, freq chg to 117.1 mc. (4-18) See page 52 for substitute route structure and MEAs.

PENNSYLVANIA: POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)
**PROSPECT, PITTSBURGH SKY DIVERS ARPT: Formerly Carnahan Arpt. (5-16)
PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)
READING, GENERAL SPAATZ FLD TOWER: Apr 26, ILS lclzr & glide slope shut down modernization. (5-7)
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500';beyond 35 nmi 215°-255° at 4000';beyond 26 nmi 255°-305° at 4000';beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
SLATE RUN RADIO: About June 2, VOR will be comsnd. Freq: 113.2 mc. Ident: SLT. Lctd lat 41-30-45, long. 77-58-12. Elev: 2320' MSL. Mag var.: 7°35' W. Montrg category (3). Class: M-VORW. (4-21)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat until Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST RADIO: Apr 29, VOR operg test basis; Freq: 116.1 mc. Ident: THT. Lctd lat 41-16-21, long. 74-41-20. Elev: 2118' MSL. Mag. var. 9°50' W. About June 2, VOR will be comsnd. Montrg category (1). Voice & ctl from Wilkes-Barre, Pa. FSS. Class: M-BVOR. (4-28)
TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12)
TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)
WAYNESBURG, GREEN COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown-acct roughness. (2-10) About June 13, ILS glide slope and lclzr will be shut down until aprx June 23-modernization. (5-5)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28 rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and re-seeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°
**PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. (8-15) May 19, sequenced flashers comsnd rnwy 5R to oper in conjunction with configuration A apch lgtg system; and consists of 26 units at 100' intervals starting at apch end of the system. Excavation W side of fld & edge of rnwy 23R and 5L aprx 2,000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R & 5L subject to close Mon thru Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. (4-22) Extreme caution, excavation S side of ramp 100 to 150' E of apch end rnwy 23R, mrkd & lgtd. (5-16)
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmrkd. Open trench 2' wide, 500' long, extending from ramp to rnwy edges and lctd 30' NE and parallel to SW txwy; mrkd dalgt hrs only; men & eqpmt working 0800-1600 wkdays. (5-18)
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)

SOUTH CAROLINA: BARNWELL-COUNTY ARPT: 266'(569'MSL) lgtd twr being erected 10.5 nmi NNE(28°T) at lat 33-24-55, long. 81-17-02. (2-29)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)

SOUTH CAROLINA: BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)
BENNETSVILLE, ROWE ARPT: 240'(350'MSL) lgtd twr being erected 3.2 nmi S(196°T) at lat 34-35-24, long. 79-41-08. (5-13)
CHARLESTON AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)
**CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & operml flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, intfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgtd acft tfc patn 700' MSL. (2-4) Caution, when operg in SE quad of fld. Hi speed, hi performance jet acft departing on the 150° radial of CHS TACAN and climbing at a hi rate to alts of 30,000' and above when VFR wea exists. All acft should ctc twr or apch ctl when entering that area for tfc advisory.
COLUMBIA SPECIAL NOTICE: Effective 4/4/60 VOR apch procedure turn alt raised to 1700' MSL due to obstruction. (4-6)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi. ILS glide slope shut down-modernization. (5-5) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
COLUMBIA ARPT: 2951(705'MSL) lgtd twr being erected 7.8 nmi SSE(117°T) at lat 33-48-47, long. 81-06-57. (4-16) Sequenced flashing lgt system at ALS stations 5 thru 30 serving rnwy 5 comsnd on test basis May 18, pending flt inspection. (5-19)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
DILLON COUNTY ARPT: New arpt reported; lctd 1.7 nmi N; elev: 120; one rnwy, 3000' paved; rotating bcn and rnwy lgts; opers dusk-dawn. No svcg. (4-21)
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 060, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
GREENVILLE MUN ARPT TOWER: ILS glide slope usable to MM only. (2-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)
HARTSVILLE MUN ARPT: 360'(602'MSL) lgtd twr being erected 4.1 nmi W(273°T) at lat 34-24-33, long. 80-09-22. (5-13)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl. (2-4)
**ROCK HILL MUN ARPT: New arpt. lat 34-59, long. 81-04; 5 mi NW; elev:666'. one paved rnwy, NE/SW, 3500' x 75'. Rnwy lgts dusk-dawn, 80-100 oct fuel and maj rprs avbl. Bcn not operg. (5-4)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy clsd acft over 8000 lbs; 200' each end unusable. (5-16)
DUPREE RADIO: DMET operg on test basis; channel 115.
**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 6-24 under constr, hvy eqpmt crossing N/S rnwy. (5-18)
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days a wk durg dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int & RAP, V-89 btn RAP & CDR, V-182 btn CDR & DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the folwg FSS; Casper, Wyo; Chadron, Nebr; Rapid City, S.D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)

(24 May 1960)

SOUTH DAKOTA: RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000' MSL btn Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500'MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution-extsv jet flying. B-52 acft departing rnwy 12 and 30 maintain rnwy headings for aprx 25 nmi climbing to 10,000' before starting turns. (2-2)

SMITHWICK RADIO: DMET operg on test basis; channel 118.

VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)

WINNER RADIO: DMET operg on test basis; channel 114.

TENNESSEE: BRISTOL, TRI-CITY MUN ARPT TOWER: About Jul 18, 126.18 will be chgd to 126.2 mc. (5-9)

**BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer comsnd. (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not open for service, mrkd at apch ends.

★ CHATTANOOGA RADIO: VORTAC comsnd. TACAN channel 75. Class: M-BVORTAC. (5-16)

**CHATTANOOGA, LOVELL FLD: Efctv Jun 1, inbnd VFR flts rdo equipped acft ctc CHA apch ctl on 125.1 mc aprx 25 mi out for lndg instruction; CHA apch ctl will specify reporting point where flt will chg to CHA twr freq. (4-26)

CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)

DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27)

JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.

KNOXVILLE SPECIAL NOTICE: Efctv immediately Knoxville LFR procedure transition Tallahassee FM to Knoxville LFR is cancelled. (5-18)

KNOXVILLE RADIO: TACAN operg on test basis; channel 111; without montrg, ctl eqpmt or synchronized ident. Lctd 6.9 mi NE McGhee Tyson Arpt; lat 35-54-17, long. 83-55-41. LF rng has moderate to severe multiples on N and NE courses.

KNOXVILLE, McGHEE-TYSON AFPT TOWER: about Jul 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int. -Dell Int. V9 11,000'; V9E Ramsey Int. -Driver Int. 15,000'; Driver Int. -Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc.

MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)

MEMPHIS RADIO: About Jul 1, freq 3023.5 kc will oper on req. (5-13)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)

MEMPHIS DOWNTOWN ARPT: Clsd to all acft May 11 from 0120Z-0210Z; aerial and gnd pyrotechnical displays will be fired; mortars will be lctd 300' S of end of rnwy; bursts hazardous to acft will reach height of 600' AGL. (4-22)

MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1)

MEMPHIS MUN ARPT: Caution, constr.

NASHVILLE RADIO: LF Rng freq 304 kc-Caution advised due to moderate to severe multiples on Northwest and Southwest crses. (4-28)

NASHVILLE, BERRY FLD TOWER: About Jul 18, freq 126.18 mc will be chgd to 126.2 mc.

NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl on 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)

TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct TENNESSEE: roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABILENE MUN ARPT TOWER: About Jul 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

ABILENE-DYESS AFB SPECIAL NOTICE: For VFR advisory service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots civil & mil are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to hvy jet tfc in tfc patn which is W of airfld. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR btn 280° radial clockwise thru 345° radial & btn 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

AMARILLO AFB/MUN ARPT TOWER: About Jul 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)

AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75' AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc patn. (4-15)

★ AUSTIN, MUELLER MUN ARPT TOWER: May 11, ILS LOM chgd to MHW facil; freq chgd to 353 kc. (5-11) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn extsv operns all alts. Visibility touchdown pt is provided dalgt operns rnwy 12. 1100' SE end txwy serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW tkof. 84' lgtd twr being erected 1300' from apch end and 525' rgt of cntrline of rnwy 34R. (2-24)

BEAUMONT, JEFFERSON CO MUN ARPT: 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW(345°T) at lat 30-04-30, long. 94-03-44. (3-25) 260' lgtd twr either side Neches riv with trans lines btn, being erected about 7 nmi ENE at lat 29-58-59, long. 93-54-03. (4-27) 160' (164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long. 94-01-01. Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000', 5,000', 6,000' and 7,000' MSL while crossing V-66 and at 6,000' and 7000'MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000' and 15,000' MSL btn R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty, of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btn R-554 and R-556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100' MSL, intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT TOWER: About Jul 18, freq 126.18 will be chgd to 126.2 mc. (4-25) About June 15, freq 118.7 mc will be chgd to 118.3 mc.

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7)

CARRIZO SPRINGS-DIMMIT CO ARPT: 441' (1098'MSL) lgtd twr being erected 4.3 nmi W (276°T) at lat 28-32-05, long. 99-53-30. (2-15) 277' (967'MSL) lgtd twr being erected 5 nmi ENE (75°T) at lat 28-33-35, long. 99-43-12. (4-1)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About Jul 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

TEXAS: COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325°M. Penetrations and climbouts executed btn 21,000' & 3,000' in an area extending 30 nmi W of Cotulla btn 245° & 310° from rbn. Low apchs executed btn 4,000' & 3,000' on brg 120° M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL(547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALHART RADIO: DMET operg test basis; channel 96. Soon, VOR will be shut down - following changes: VOR class to M-BVORTAC, Freq to 112.0 mc; TACAN channel 57. (5-4) About July 1, rcvr 3023.5 kc will oper on req. (5-13)

**DALLAS, FLYERS FLD: Abandoned. (4-13)

DALLAS, LOVE FLD TOWER: ILS LMM unusable due interference. (2-23) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

DALLAS, LOVE FLD: 310'(870'MSL) lgtd twr being erected 6.2 nmi SSW(205°T) at lat 32-44-50, long. 96-54-10. (3-28) 135'(605'MSL) lgtd twr being erected 1.8 nmi WNW(304°T) at lat 32-51-50, long. 96-52-37. (4-18)

DALLAS, REDBRID ARPT: 328'(1026' MSL) lgtd twr being erected 4 nmi S(189°T) at lat 32-37-57, long. 96-52-58. (4-20)

DENVER CITY, HUMBLE ARPT: 485'(3773'MSL) lgtd twr being erected 18.2 nmi SE(142°T) at lat 32-43-50, long. 102-37-45. (2-4)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO RADIO: DMET operg on test basis; channel 92.

EL PASO-BIGGS AFB RADAR APPROACH CONTROL: May 12, apch ctl, ASR and all freqs excp 121.0, 121.5, 243.0, 363.8 mc inop until aprx June 2- major constr. (5-11)

**EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. (Rcvd too late for inclusion in the Directory of Airports.)

FT McKAVETT, C-B RANCH ARPT: 328'(2756'MSL) lgtd twr being erected 10.1 nmi SSE (173°T) at lat 30-39-24, long. 100-07-12. (2-4)

FT. STOCKTON RADIO: About June 13, TACAN will be shut down until aprx June 23 -eqpmt installation. (5-12)

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution - extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 mi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avail RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)

★FT. WORTH, CARTER FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27) ILS lclzr course width changed to 4°. (5-17)

FT. WORTH, MEACHAM FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GAINESVILLE ARPT: 310'(1090'MSL) lgtd twr being erected 3.9 nmi SSE(169°T) at lat 33-38-50, long. 97-07-35. (3-24)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)

HAMLIN ARPT: 245'(1967'MSL) lgtd twr being erected approx. 1 nmi S(190°T) at lat 32-52-57, long. 100-07-37. (3-17)

HARLINGEN MUN ARPT: Clsd ngts, bcn and rnwy lgts inop. Extreme caution, men, eqpmt on fld. (3-12)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intn'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000'MSL to avoid jet & conventional tfc patn. (3-28)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

TEXAS: HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

HOUSTON, INTERNATIONAL ARPT: 136'(186'MSL) lgtd twr being erected 5 nmi NE(68°T) at lat 29-40-10, long. 95-12-05. (5-12)

HOUSTON INTERNATIONAL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flgt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'.(12-17) Caution, new txwy & adjt apron pavement btn passenger trml-new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long 97-09-45.

IRAAN ARPT: 300'(2995'MSL) lgtd twr being erected 20.6 nmi NNW(351°T) at lat 31-14-20, long 101-57-10. (2-4)

IRVING, JAP LEE ARPT: Constr on N bndry; bldgs 40' AGL. (3-23)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

JUNCTION, KIMBLE COUNTY ARPT: 400'(2804'MSL) lgtd twr being erected 37 nmi SSW (217°T) at lat 30-00-27, long. 100-12-15. (4-20)

KELLY RADIO: About June 2, LF rng will be decmsnd. (4-4)

KINGSTON-LAKE TEXOMA STATE PARK ARPT: 200'(868.95'MSL) lgtd twr being erected 1.8 nmi E(112°T) at lat 33-59-27, long. 96-37-57. (4-19)

LAMESA, ADCOCK ARPT: 149'(3197'MSL) lgtd twr being erected 1 nmi ESE(129°T) at lat 32-47-48, long. 101-55-25. (4-11)

LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil and Military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off arwys within a 50 nmi radius Laredo, use extreme caution - due extsv jet trng. (1-22)

LIVINGSTON, HENNINGTON ARPT: 403'(793'MSL) lgtd twr being erected 4.9 nmi NNE (44°T) at lat 30-43-26, long. 94-54-38. (3-28)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13-commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V62 S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving & departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corridor extending 5 nmi either side of U. S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft.

LUBBOCK MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW(198°T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31)

LUFKIN: 130' AGL unlgtd elevated water storage tank being erected approx. 7.5 nmi SSW.

MALAKOFF: New arpt reported; 3 mi E on hwy 31;3,000' N/S sod strip;35' p-line S end.

McALLEN, MILLER INTL ARPT: 149'lgtd oil derrick erected 0.6 nmi E.

MIDLAND-AIR TERMINAL TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

NACOGDOCHES, DEL RENTZEL ARPT: 440'(850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long. 94-37-51. (5-4)

** ODESSA, ECTOR COUNTY ARPT: 129' AGL lgtd tank erected approx. 1.5 nmi S. (3-29)

PADUCAH, TRIANGLE RANCH ARPT: Closed - repairs. (9-10)

PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W(292°T) at lat 36-25-03, long. 100-48-02. (5-8)

TEXAS: PORT ARTHUR, PARKER ARPT: 143'(147'MSL) lgtd derrick being erected 2 nmi NNW (342°T) at lat 29-57-10, long. 93-58-26. (5-2)
PORT ISABEL, PADRE BEACH ARPT: New arpt reported. Lctd lat 26-04-11, long. 97-14-06; 2 turf strips, NW/SE 3200' & N/S 1800'.
QUITMAN RADIO: About June 20, VOR will be shut down until aprx June 25. Durg this period, following route structure in efct: Usable Awys: V18 DAL-SHV, DAL 088R & SHV 267° MRA 4400' MOCA 1800'MEA 4400'. V54 UIM-TXK, TXK 232° MRA 4500' MOCA 1700' MEA 4500'; V114N DAL-GGG, DAL 088R & GGG 305° MRA 4400' MOCA 1800' 4400' MEA. Following Ints & MEAs will be in efct: Fruitvale-DAL 104R & SLR 203° 2000'; Majors-DAL 070° and PNX 133°, 2000'. Tmpry cancellation: Harleton & Marshall VHF Int.
RAYMONDVILLE, FOX ARPT: 148' AGL(178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.
REFUGIO, ROOKE FLD: Clsd for resurfacing rnwys. (4-22)
ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.
ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)
SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)
**SAGINAW BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.
SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)
SAN ANTONIO RADIO: About June 2, LF rng will be converted to BHZ facil, on freq 254 kc.
★SAN ANTONIO AIR ROUTE TRAFFIC CONTROL CENTER: May 10, freq 353.8 mc comsnd.
SAN ANTONIO, INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc
SAN ANTONIO, INTL ARPT: Caution, txwy 15 unlgtd.
SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)
SHERMAN, PERRIN AFB SPECIAL NOTICE: Instv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all atls up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this are. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above: 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinate 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)
TULIA ARPT: 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.
TYLER, POUNDS FLD: 400'(982'MSL) lgtd twr being erected 7.5 nmi ENE(80°T) at lat 32-22-30, long. 95-14-40. (3-28)
**VERNON, WILBARGER COUNTY ARPT: Rnwy lgts on req only. (5-3)
★WACO RADIO: May 11, VORTAC comsnd. TACAN channel 100. Class: M-BVORTAC.
WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
**WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Caution, E/W txwy acct uncontrolled vehicular tfc. Cntr txwy 15-33 clsd due obstn of GCA unti. (3-24) Configuration A apch lgt system with sequence flashers comsnd
WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.
UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000 ft MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)
DELTA RADIO: DMET operg on test basis; channel 123. May 19, LF rng will be shut down until aprx June 16 - modernization. Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2 - ENP LF rng to SLC LF rng; Blue 22 - DTA LF rng to Stansbury Int.
HANKSVILLE RADIO: DME shut down indefinitely - reconstr. VORTAC coverage restricte from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)
LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14)
UTAH: LUCIN RADIO: LF rng not monitored cont. (11-9)
MILFORD RADIO: May 19, TACAN shut down until aprx June 19 - reconstr.
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis; channel 83. About June 20, LF rng & additional voice feature will be shut down until aprx June 24 - modernization. (5-11)
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)
SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts.
**SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)
SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)
VERNAL ARPT: Caution, men eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LF rng not monitored cont.
VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
**BURLINGTON MUN ARPT: April 29, a 1500' configuration A apch lgtg system serving rnwy 15 extended to the standard 3000' length with sequenced flashers. (4-28)
RUTLAND MUN ARPT: NW/SE rnwy clsd.
VIRGINIA: BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)
BLACKSTONE RADIO: May 16, LF rng shut down until aprx June - modernization.
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
CASANOVA RADIO: DMET operg on test basis; channel 33. About May 30, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (5-12)
DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri.
ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy, 1,800'; 80/87 oct fuel, maj scvg. P-line SW.
FALLS CHURCH ARPK: E/W rnwy very dangerous, int to W end; SE/NW rnwy very dangerous, int to NW end due to mud; no gas avbl until condition clears; use fld at own risk.
FLAT ROCK RADIO: About June 2, TACAN will be shut down until aprx July 1 station modernization.
FRANKLIN RADIO: DMET operg test basis; channel 43.
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice.
★GORDONSVILLE RADIO: May 19, VORTAC comsnd. TACAN channel 100. Class: H-BVORTAC. Elev: 500' MSL.
HERNDON RADIO: DME restricted to 20 nmi all azimuths at MOCA.
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS, gnd to 9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all opersn. (3-17)
★LINDEN RADIO: May 11, VOR voice feature comsnd. Montrg category (1). Voice montrg and ctl from Washington, D. C. FSS. Class: M-BVOR. TACAN operg test basis; channel 90. (5-19)
LYNCHBURG SPECIAL NOTICE: Ctn-extsv electronic high pwr blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 years. (5-10)
LYNCHBURG RADIO: TACAN test operns tmpry suspended. About May 30, VORTAC will be comsnd. TACAN channel 29. Class: L-BVORTAC. Elev: 875' MSL.
MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL.

[redacted]: MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S of Washington Nat'l Arpt.

NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)

NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. (4-25)

NORFOLK MUN ARPT TOWER: About July 1, freq 132.30 mc will be decmsnd.

**NORFOLK MUN ARPT: May 19, sequenced flashers will be cmsnd rnwy 4 to operate in conjunction with config A apch lgtg system and consist of 26 units at 100' intervals starting at apch end of the system.

★PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL reauired between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°; 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. VOR class chgd to H-BVOR. (5-16)

RICHMOND SPECIAL NOTICE: Caution-lcl mil trng flts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

RICHMOND, BYRD FLD TOWER: March 28, ILS lclzr & glide slope shut down until aprx May 22-lclzr antenna reconstr. (5-12)

RICHMOND, BYRD FLD SPECIAL NOTICE: Efctv May 1, enter right tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500'. Lgt and/or slow at 800'. For noise abatement DC3 and large make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)

RICHMOND, BYRD FLD: Efctv May 1 visual mrkgs for clockwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. (4-26) About June 1, a sequence flashing lgt system will be comsnd operg in conjunction with the existing configuration A apch lgt system on rnwy 6; will consist of 25 units at 100' intervals starting at apch end of system.

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & FOA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

WINCHESTER MUN ARPT: Aprx 1800' x 100' grades strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hvy rain, usable area mrkd with white mrkgs. (4-26)

[redacted]: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Crrek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span 1965' long*; China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span-1930' long; Salmon Riv span-2055' long *; Snake Riv span-3746' long; Imnaha Riv span-3679' long. *(Marked by 20-inch liminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top, and three 11/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables . (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29)

DEER PARK MUN ARPT: Closed.

ELLENSBURG RADIO: VORTAC coverage at MOCA 360°-095° 20 nmi; 095°-140° prohibited area. 140°-200° 30 nmi; 200°-360° 25 nmi. (5-16)

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet departures on 315° heading from Larson AFB & climbing N of awys G2 and V2N. Normally such departures maintain 5000' MSL or below until clear of arwy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

NEAH BAY RADIO: About June 13, LF rng will be shut down until aprx June 17-twr modernization. (5-12)

[redacted]: OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop. (2-19)

★SEATTLE RADIO: May 6, VORTAC comsnd. TACAN channel 92. Class: H-BVORTAC. (5-17) LF rng NW course has splits and multiples beyond 20 mi. (10-26) About June 20, LF rng will be shut down until aprx June 24-twr modernization. (5-10)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and IFF bcn unavbl un until aprx June 4. (4-4)

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retracticable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml(E). Multi-eng and jet a acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31.(5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int. to Mullan Pass and V2N Hayden Lake Int. to Mullan Pass. (4-19)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)

**SPOKANE-INTL ARPT: Formerly carried Spokane, Geiger Fld. SW txwy btn rnwy 3 & 7 clsd.

TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution-hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

[redacted]: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23) About June 2, TACAN will be shut down until aprx July 1 - station modernization. (4-21)

CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope operg on test basis only. (2-24) About June 6, ILS lclzr & glide slope shut down until aprx June 15-modernization.

CHARLESTON, KANAWHA CO ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end or rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie down or over night parking. (5-3)

CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft clsd all other acft. (4-15)

ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (8-31)

MARTINSBURG EADIO: VOR has occasional rapid course deflections of short duration. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

MARTINS MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. Mounds of rock and dirt 4' hi lctd 100' from apch end rnwy 35. (2-10)

PARKERSBURG RADIO: TACAN test operations tmpry inop.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd.

SUTTON, SITE 21, CIN-DCA ARPT: Closed, soft. (12-8)

[redacted]: GREEN BAY RADIO: About June 13, TACAN will be shut down until aprx July 25-modernization. (5-19)

**GREEN BAY, AUSTIN STRAUBEL ARPT: 962'(1722'MSL) lgtd twr erected 10.8 nmi N(5°T) at lat 44-39-56, long. 88-07-47. (11-16) Apch lgts on req until further notice.

LA CROSSE SPECIAL NOTICE: Effective immediately TerVOR-36, Amdt. 2 dated 11/1/58 straight-in day and ngt mins raised to 500-1 for all types of acft. (5-18)

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120°-145°, 20 mi, all other azimuths 25 mi. (5-16)

LONE ROCK RADIO: DMET operg test basis; channel 83.

[redacted]: MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr crs indications may be observed prior intercepting front crs on transitions from east. Tsmtr and rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs, flares at ngt. (5-18)

**MERRILL MUN ARPT: 305' (1575'MSL) lgtd twr erected 3 nmi E (112°T) lat 45-10-44, long 89-38-18. (3-31)

MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27)

MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down, relctn. (9-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, marked. Neon apch lights inoperative. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndg. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)

OSHKOSH RADIO: VOR unusable at Pine Grove Int above 15,000'MSL and at Nero Int above 14,000'MSL due interference. (1-20)

**PEWAUKEE-CAPITOL DRIVE ARPT: 687' (1549'MSL) lgtd twr erected 4.5 nmi SE (150°T) lat 43-01-56, long 88-07-54. (1-6)

★RHINELANDER RADIO: VOR comsnd; freq 109.2 mc; ident RHI; lctd lat 45-38-01, long 89-27-28; montrg category (1); associated FSS -- Wausau; class L-BVOR. (5-19)

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling rnwy (5-16)

WAUSAU RADIO: About June 6, VOR/DME will be shut down until aprx June 27, freq chg to 111.6 mc. (5-5) See page 52 for substitute route structure and MEAs during shutdown. (5-6)

WOODRUFF, LAKELAND MUN ARPT: N/S rnwy clsd, constr. (10-26)

WYOMING: BOYSEN RESERVOIR RADIO: About May 23 through June 2, VOR voice will be discontd. About June 2, voice ctl and montrg of 122.1 mc will be provided from Worland FSS. (5-20) About June 23, TACAN will be shut down until aprx July 23, reconstr. (5-12)

**CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days wk durg dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V89 btn RAP and CDR, V182 btn CDR and DGW, V247 btn DGW and the Ross Int at alts 10,000 to 23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.

CASPER RADIO: TACAN operg test basis; channel 109. About June 1, VORTAC will be comsnd. TACAN channel 109; class H-BVORTAC. (5-5)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE RADIO: May 17, VOR shut down until aprx May 31, reconstruction. During this period, following route structure and MEA will be in effect: Unusable awys: V19 DEN-Wheatland Int; V19E DGW-CYS; V89 DEN-CDR; V89E CYS-BFF; V138 RKR-SNY; V138S CYS-SNY; V138N RKR-CYS. Unusable reporting points: Tie Siding, Buford, Egbert, Pine Bluff, Carpenter, Bear Creek, Nunn, Silver Crown, Millbrook, Meadows, Albin and New Raymer. Usable awys (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V4N GLL-LAR, 11,000'; V207 GLL-BFF, 7500'; V89E GLL-CYS via GLL VOR R327° and 327° brg to CYS LFR, 9000'; V118 LAR-CYS via LAR VOR R090° and 090° brg to CYS LFR, 11,000'; V132 AKO-CYS via AKO VOR R295° and 295° brg to CYS LFR, 7300'. Reporting points: Ft Morgan, Colo. DEN R070° and AKO R295° MRA 8000'. (5-16)

CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure uncontrolled, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice inst apchs durg hrs 0700-2200 MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

DOUGLAS RADIO: DMET operg test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg test basis; channel 81. (4-17) About June 2, VOR voice ctl will be provided from Worland FSS. (5-4)

EVANSTON ARPT: New arpt reported; 5 mi NNW; elev 6600'; one dirt strip N/S 2800' length, soft when wet. (3-2)

LARAMIE RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LFR. (1-16) About June 13, TACAN will be shut down until aprx July 13, reconstruction. (5-17) During this period, following route structure and MEAs in effect: Unusable awys: V6N FBR-CKW; V4 MLD-CKW; V4N and V6N RKS-CKW; V187 RKS-Yampa Int; J32V, J84V SLC-RKS; J84V RKS-BFF. Unusable reporting points: Superior, South Pass, Sweetwater, Green River, Hiway, Dinosaur and Yampa. Usable awys: V6 between FBR and CKW with MEA of 11,000'. (5-13)

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd, rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' unlgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16)

SHERIDAN RADIO: DMET operg on test basis; channel 100. (6-4) Soon, VORTAC will be comsnd; TACAN channel 100, class H-BVORTAC. (5-12)

WORLAND RADIO: About June 1, FSS will be comsnd; freqs tsmtg and rcvg: 121.5, 126.7, 135.9, 243.0, 255.4, 272.7 mc. Tsmtg: 120.7, 122.2, 135.0 mc; rcvg: 122.1 mc. (5-4)

WORLAND MUN ARPT: Rnwy 16-34 clsd, constr. Tmpry parallel 4000' dirt strip W side rnwy 16-34 usable excp when wet. (4-25)

PUERTO RICO: SAN JUAN, ISLA GRANDE ARPT SPECIAL NOTICE: Effective 0400Z July 1, 1960, altimeter setting procedures within 100 nmi are revised as follows: A QNH altimeter setting and a system of alts shall be used below 24,000'MSL. At and above 24,000' the standard altimeter setting of 29.92 inches, 1013.2 millibars and a system of flt levels shall be used. (5-17)

SAN JUAN-ISLA GRANDE ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (5-6) May 13, twr tmpryly relctd on NW corner of old trml bldg; renovation of twr structure.

SAN JUAN, ISLE GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg, due non-visibility tmrpy twr unable to observe tfc on S portion CG Navy ramp, extreme E end rnwy 9, apch area rnwy 27. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (5-13)

SAN JUAN, PUERTO RICO INTL ARPT: Access taxiway to ANG parking apron lgtd; ditch at W side of ANG access taxiway; use extreme caution while taxiing day and night. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of taxiway to ANG ramp. High intensity rnwy end identifier lights lctd aprx 30' each side of apch end rnwy 7 comsnd. Men and eqpmt working vcnty of apch end rnwy 25; 20' derricks will be erected, area obstn lgtd. (1-7)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvg 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST THOMAS, CHAROLTTE AMALIE, TRUMAN RADIO: No coverage possible from north and east quads all VHF and UHF voice air/ground channels -- due terrain. (3-10)

ST CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making right hand turn after tkof to E. Men and eqpmt on E end of rnwy where 1200' extension under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570.49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York .FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Chicago, (Joliet), Ill.	350 kc, 257 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
New York, N.Y.	209 kc
Washington, D.C.	332 kc
Boston, Mass.	382 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Pittsburgh, Penna.	254 kc
Boise, Idaho	359 kc
Cincinnati, Ohio	335 kc
Wichita, Kansas	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc

*Operating on test basis.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

(This does not apply to hearing aids)

[Indicates new or revised Special Notices]

FILE FLIGHT PLANS BEFORE TAKE-OFF. Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing only

change to this procedure is made.

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	✓122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T: 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 annually, a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 11 statute miles east of West Plains, Missouri at 36°45'N, 91°39'W, excluding airways.

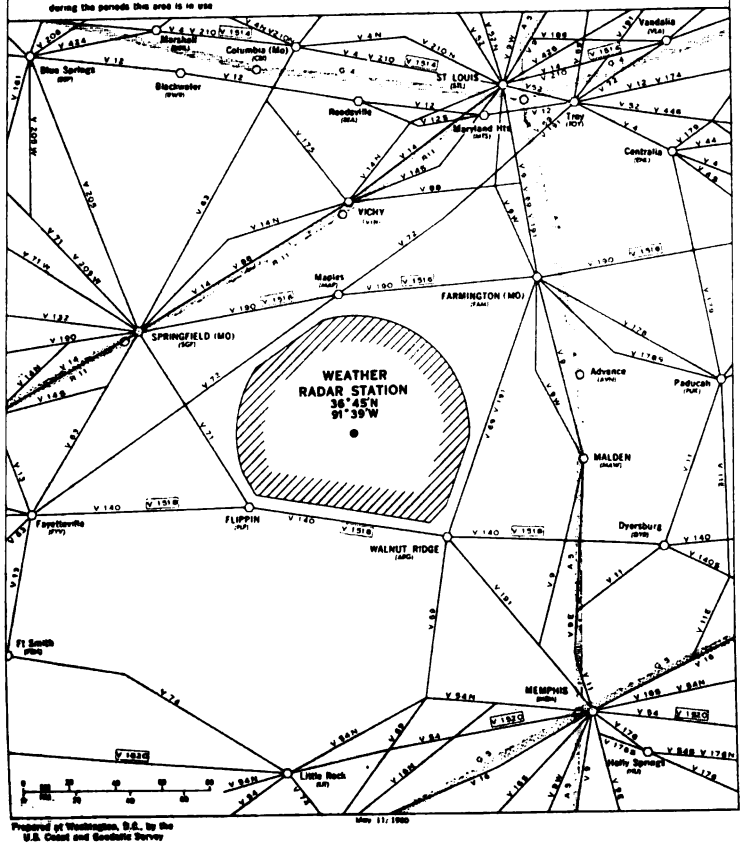
All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1300Z to 0300Z. Three Cessna 172 aircraft will operate VFR in the western portion of the area at selected altitudes between the surface and 10,000 feet MSL. One Beechcraft D-18 will operate VFR or IFR throughout the area between the surface and 23,000 feet MSL, generally within a selected group of five altitudes.

Flight operations will be conducted on days selected at random during the three and one-half month period each year. Specific information concerning these operations will be issued by NOTAM on each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St. Louis, Mo. FSS — Springfield, Mo. CE/T — Malden, Mo. FSS — Walnut Ridge, Ark. FSS — Memphis, Tenn. ARTCC
Vichy, Mo. FSS — Farmington, Mo. FSS — Flippin, Ark. FSS — St. Louis, Mo. ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods the area is in use.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

May 11, 1960

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is May 22, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days	
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°:80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F 2200-2400 M - F 0200-0500 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	NOTE: 330-360 flt levels deleted effect. May 8, 240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290 1500-2000 M - F 2300-2400 M - F 0000-0700 T - S
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

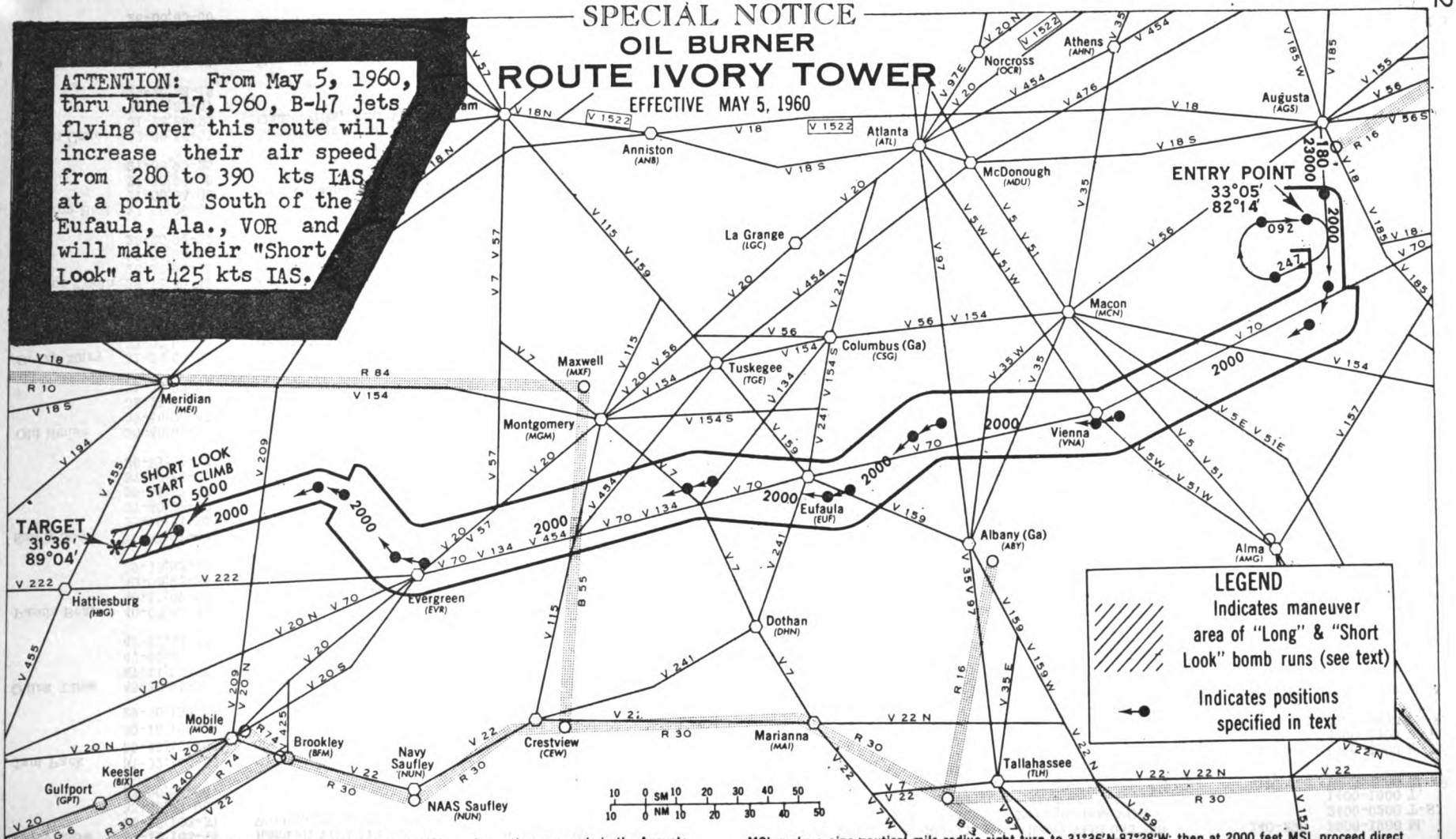
ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

✓ NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command)is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22, 000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

SPECIAL NOTICE
OIL BURNER
ROUTE IVORY TOWER
EFFECTIVE MAY 5, 1960

ATTENTION: From May 5, 1960, thru June 17, 1960, B-47 jets flying over this route will increase their air speed from 280 to 390 kts IAS at a point South of the Eufaula, Ala., VOR and will make their "Short Look" at 425 kts IAS.



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

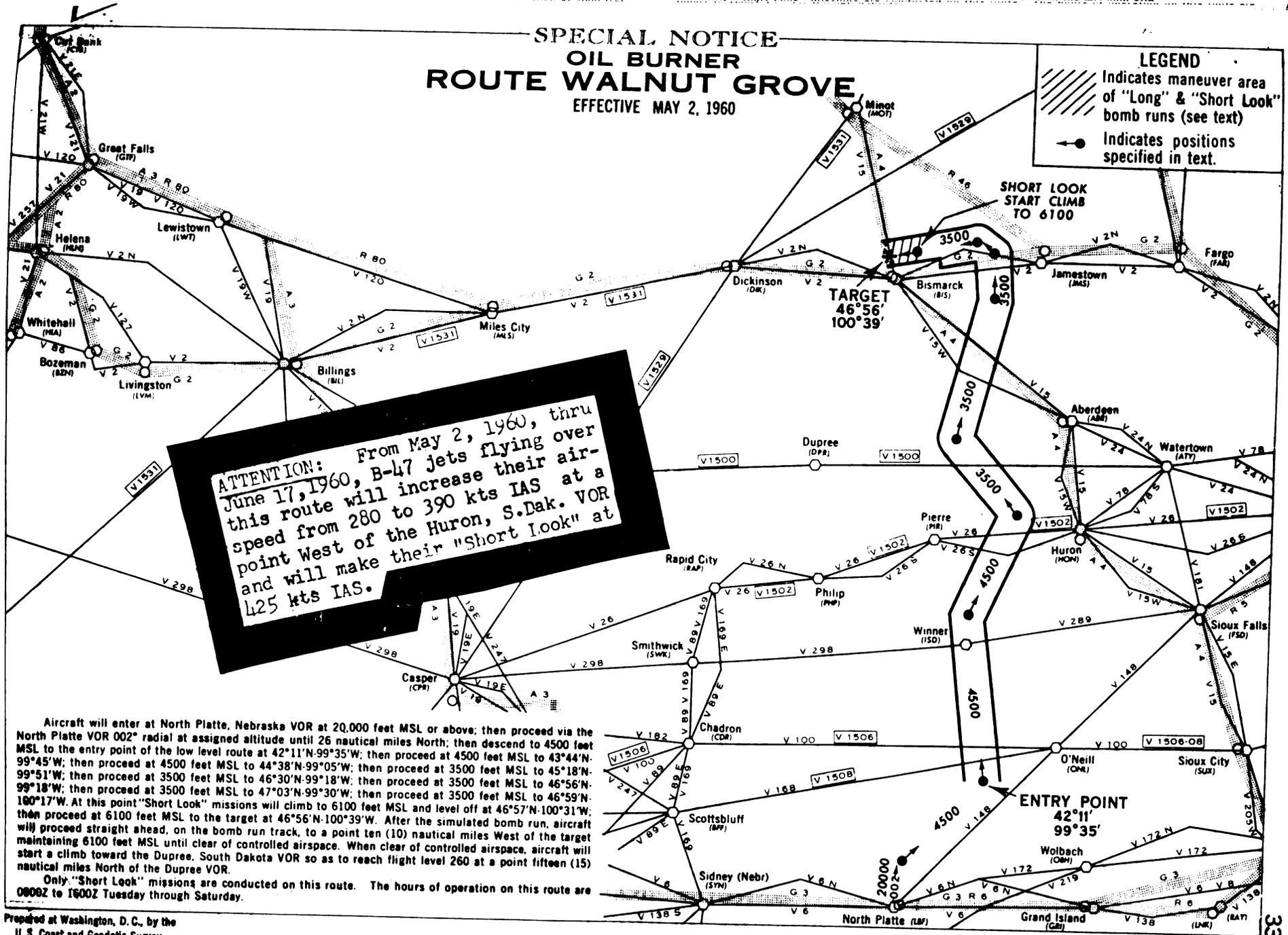
(24 May 1960)

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE MAY 2, 1960



ATTENTION: From May 2, 1960, thru June 17, 1960, B-47 jets flying over this route will increase their airspeed from 280 to 390 kts IAS at a point West of the Huron, S.Dak. VOR and will make their "Short Look" at 425 kts IAS.

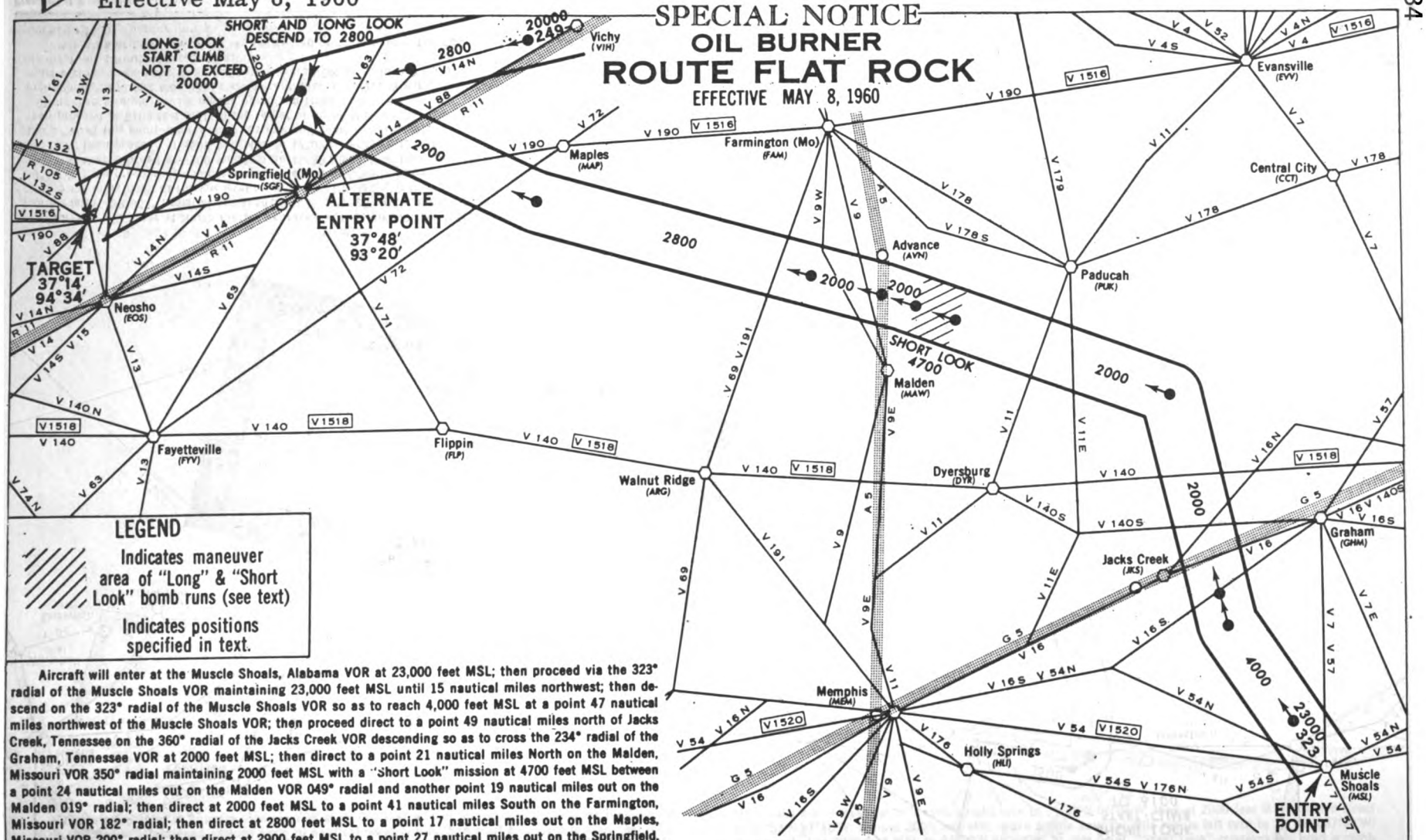
Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11'N-99°35'W; then proceed at 4500 feet MSL to 43°44'N-99°45'W; then proceed at 4500 feet MSL to 44°38'N-99°05'W; then proceed at 3500 feet MSL to 45°18'N-99°51'W; then proceed at 3500 feet MSL to 46°30'N-99°18'W; then proceed at 3500 feet MSL to 46°56'N-99°18'W; then proceed at 3500 feet MSL to 47°03'N-99°30'W; then proceed at 3500 feet MSL to 46°59'N-100°17'W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57'N-100°31'W; then proceed at 6100 feet MSL to the target at 46°56'N-100°39'W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0800Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

Effective May 8, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14′N-94°34′W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

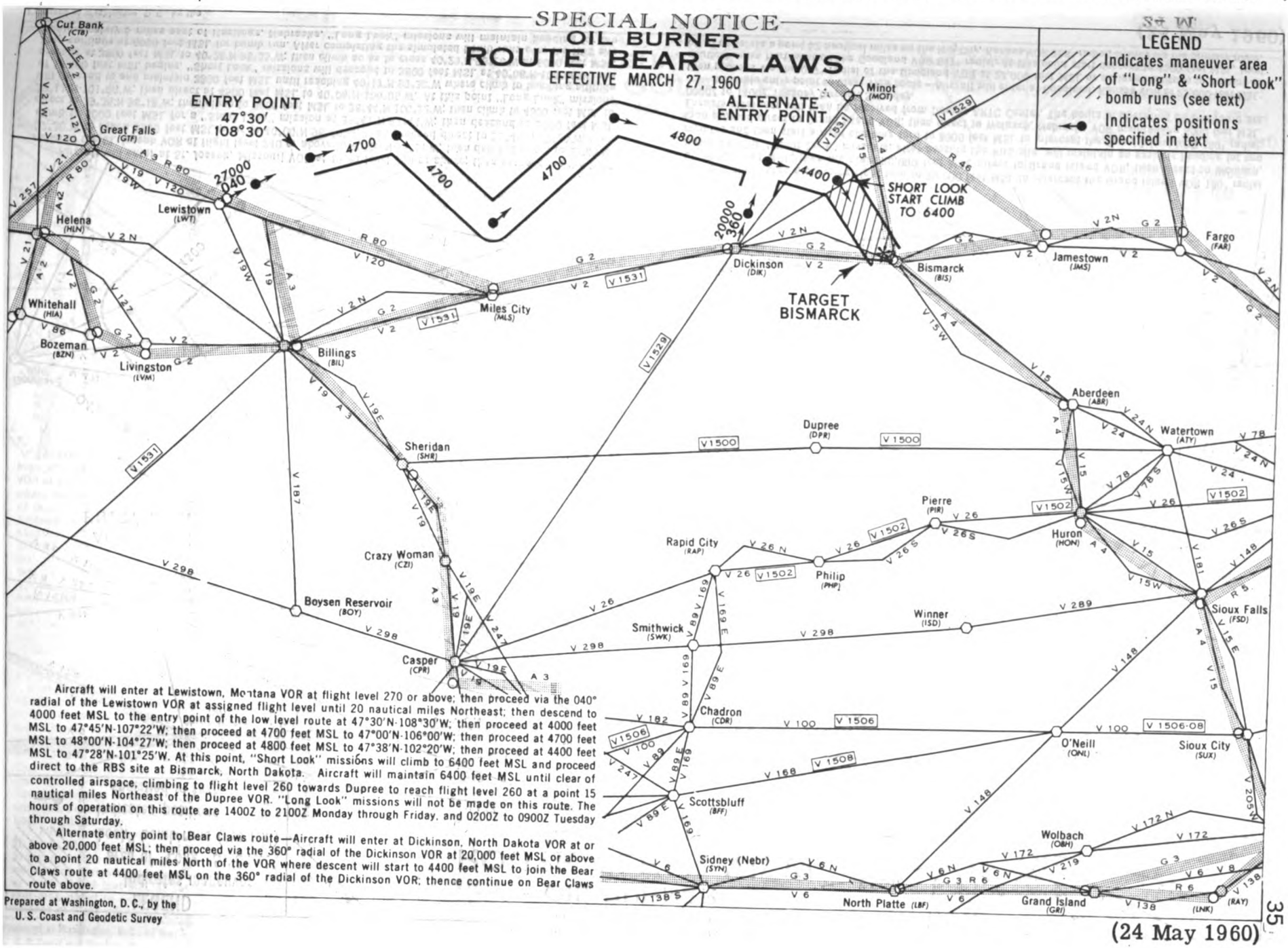
Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48′30″N-93°20′W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U. S. Coast and Geodetic Survey

(24 May 1960)

OIL BURNER
ROUTE BEAR CLAWS
EFFECTIVE MARCH

LEGEND
Indicates maneuver area



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4000 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4000 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

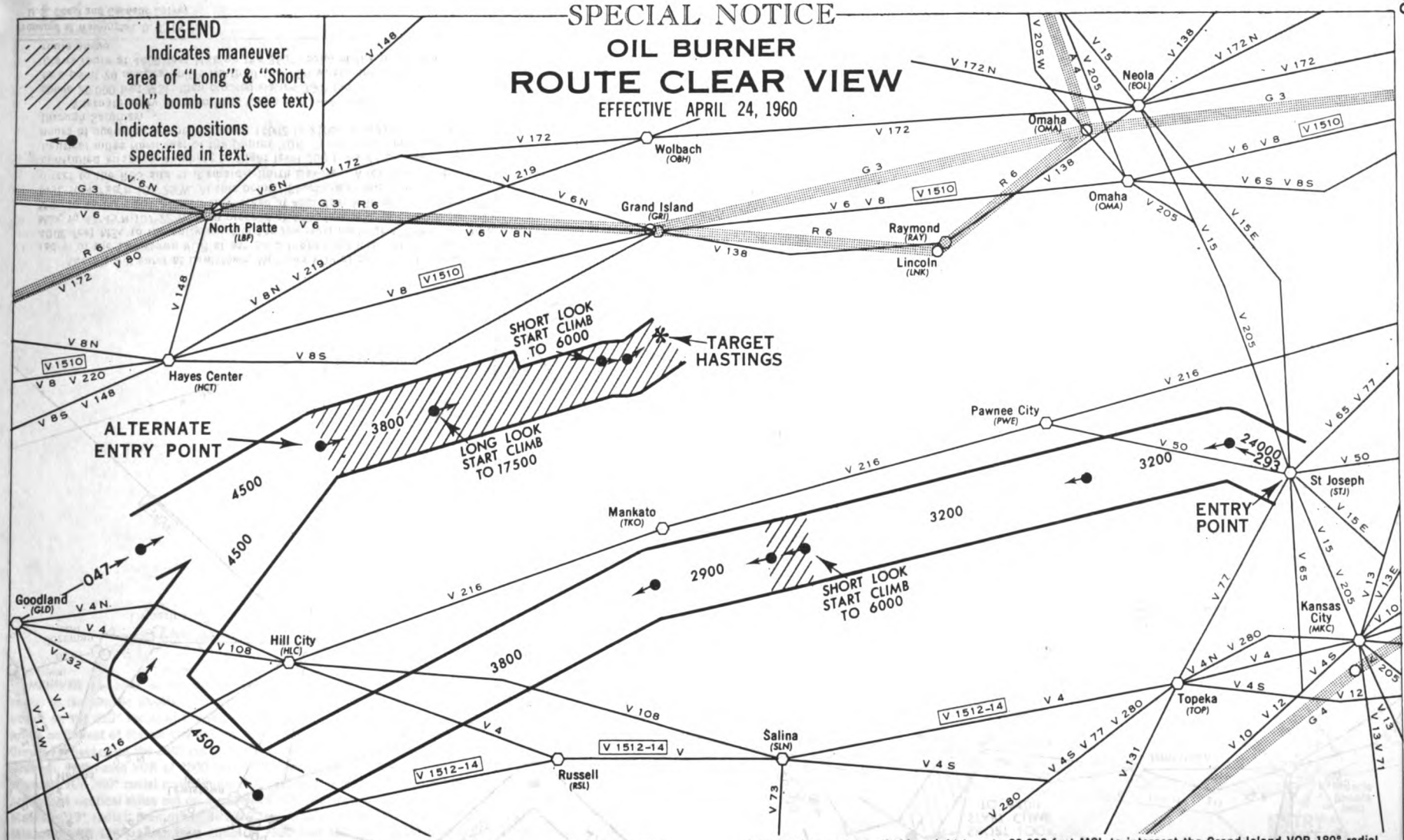
Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

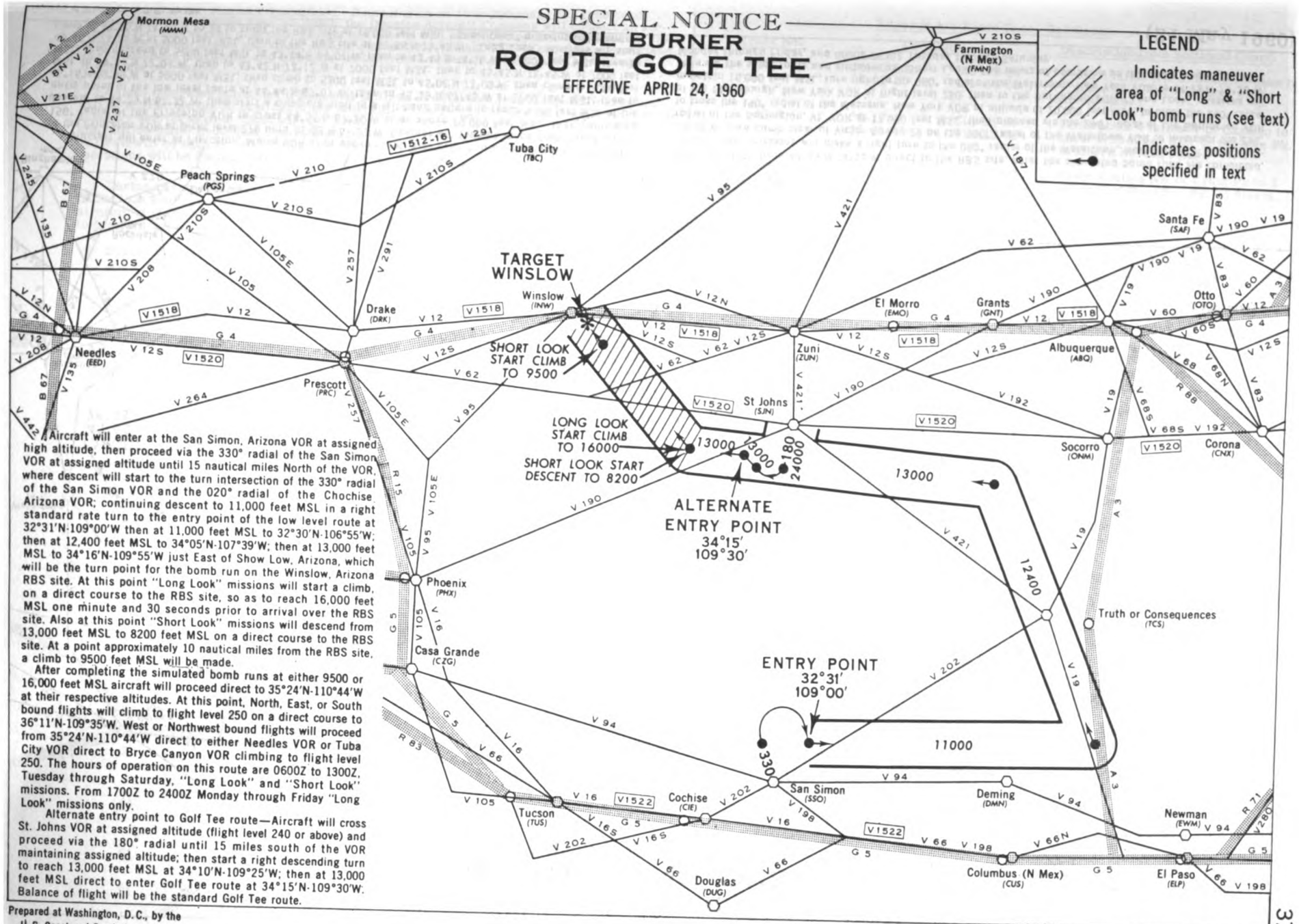
Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(24 May 1960)



SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W. Balance of flight will be the standard Golf Tee route.

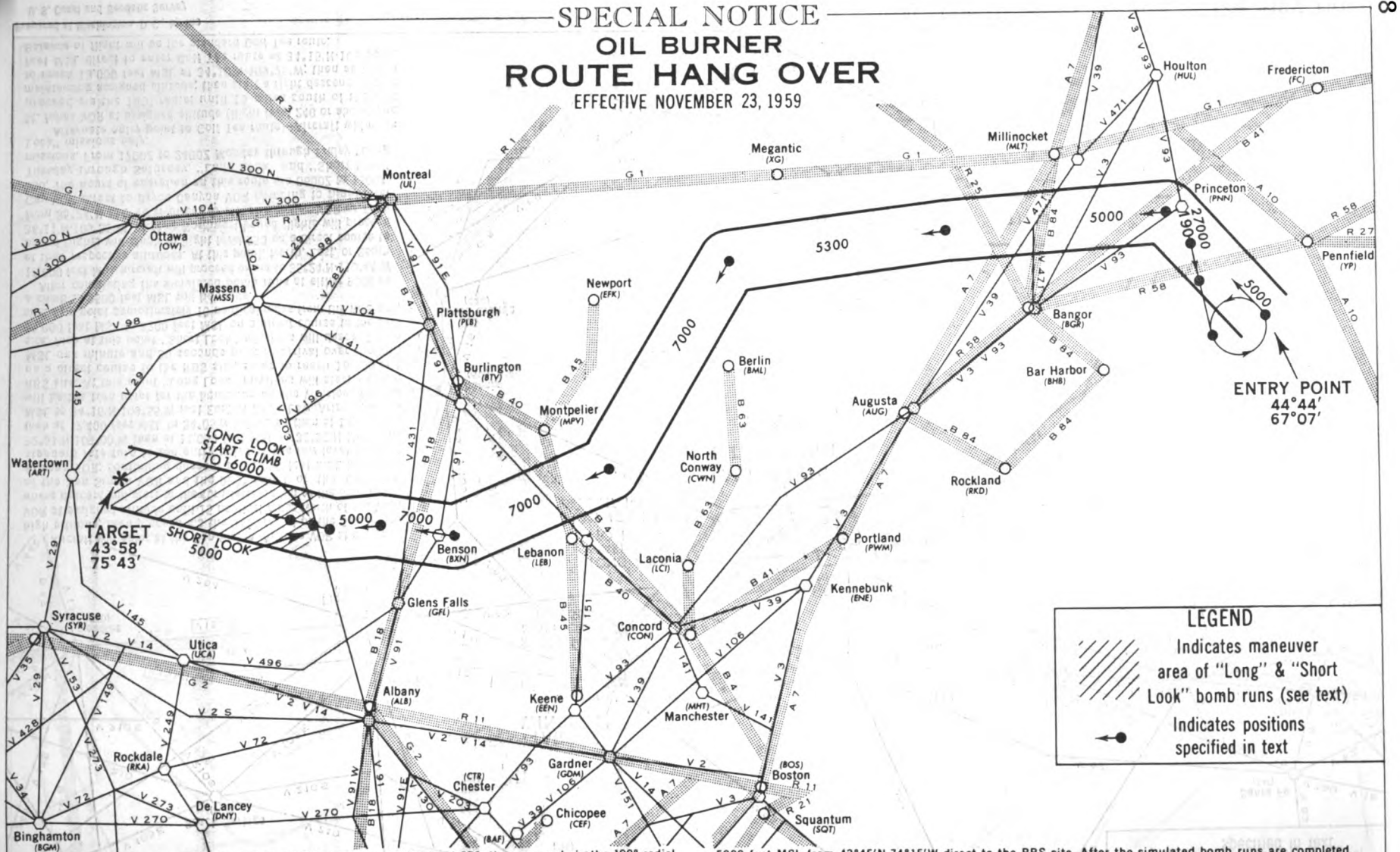
Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE HANG OVER

EFFECTIVE NOVEMBER 23, 1959



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08'N-67°39'W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56'N-67°36'W at or above 20,000 feet MSL; then continuing descent to 44°39'N-67°32'W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44'N-67°07'W; then to 45°19'N-67°49'W at 5000 feet MSL; then to 45°16'N-69°30'W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08'N-71°09'W; then climb to 7000 feet MSL to 44°03'N-72°04'W; then to 43°42'N-73°12'W at 7000 feet MSL; then to 43°45'N-73°45'W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44'N-74°07'W; then to 43°45'N-74°15'W at 5000 feet MSL; then to 43°46'N-74°25'W at 5000 feet MSL; then to the RBS site at 43°58'N-75°43'W. "Long Look" missions will start climb at 43°45'N-74°15'W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45'N-74°15'W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

(24 May 1960)

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

Edwards Air Force Base, California

Track No.	Location	Lat.	Long.	Description from Sectional Chart
11		34-32-00	119-23-00	
		34-52-30	119-49-35	From 8 miles NW of Meiners Oaks to

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

Unless otherwise noted, all tracks will be flown at 360 knots true airspeed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Half-moon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Edwards Air Force Base, California

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	34-32-00 34-52-30	119-23-00 119-49-35	From 8 miles NW of Meiners Oaks to 7 miles SW of New Cuyama in San Rafael Mts.
23	36-19-40 36-20-00	118-04-50 118-42-25	From about 3 miles W of Cartago to about 3.25 miles SSW of Calhoun Pk. in Sierra Nevada range
23B	36-10-00 36-29-00	118-12-00 118-40-00	From 4 miles NW of Craig Pk to 2 miles E of Paradise Pk. in Sierra, Nevada range.
32	34-03-00 33-58-30	120-30-00 119-54-25	From 3.5 miles W of San Miguel I to about 3.75 miles beyond Santa Rosa I.
44	33-15-45 32-45-25	118-21-15 118-20-20	9 miles S of Long Pt. light to 4 miles S of Pyramid Head light.
51	35-04-00 35-10-00	117-19-00 117-56-00	From California City to the western tip of Harpers Dry Lake.
63	35-40-45 36-08-50	119-43-10 119-57-20	3.5 miles from Lost Hills Kern Co. Airport to about 4 miles WNW of Westlake Farms Airport.

Gust Plus Maneuver Round-Robin Flight (Edwards AFB)

Leg. No.	Distance (Nautical Miles)	Maximum S Speed (KTAS)	Description from Sectional Chart
1.	50	340	From Edwards AFB to 10 miles NE of the Fillmore Omni.
2.	15	500	From 7 miles SW of the Oxnard Rdo Bcn to the eastern point of Santa Cruz Island
3.	43	420	From the eastern point of Santa Cruz Island to the western point of San Miguel I.
4.	20	500	From the western point of San Miguel Island to 15 miles SW of Gaviota Omni.
5.	50	500	From 15 miles NW of the Gaviota Omni to 6 miles W of the Belridge (pvt.) Airport, and
	40	360	From 6 miles W of the Belridge (pvt.) Airport, via a point 5 miles W of the Lost Hills Airport to 7 miles E of Avenal Airport.
6.	70	340	From 10 miles east of Porterville to 10 miles S of Bishop.
7.	51	420	From 10 miles S of Bishop to the center of Owens Lake.
8.	88	260	From the center of Owens Lake to the Edwards AFB.

60. Flight between legs will be conducted in accordance with the Civil Air Regulations, Part 60. During the low-level operations, all airports will be avoided by 3 miles or more.

(Continued)

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes flight levels for direction of flight.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N. 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

(24 May 1960)

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

In connection with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies and

This implementation involves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the user's transition to the new frequencies and to provide the greatest advance notice of the specific changes, pages to the

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation invloves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude 24,000' and above
I - Non-Radar Sectors 23,000' and below
Ir - Radar Sectors 23,000' and below
A - Center Area Discrete 23,000' and below

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	126.90		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo. (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Lometa, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa. (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	125.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		A

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Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre, Pa.) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa. (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70 *	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans. (Kansas City ARTC)	133.45	121.00	H
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60 *	H
	134.65	120.85	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn.	132.35	120.20	H
(Memphis ARTC)	134.45	119.80	H
Grand Forks, N.D.	134.75	118.60	H
(Minneapolis ARTC)	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C. (Atlanta ARTC)	132.20	123.80	I
Greenville, Miss. (Memphis ARTC)	132.90	121.00	I
	132.50	124.40	I
Henryville, Ind. (Indianapolis ARTC)	133.75	124.40	H
Hickory, N.C. (Atlanta ARTC)	134.55	125.80	H
Hobart, Okla. (Fort Worth ARTC)	132.75	126.50	H
Holland, N.Y. (Cleveland ARTC)	133.00	124.10	I
Horton, Ore. (Seattle ARTC)	133.95	118.60	H
Houghton, Mich. (Detroit ARTC)	133.65	125.00	H
Houston, Texas (San Antonio ARTC)	133.55	124.80	H
Jackson, Miss. (Memphis ARTC)	134.35	120.60	H
Joplin, Mo. (St. Louis ARTC)	132.10	125.30	I
Julian, Calif. (Los Angeles ARTC)	134.90	120.40	H
	133.40	124.60	I
	134.55	120.40	H
Kingsville, Texas (San Antonio ARTC)	134.70	124.80	I
Kirksville, Mo. (Kansas City ARTC)	134.70	120.00	H
Klamath Falls, Ore. (Seattle ARTC)	133.05	125.00*	H
Lafayette, La. (New Orleans ARTC)	133.65	125.00	H
Lake Charles, La. (New Orleans ARTC)	133.00	125.20	I
Lake George, N.Y. (Boston ARTC)	134.45	118.40*	H
Lebanon, Mo. (St. Louis ARTC)	132.65	124.00	I
Longview, Texas (Fort Worth ARTC)	133.80	126.05	H
Los Angeles, Calif. (ARTC)	132.45	126.00	H
	134.65	124.80	H
	133.80	124.10	I
	134.20	119.60	I
	132.95	124.95	H
Lubbock, Texas (El Paso ARTC)	133.35	118.40	H
Lufkin, Texas (San Antonio ARTC)	134.80	119.20	I
Magna, Utah (Salt Lake City ARTC)	134.70	124.40	H
Mansfield, Ohio (Cleveland ARTC)	132.45	118.60*	H
Mason City, Iowa (Kansas City ARTC)	132.50	125.80	I
Mathews, Va. (Norfolk ARTC)	132.55	124.20	H
Melbourne, Fla. (Miami ARTC)	132.60	125.90	I
Miami, Fla. (ARTC)	133.75	125.80	H
	134.35	125.40	H
	134.95	125.00	H
Midland, Texas (El Paso ARTC)	133.10	124.60	I
Miles City, Mont. (Great Falls ARTC)	133.95	125.40*	H
Milwaukee, Wisc. (Chicago ARTC)	133.95	119.80*	H
Mobile, Ala. (New Orleans ARTC)	132.60	124.30	I
Moontownship, Pa. (Pittsburgh ARTC)	132.60	124.60	I
Mountain View, Calif. (Oakland ARTC)	133.30	124.20	I
Myrtle Beach, S.C. (Jacksonville ARTC)	132.25	126.80*	H
Nashville, Tenn. (Memphis ARTC)	134.85	119.20	H
North Mountain, Pa. (New York ARTC)	133.40	124.70	I
Ogallala, Nebr. (Denver ARTC)	134.80		I
Oklahoma City, Okla. (Ft. Worth ARTC)	133.50		L
Omaha, Nebr. (Kansas City ARTC)	132.95	118.80	H
Orlando, Fla. (Miami ARTC)	132.70	120.80	I
Pellston, Mich. (Detroit ARTC)	132.10	125.40	I
Pensacola, Fla. (New Orleans ARTC)	132.95	125.00	H
Pierre, S.D. (Minneapolis ARTC)	132.95	125.60	H
Pine Bluff, Ark. (Memphis ARTC)	133.85	126.60	H
Pioche, Nev. (Salt Lake City ARTC)	134.80	118.60	I
Portsmouth, Ohio (Indianapolis ARTC)	134.75	126.10	H
Pueblo, Colo. (Denver ARTC)	134.45	124.80	H
Philipsburg, Pa. (New York ARTC)	132.30	124.50	I
Raleigh, N.C. (Washington ARTC)	132.75	120.00	H
Raton, N.M. (Albuquerque ARTC)	133.45	125.00	H
Red Bluff, Calif. (Oakland ARTC)	132.80	126.60	I
Redmond, Ore. (Seattle ARTC)	133.80	121.20	I
Redwood Falls, Minn. (Minneapolis ARTC)	132.40	125.60	I
Rock Springs, Wyo. (Salt Lake City ARTC)	133.05	125.50	H
Rocky Mount, N.C. (Washington ARTC)	133.75	124.30	H
Saddle Peak, Calif. (Los Angeles ARTC)	134.35	125.00 *	H
	133.65	121.00	H
	132.55	124.40	H
	133.85	119.40	H
	132.50	123.90	I
	133.55	125.60 *	H
	134.75	119.00	H
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas (ARTC)	132.15	126.40	H
	134.95	125.80	H
San Luis Obispo, Calif. (Oakland ARTC)	132.80	118.80	I
Santa Barbara, Calif. (Los Angeles ARTC)	134.40	124.00	I
Savannah, Ga. (Jacksonville ARTC)	132.50	119.80	I
Scappoose, Ore. (Seattle ARTC)	134.70	124.60	I
Seattle, Wash. (ARTC)	132.80	125.30	I
	133.90	124.10	I
	134.95	120.60	H
	132.45	123.80	H
	133.50	125.60	I
Seligman, Ariz. (Phoenix ARTC)	132.45	120.10	H
Ships Bottom, N.Y. (New York ARTC)	133.55	118.80	H
Sioux City, Iowa (Kansas City ARTC)	132.80	120.40	I
Sioux Falls, S.D. (Minneapolis ARTC)	132.10	120.60	I
Spokane, Wash. (ARTC)	134.75	126.40	H
Springfield, Mo. (St. Louis ARTC)	132.90	123.70	I
Sunnyside, Utah (Salt Lake City ARTC)	133.15	126.50	H
	134.25	124.40	H
	134.90	120.60	I
Tallahassee, Fla. (Jacksonville ARTC)	132.80	121.00	I
Thermopolis, Wyo. (Salt Lake City ARTC)	133.95	120.40*	H
Tonopah, Nev. (Oakland ARTC)	132.85	125.30*	H
Waco, Texas (Fort Worth ARTC)	133.35	125.70*	H
Washington, Iowa (Chicago ARTC)	133.30	120.80	I
Wausau, Wisc. (Minneapolis ARTC)	133.70	125.95	I
Wichita Falls, Tex. (Fort Worth ARTC)	134.25	118.85	H
Winslow, Ariz. (Phoenix ARTC)	132.75	126.10	H
Woodstock, Conn. (Boston ARTC)	134.55	125.00	H
Yakima, Wash. (Seattle ARTC)	132.70	126.00	I
Zuni, N.M. (Albuquerque ARTC)	134.35	123.70	H
	133.75	119.40	I
	134.65	125.50	H
	133.65	125.70	H

* - Old frequency to be retained as Function A.

SPECIAL CIVIL AIR REGULATION SR-438: PART 60 - AIR TRAFFIC RULES LOS ANGELES INTERNATIONAL AIRPORT TRAFFIC PATTERN AREA RULES became effective April 4, 1960. Scope and applicability - All aircraft operating within the airspace of the Los Angeles International Airport Traffic Pattern Area shall be operated in accordance with the following rules unless otherwise authorized by air traffic control. As used in these rules, the Los Angeles International Airport Traffic Pattern Area shall include the airspace described by a five mile horizontal radius from the geographical center of that airport and extending upwards from the surface to, but not including 2,000'. Additionally, large aircraft as used in this regulation shall mean those aircraft of 12,500 pounds or more maximum certificated take-off weight.

(a) General Rules

(1) Avoidance of Traffic Pattern Area - En route aircraft shall be flown so as to avoid the Los Angeles International Airport Traffic Pattern Area.

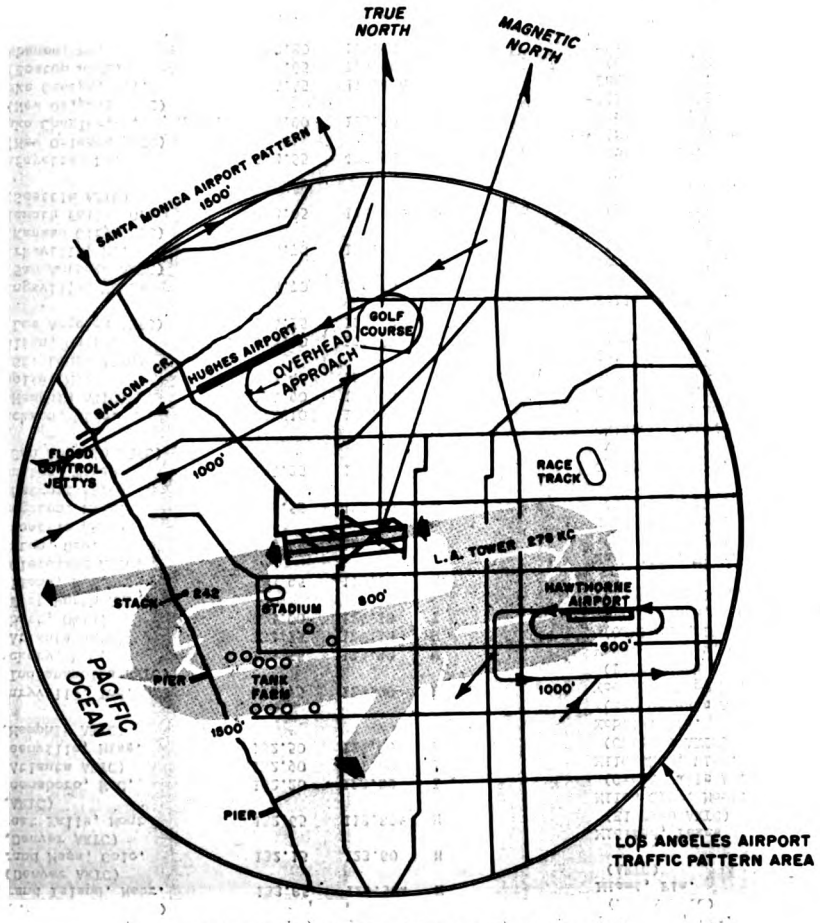
(2) Communications - Two-way radio communication shall be established with the Los Angeles International airport traffic control tower prior to entering the traffic pattern area for a landing at Los Angeles International Airport and prior to take off from the airport, except that an aircraft not equipped with functioning two-way radio may take off or land at the Los Angeles International Airport if prior authorization from the Los Angeles International Airport traffic control tower has been obtained.

(3) Aircraft Operating Within the Traffic Pattern Area - All aircraft taking off from or landing at the Los Angeles International, Hawthorne or Santa Monica Airports shall be operated within the Los Angeles Airport Traffic Pattern Area in conformance with the traffic pattern rules as prescribed herein, including the altitudes and directions of flight therefor.

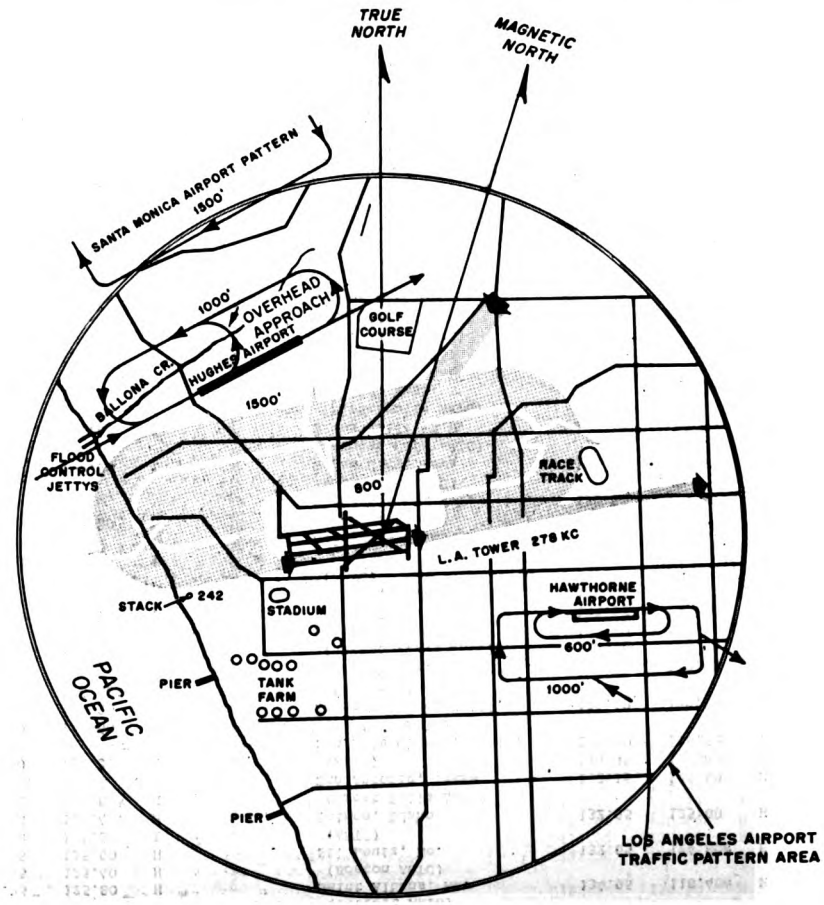
NOTE: For the convenient reference of the pilot, there is attached to this regulation a chart which depicts approximate flight paths of the traffic patterns for such airports.

(b) Traffic pattern rules for Los Angeles International Airport

(1) Traffic pattern entry- All fixed-wing aircraft, except those operating on IFR flight plans, landing at the Los Angeles International Airport, shall enter the Traffic Pattern Area in the northeast, southeast or southwest sectors of that area and at an angle of approximately 45 degrees to the downwind leg of the runway in use, and unless the VFR distance-from



APPROXIMATE FLIGHT PATHS
TRAFFIC PATTERN NO. 25 L / 25 R



APPROXIMATE FLIGHT PATHS
TRAFFIC PATTERN NO. 7 R / 7 L

(24 May 1960)

(ii) Aircraft taking off to the East shall climb to at least 1500' as rapidly as practicable, (iii) Aircraft taking off to the North or South shall climb straight ahead to 1500' as rapidly as practicable before proceeding on course.

(4) Special operating rules for large fixed-wing aircraft- When the applicable aircraft per-

cloud criteria require otherwise, at the following altitudes:

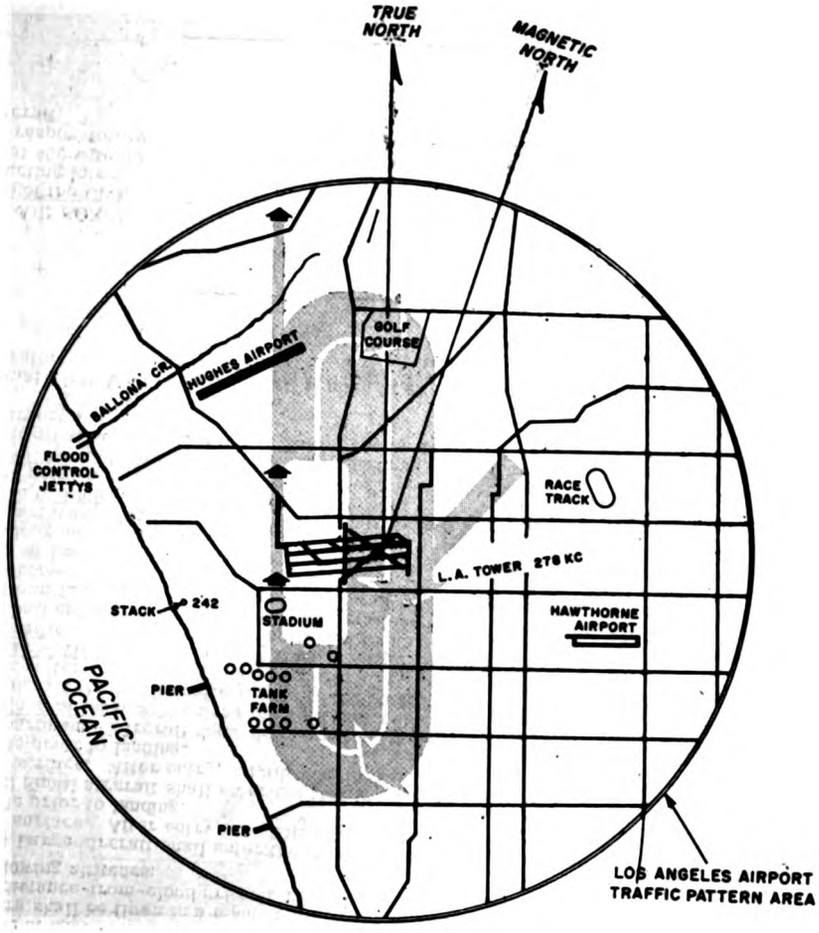
(i) Large aircraft shall enter the traffic pattern area at an altitude of at least 1500' above the surface. After entry, an altitude of at least 1500' shall be maintained as long as practicable prior to landing.

(ii) Small aircraft shall enter the traffic pattern area at an altitude below 1200' but not less than 1000' above the surface. After entry, an altitude between 800 and 1000' shall be maintained as long as practicable prior to landing.

(2) Helicopters - Helicopters shall cross the traffic pattern at approximate right angles to the upwind or downwind leg of the Los Angeles Airport traffic pattern at an altitude below that being utilized by fixed-wing aircraft in the pattern. Thereafter, approach to land shall be made in a manner which will avoid the flow of fixed-wing aircraft.

(3) Departures - Unless the VFR distance-from-cloud criteria require otherwise, fixed-wing aircraft shall be flown so as to conform to the following:

(i) Aircraft taking off to the West shall climb as rapidly as practicable on the departure runway heading until past the shoreline. Such aircraft shall not recross the shoreline at less than 1500'.



APPROXIMATE FLIGHT PATHS
TRAFFIC PATTERN NO. 34

APPROXIMATE FLIGHT PATHS

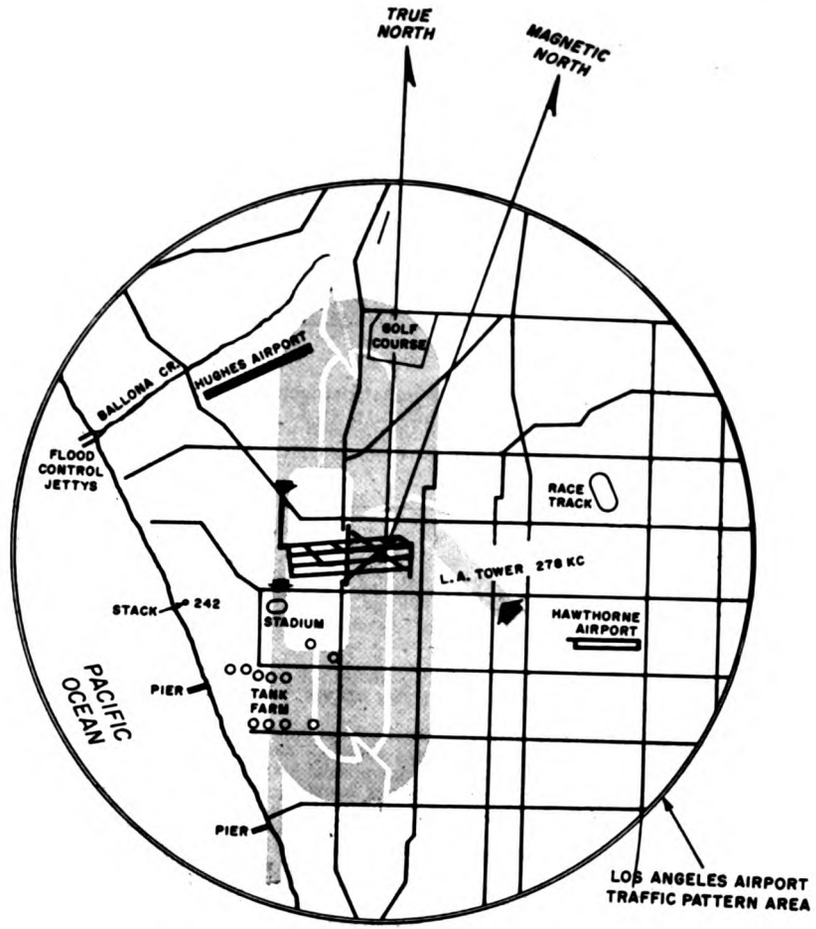
(ii) Aircraft taking off to the East shall climb to at least 1500' as rapidly as practicable.

(iii) Aircraft taking off to the North or South shall climb straight ahead to 1500' as rapidly as practicable before proceeding on course.

(4) Special operating rules for large fixed-wing aircraft - When the applicable aircraft performance limitations permit, all landings and take-offs shall be made in a westerly direction when the surface wind velocity is less than five knots and the runways are dry. If this direction of take off or landing is not considered by a pilot to be suitable for the safety of the particular flight operations involved, the pilot may use another direction for take off or landing. In such case, a written report of the reasons for such operation shall be forwarded within 48 hours to the Chief, Flight Standards Division, Federal Aviation Agency, Region Four, Los Angeles, California.

(i) Final approach - When approaching to land on a runway served by a functioning instrument landing system, large aircraft equipped with functioning instrument landing system equipment shall remain at or above the glide slope altitude between the outer marker and the middle marker.

NOTE: Precision radar advisory service is available to assist pilots to conform with this



APPROXIMATE FLIGHT PATHS
TRAFFIC PATTERN NO. 16

requirement.
(c) Traffic pattern rules for Hawthorne Airport
(1) Entry- All fixed-wing aircraft landing at Hawthorne Airport shall enter the Los Angeles International Airport Traffic Pattern Area in the southeast sector of that area and at an angle of approximately 45 degrees to the downwind leg of the Hawthorne traffic pattern. Helicopters shall be flown in a manner which avoids the flow of fixed-wing aircraft. Unless the VFR distance-from-cloud criteria require otherwise, fixed-wing aircraft shall be flown at the following altitudes:

(i) Large aircraft shall enter the traffic pattern area at an altitude of at least 1200' above the surface. After entry, an altitude of at least 1000' shall be maintained as long as practicable prior to landing.
(ii) Small aircraft shall enter the traffic pattern area at an altitude of at least 1000' above the surface. After entry, an altitude of at least 600' shall be maintained as long as practicable prior to landing.
(2) Departures - Aircraft departing from the Hawthorne Airport shall climb as rapidly as practicable to at least 600' unless the VFR distance-from-cloud criteria require otherwise and shall depart the traffic pattern area to the South.
(d) Traffic pattern rules for Hughes Airport
(1) Entry - All aircraft landing at Hughes Airport shall enter the Los Angeles International Airport Traffic Pattern Area in the northeast or northwest sectors of that area. Fixed-wing aircraft shall enter traffic on a flight path parallel to the Hughes Airport runway. Helicopters shall be flown in a manner that avoids the flow of fixed-wing aircraft. Unless the VFR distance-from-cloud criteria require otherwise, fixed-wing aircraft shall enter traffic at an altitude of at least 1000'. When entry is made at 1000' the altitude of 1000' shall be maintained as long as practicable.
(2) Departures - Aircraft departing from the Hughes Airport shall climb as rapidly as practicable to 1000'.
(e) Traffic pattern rules for Santa Monica Airport- Aircraft operating in that portion (downwind leg) of the Santa Monica Airport traffic pattern which may extend into the Los Angeles traffic pattern area shall be flown so as to remain within one and one-half miles of the Santa Monica Airport.

This Special Civil Air Regulation shall remain in effect until superseded or rescinded by the Administrator.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

✓ PREFERRED ROUTES CORRECTIONS: Airman's Guide Volume 15 Number 3.
(1) Page 123, Newark to Rochester should read: STW V153 V29 V34.
(2) Page 123, Newark to Syracuse should read: SAX 153 radial V249 West Exeter V2S.
(3) Page 122, Newark to Louisville should read: SBJ V3 V166 V251 V4 V174.
(4) Page 124, Pittsburgh to Columbus should read: Claysville V214.
(5) Due to name change of the Hassayampa (HYM) VOR to Buckeye (BXK) on pages 121, Dallas to Los Angeles and page 122, El Paso to Los Angeles; Los Angeles to El Paso-change HYM to BXK.

✓ MEA, MCA, MOCA, MRA, INTERSECTIONS, AND REPORTING POINTS: (1) Effective immediately, Rasar Intersection on Victor 97 East is redesignated as Knoxville 175 degrees radial and Crossville 098 radial. (2) Effective immediately J12V Provo, Utah to Kremmling, Colorado MRA 28,000' MSL. J56V Salt Lake City to Kremmling, Colorado MRA 30,000' MSL. J64V Hector, California to Peach Springs, Arizona maximum useability altitude 30,000' MSL. (3) Tulsa airway J78V Amarillo, Texas to Tulsa, Oklahoma maximum usable altitude flight level 28,000'. This restriction not applicable when radar guidance provided by Air Traffic Control.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:
Radiated Test Signals:
(1) Page 15 add - *Fort Worth (Amon Carter 109.0 mc).
(2) Page 15 add - *Minneapolis-St. Paul Int'l (Wold-Chamberlain 111.0 mc).
VOR Receiver Check Points:
(1) Page 18 delete - Modesto, California (Modesto).
(2) Page 18 delete - Modesto, California (Stockton).
(3) Page 23 add - Philadelphia, Pennsylvania (North Philadelphia Arpt) -- 251°; lctd on taxi strip between ramp and runway 10.
FAA and WB telephone numbers:
(1) Page 37, Emporia, Kansas - change FAA telephone number to: DIckens 2-7475.
(2) Page 38, Paducah, Kentucky - change FAA telephone number to: 442-1551.
(3) Page 36, Huntsville, Alabama - change FAA telephone number to: 534-8292.
(4) Page 37, Washington, D.C.-National Airport- change FAA telephone number to: DIstrict 7-1442.
(5) Page 39, Zuni, New Mexico - change FAA telephone number to: 222.
(6) Page 39, Anderson, S.C.-add WB telephone no.: CA-5-5031* & CA to FAA telephone no.
Index of Restricted Areas:
(1) Page 109, cancel R-80.
Flight Test Areas:
(1) Page 115 add - Melbourne Airport, Florida - See this issue of Airgi page .
(2) Page 117 Muskegon County Airport Flight Test Areas over Lake Michigan renewed to April 25, 1962.

✓ AIRMAN'S GUIDE CORRECTIONS: In Airgi Vol. 15, No. 4 dated April 26, 1960 disregard the following under On Request Reporting Points: Page 46, items (6) Wave, P.R.; (7) Lido, P.R.; (8) Ocean, P.R. Page 47 items (56) Big Spring, Ga; (57) Raymond, Ga. In Airgi Vol. 15, No. 5 under "Modified", item (3) Lone Rock, Ga (should have been Lone Oak.)

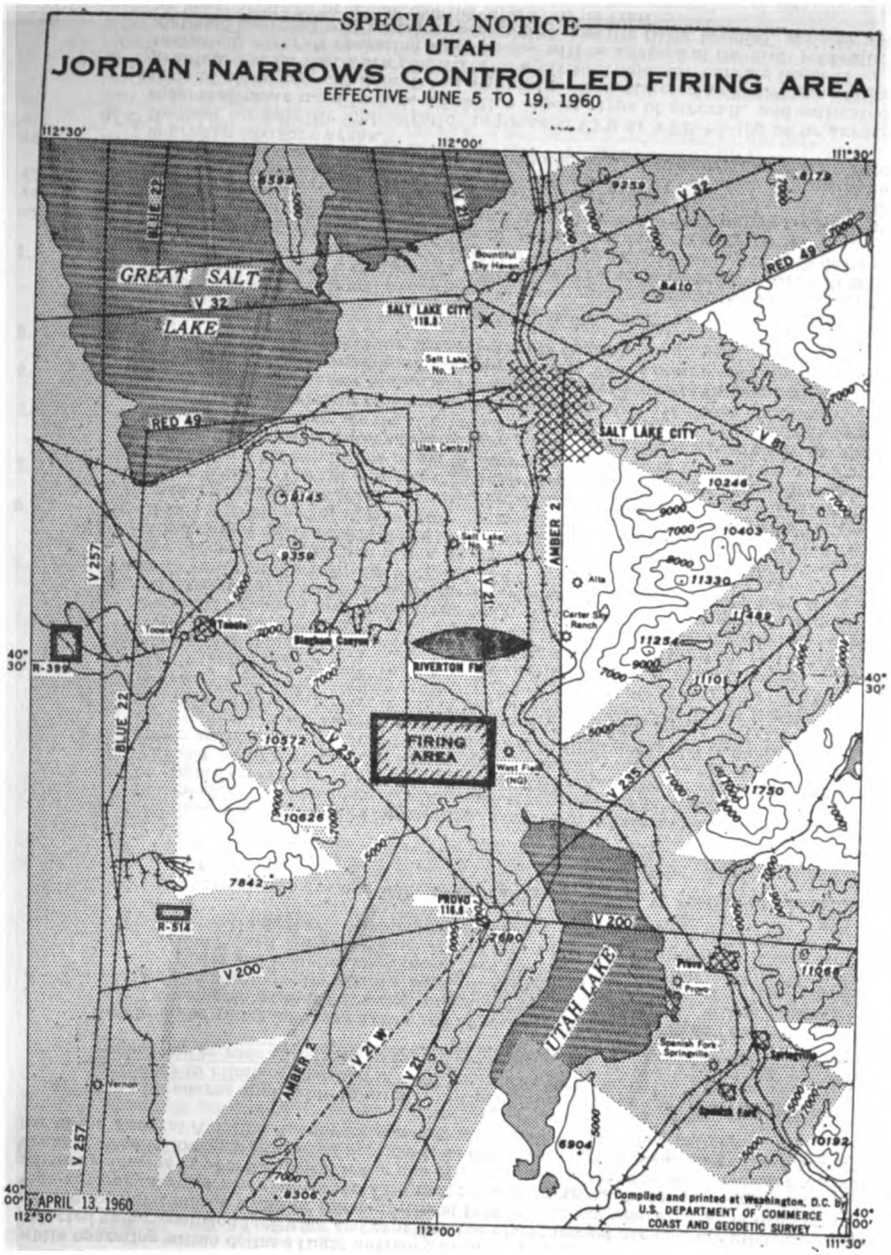
✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BKF	Denver, Colo., Buckley ANG Base (Name and Identifier change from Buckley Field (NAS)-NPE)
JBX	Bronx, N.Y., Heliport (Assignment)
JPJ	Paterson, N.J., Heliport (Assignment)
ZDD	Elba, Ala. (Assignment)
ZDF	Lowe, Ala., Lowe AAF (Assignment)
FT	Flat Lake, Y.T. (Assignment)
FC	Fredericton Airport, N.B. (Descriptive change)
FD	Fredericton (City) N.B. (Assignment)
LE	Lawrencetown, N.S. (Assignment)
TQ	Truro, N.S. (Assignment)
VM	Broughton, N.W.T. (Assignment)
5MK	Manokotak, Alaska (Assignment)
5NH	Nushagak, Alaska (Assignment)
5NS	New Stuyahok, Alaska (Assignment)
5QN	Queen, Alaska (Assignment)
5SN	South Naknek, Alaska (Assignment)
5UK	Ekuk, Alaska (Assignment)
5WK	Ekwak, Alaska (Assignment)

✓ ATLANTA/JACKSONVILLE CENTERS BOUNDARIES: Effective 0001 EST 30 June the Atlanta/Jacksonville Centers Boundaries are amended as follows: beginning at the present boundary at lat 33-00-00, long. 82-50-00; thence E to 33-00-00, 82-33-35; S to 32-25-25, 82-39-05.

(24 May 1960)

SPECIAL NOTICE



Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of use – Sunrise to sunset only during period of June 5-19, 1960 inclusive

Activity – Artillery firing

Using Agency – Utah National Guard

Firing to be conducted in accordance with the following:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than 2/10 coverage and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

4. All firing to be conducted to the west.

5. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40.** Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.) (Houston, Texas to New Orleans, La. Effective 5 May 1960.)
3. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route No. 4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 14 (Cleveland, Ohio to Idlewild, N.Y..
8. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Pullman, Mich.,; Albany, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon.
9. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route No. 22 (Lake Charles, La.,to intersection with J55V).
11. VOR/VORTAC Jet Route No. 24 (Phoenix, Ariz., to Albuquerque, N.M.)
12. VOR/VORTAC Jet Route No. 25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.)
15. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
17. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
21. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
22. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
23. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
24. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V;Spartanburg,S.C., to Pittsburgh, Pa.)
25. VOR/VORTAC Jet Route No. 55 (From the intersection with J22V to Kenton, Del.)
26. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
27. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
28. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
29. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa. Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
30. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
31. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
32. VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va.
33. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
34. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
35. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)

(24 May 1960)

36. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.)
37. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N. Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
38. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
39. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
40. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U.S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
41. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
42. VOR/VORTAC Jet Route No. 87 (Houston, Tex., to Northbrook, Ill.)
43. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
44. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
45. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 for a distance of 183 n mi.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B. C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
21. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
    b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
    Baltimore, Md., Terminal Area-- Effective 5 May 1960
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
    Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.

b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
Effective 5 May 1960.

35. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
Effective 5 May 1960.

DISCONTINUANCE OF 135.0 MC: Effective 0800 GMT July 1, 1960, transmitting 135.0 mc will be discontinued in Flight Service Stations and Combined Stations/Towers.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126,18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

DISCONTINUANCE OF CONTINUOUS GUARD ON 3023.5 kc: Effective July 1, 1960 at the following locations, 3023.5 kc will be available "on request".

Glens Falls, New York
Martinsburg, West Virginia
Philipsburg, Pennsylvania
Youngstown, Ohio
Utica, New York
Dalhart, Texas
Memphis, Tennessee
Butler, Missouri
Cedar Rapids, Iowa
Chanute, Kansas
Des Moines, Iowa
Jackson, Michigan
Jamestown, North Dakota
Russell, Kansas
St. Louis, Missouri
Columbus, New Mexico
Crescent City, California
Idaho Falls, Idaho
Laramie, Wyoming
Oakland, California
Redmond, Oregon
Sacramento, California

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

(24 May 1960)

Van Nuys Airport, California
Los Angeles, California

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Charlotte, North Carolina	ED 2-7262	Hickory, North Carolina
Kerrville, Texas	CL 7-7295	Junction, Texas
Burbank, California	TH 6-0400	Los Angeles, California
Chico, California	FI 2-9074	Red Bluff, California
Long Beach, California	HE 2-9874	Los Angeles, California
Redding, California	CH 1-1661	Red Bluff, California
Colorado Springs, Colorado	ME 4-3127	Pueblo, Colorado
New London-Groton, Conn.	GI 3-3245	Providence, Rhode Island
Richmond, Indiana	RI 2-2508	Dayton, Ohio
Bedford, Massachusetts	CR 4-0050	Boston, Massachusetts
Beverly, Massachusetts	WA 7-1355	Boston, Massachusetts
Lawrence, Massachusetts	MU 3-1412	Boston, Massachusetts
Norwood, Massachusetts	NO 7-6644	Boston, Massachusetts
Newark, New Jersey	MA 2-0121	New York, New York(IDL)
Morristown, New Jersey	JE 8-2196	New York, New York(IDL)
Wildwood, New Jersey	WI 2-4642	Millville, New Jersey
Spring Valley, New York	EL 6-0021	Poughkeepsie, New York
Dayton, Ohio	BA 3-4571	Dayton, Ohio (Vandalia)
Middletown, Ohio	GA 2-5551	Dayton, Ohio (Vandalia)
Springfield, Ohio	FA 2-4562	Dayton, Ohio (Vandalia)
Pecos, Texas	4F2	Wink, Texas
Laredo, Texas	No. 21(Rural)	Cotulla, Texas
Tacoma, Washington	FU 3-4172	Seattle, Washington
Huntington, W. Va.	JA 9-4471	Huntington, W. Va.(Chesapeake)
Hot Springs, Arkansas	NA 3-9711	Little Rock, Arkansas
Lawton, Oklahoma	EL 5-1323	Wichita Falls, Texas
Hollywood, Florida	JA 4-0163	Miami, Florida
Ft. Lauderdale, Florida	JA 4-0163	Miami, Florida
Pompano Beach, Florida	JA 4-0163	Miami, Florida
Chicago, Illinois	BI 2-3111-2	Joliet, Illinois
Marianna, Florida	HU 2-2300	Dothan, Alabama
Lumberton, North Carolina	RE 9-3000	Florence, South Carolina
McAllen, Texas	MU 6-7211	Brownsville, Texas
Alamo, Texas	MU 6-7211	Brownsville, Texas
Edinburg, Texas	MU 6-7211	Brownsville, Texas
Mission, Texas	MU 6-7211	Brownsville, Texas
Pharr, Texas	MU 6-7211	Brownsville, Texas
San Juan, Texas	MU 6-7211	Brownsville, Texas
Merced, California	RA 2-0343	Stockton, California
Corpus Christi	TU 4-5712	Alice, Texas
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Clarksdale, Mississippi	MA 4-2364	Memphis, Tennessee
Teterboro, New Jersey	AT 8-9092	New York, New York (IDL)
Alton, Illinois	HO 5-4112	St. Louis, Missouri
Council Bluffs, Iowa	AT 6178	Omaha, Nebraska
South Omaha, Nebraska	AT 6178	Omaha, Nebraska
Friendship Int'l Arpt, Baltimore, Md.	SA 7-7526	Washington, D.C.
Harbor Arpt., Baltimore, Md.	SA 7-7526	Washington, D.C.

INTERPHONES Location	FSS Providing Service
Van Nuys Airport, California	Los Angeles, California
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, California
Clover Field, Santa Monica, Calif.	Los Angeles, California
El Monte Airport, California	Los Angeles, California
Hawthorne Municipal Airport, Calif.	Los Angeles, California
Torrance Municipal Airport, California	Los Angeles, California
Long Beach Municipal Airport, Calif.	Los Angeles, California
Fullerton Municipal Airport, Calif.	Los Angeles, California
Sunset Beach Airport, California	Los Angeles, California
Orange County Airport, Santa Ana, Calif.	Los Angeles, California
Culver City Airport, California	Los Angeles, California
Tri City Airport, San Bernardino, Calif.	Ontario, California
Riverside Municipal Airport, California	Ontario, California
Brackett Field, La Verne, California	Ontario, California
San Francisco International Airport, Calif.	Oakland, California
San Carlos Airport, California	Oakland, California
Palo Alto Airport, California	Oakland, California
San Jose Municipal Airport, California	Oakland, California
Reid-Hillview Airport, San Jose, Calif.	Oakland, California
Buchanan Field, Concord, California	Oakland, California
Napa County Airport, California	Oakland, California
Half Moon Bay Airport, California	Oakland, California
Marin County Airport, Novato, California	Oakland, California
Sky Ranch Airport, Livermore, California	Ukiah, California
Sonoma County Airport, Santa Rosa, Calif.	Santa Barbara, California
Oxnard-Ventura County Airport, Calif.	Portland, Oregon
Hillsboro Airport, Oregon	Portland, Oregon
Salem-McNary Airport, Oregon	Portland, Oregon
Troutdale Airport, Oregon	Portland, Oregon
Pearson Airport, Vancouver Washington	Denver, Colorado
Greely Airport, Colorado	Seattle, Washington
Snohomich and Bellevue Airports, Washington	Seattle, Washington
Boeing Field, Washington	Buffalo, New York
Buffalo Aeronautical Corp., Buffalo, N.Y.	Buffalo, New York
Buffalo Airpark, Gardenville, New York	Harrisburg, Pennsylvania
York Airport, Thomasville, Pa.	New York, New York(IDL)
Flushing Airport, New York	Windsor Locks, Connecticut
Brainard Field(Hartford, Conn.)	New York, New York(IDL)
Deer Park Airport, L.I., New York	New York, New York (IDL)
Zahns Airport, Amityville, L.I., New York	New York, New York (IDL)
MacArthur Airport, Islip, L.I., New York	Washington, D.C.
Rose Valley Airport, Friendly, Maryland	Ponca City, Oklahoma
Searcy Airport, Stillwater, Oklahoma	Joliet, Illinois
Meigs Field, Chicago, Illinois	Joliet, Illinois
Midway Airport, Chicago, Illinois	Joliet, Illinois
Morris Airport, Morris, Illinois	Burley, Idaho
Twin Falls Mun Airport(Joslin Field), Idaho	Mason City, Iowa
Fort Dodge Mun Airport, Iowa	Wenatchee, Washington
Ellensburg Airport, Washington	Detroit, Michigan
Detroit City Airport, Michigan	Evansville, Indiana
Davies County Airport, Owensboro, Kentucky	Lincoln, Nebraska
Beatrice Municipal Airport, Nebraska	St. Louis, Missouri
Weiss Airport, Kirkwood, Missouri	Palmdale, California
Wm. J. Fox Airport, Lancaster, California	Stockton, California
Modesto Municipal Airport, California	Rock Springs, Wyoming
Fort Bridger Airport, Wyoming	Burley, Idaho
Gooding Municipal Airport, Idaho	Fresno, California
Chandler Field, Fresno, California	Indianapolis, Indiana
Delaware County(Johnson Fld), Muncie, Indiana	Greenwood, Mississippi
Greenville Municipal Airport, Mississippi	Indianapolis, Indiana
Marion Airport, Indiana	Casper, Wyoming
Converse County Airport, Douglas Wyoming	Ontario, California
FlaBob Airport, Riverside, California	

POLO, ILLINOIS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-172: Chicago O'Hare VOR via ORD R-267	Temp. Malta Int. (ORD R-267, RFD R-133, API R-288)	3000
Temp. Malta Int. via ORD R-267	Temp. Polo, Ill. Int. (ORD R-267, RFD R-216)	8000
Temp. Polo Int. (CID R-082 and RFD R-216)	Temp. Charlotte Int. (CVA R-318 and CID R-082)	8000
Temp. Charlotte Int.	Cedar Rapids VOR (via CID R-082)	3500
V-158: Dubuque, Iowa VOR	Temp. Polo, Ill. Int. (DBQ R-110 and RKF R-216)	6800
V-129: Rewey, Wis. VOR	Temp. Pearl City Int. (RWY R-138 and RFD R-273)	3000
Temp. Pearl City Int. via RWY R-138	Temp. Polo, Ill. Int. (RWY R-138, RKS R-216)	4500

Enroute flt beyond Polo, Ill. Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

WAUSAU, WISCONSIN VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-26, V-1500: Cadott Int.	Temp Edgar Int. (EAU R-088 STE R-314)	4000
Temp. Edgar Int.	Temp. Wausau, Wis. Int. (EAU R-088, STE R-348)	6000
Temp. Wausau, Wis. Int. (EAU R-088, STE R-348)	Temp. Whittenburg Int. (GRB R-285. STE R-035) (via GRB R-285)	4000
Temp. Whittenburg Int.	Wolf Int.	4000
V-55 Redesignate Big Falls Intersection		
Big Falls Int. (GRB R-270 and OSH R-333)		

Enroute flt beyond Polo, Ill. Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

ANTHONY, KANSAS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-12: Capron Int. via Gage R-048	Temp. Anthony, Kans. Int. (Gage R-048 and PNC R-288)	8000
Temp. Anthony, Kans. Int. (ICT R-216 and PNC R-288)	Temp Milton, Kans. Int. (ICT R-216 and PNC R-318)	3000
V-125: Temp. Rago, Kans. Int. (Hutchinson, Kans. R-182 and ICT R-240)	Temp. Anthony, Kans. Int. (HUT R-182 and PNC R-288)	3000
V-74: Greensburg Int. via DDC R-104	Salt Int.	4000
Salt Int.	Temp. Anthony, Kans. Int. (DDC R-104 and ICT R-216)	7000
Temp. Anthony, Kans. Int. (PNC R-288 and ICT R-216)	Ponca City VOR	4000
Direct Routes Via		
Temp. Anthony, Kans. Int. (GAG R-048 and PNC R-288)	Viola, Kans. "H"	3000

Enroute flt beyond Polo, Ill., Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

POTTSTOWN, PA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V29: ESR VOR-ABE VOR	ESR VOR direct ABE VOR	2,500
V147: ABE VOR-Int. V166	Blue 20	As published
V256: ARD VOR-HAR VOR	ARD VOR direct NXX LFR direct Int. ESR VOR 025° M radial and LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. ESR VOR 324° M radial thence via ESR VOR 324° M radial to Reinholds thence via HAR VOR 097° M radial to HAR VOR	1,700 - NXX 2,000 Int. ESR VOR 025° M radial LRP VOR 088° M radial; as published thereafter
V254: HAR VOR-PTW VOR	HAR VOR 097° M radial to Reinholds, V170 to Int. of LRP VOR 088° M radial thence via LRP VOR 088° M radial to Int. Blue 20	As published
V254: PTW VOR-Columbus VHF Int.	None	----
V251: PTW VOR-Captain VHF Int.	None	----
V251: LRP VOR-PTW VOR	LRP VOR 088° M radial to point of Int. ESR VOR 025° M radial	2,100

During period of shutdown, the following reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Quakertown	ARD VOR 294° M radial ABE VOR 186° M radial	2,500
Captain	ABE VOR 115° M radial SSB VOR 174° M radial	2,500
Somerton	ARD VOR 234° M radial CYN VOR 314° M radial	2,400
Columbus	RBV VOR 249° M radial ARD VOR 165° M radial	2,000
Valley Forge	ESR VOR 056° M radial OOD VOR 359° M radial	2,000
Coatesville	None	----
Gap	None	----
Reinholds	LRP VOR 055° M radial ESR VOR 234° M radial HAR VOR 097° M radial	3,500
Hamburg	LRP VOR 037° M radial ABE VOR 255° M radial	3,000
Warrington	None	----

PULLMAN, MICHIGAN VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-30, V-1504: Milwaukee, Wis. VOR via MKE R-112	Pullman, Mich. Temp Int. (ELX R-002, MKE R-112)	5500
Pullman, Mich. Temp Int.	Kalamazoo Temp Int. (ELX R-061, LFD R-295)	3200
Kalamazoo Temp Int.	LeRoy Int.	3200
V-170: Pullman, Mich. Int. (ELX R-002, AZO R-298) via SVM R-275	Hickory Temp Int. (BTL R-330, SVM R-275)	10,000
Hickory Temp Int. via SVM R-275	Leslie Int.	10,000
V-84: Papi Int. via OBK R-076	Pullman Temp Int (ELX R-002, OBK R-076)	5800
Pullman Temp Int. via LAN R-258	Lansing, Mich. VOR	3400
V-193: Keeler, Mich. VOR	Pullman Temp Int(ELX R-002, AZO R-298	2100
Direct Route		
Pullman Temp Int	Grand Rapids, Mich. LFR (221 crs from GRR LFR) thence to colored awy	2200
V-55: Pullman Temp Int (AZO R-298, MKG R-185	Muskegon, Mich. VOR	1900
J-84-V: Northbrook VOR 076° M radial	Int Windsor 279° M radial thence inbnd to Windsor.	

(24 May 1960)

✓ IOWA CITY, IOWA VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-6, V-8: New Sharon Int. via DSM R-079	Temp, Iowa City, Iowa Int. (CID R-154, DSM R-079, CVA R-255)	7000
Temp. Iowa City, Iowa Int. via CVA R-255	Cordova VOR	4000
V-38: Temp. Iowa City, Iowa Int. CID R-154 and MLI R-280	Buffalo Int. Via MLI R-280	2500
V-216: Richland, Iowa Int. via OTM R-042	Temp. Iowa City, Iowa Int. (OTM R-042 and CID R-154)	2500

Enroute flt beyond Polo, Ill, Wausau, Wis, Anthony, Kans. and Iowa City, Iowa tmpry Ints must cross Int at tmpry MRA appropriate to planned route of flt.

✓ ROCKY MOUNT, N C VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V194: Raleigh, N.C. VOR via RDU 087R	Temp. RMT Int	4000
Temp. RMT Int. via CVI 246R	Cofield, N.C. VOR	4000
V194N: Greensboro, N.C. VOR via Franklinton Int. to RMT VOR	None	----
V213: Kenansville Int. to RMT VOR	None	----
V213: Temp. RMT VOR Int. via Hopewell, Va. VOR 205R	Hopewell, Va., VOR	8000
V157: Kinston Int. via LVL 174R and Temp RMT VOR Int.	Lawrenceville, Va., VOR	7000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
RMT VOR	Temp. Rocky Mt. Int. RDU 087R/ LVL 174R	4000
Franklinton Int.	None	----
Oxford Int.	RDU VOR 020R/SBV 154R	As published
Clayton VOR Int.	RDU VOR 120R/LVL VOR 200R	5000
Eureka VOR Int.	RDU VOR 120R/CVI VOR 228R	5000
Oak City VOR Int.	CVI VOR 215R/ECG VOR 269R	As published
Sawmill VOR Int.	CVI VOR 192R/ECG VOR 253R	As published

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective on 30 June 1960:

(Part 608)

(1) In Section 608.30, the Hammond Bay, Mich., Restricted Area (R-424) is amended to read: Description by geographical coordinates - beginning at lat 45-56-30, long. 83-53-30; thence to 45-34-00, 83-03-00; 45-23-00, 83-18-00; 45-46-00, 84-08-00; thence to point of beginning. Designated altitudes - surface to 45,000' MSL. Time of designation - sunrise to sunset. Controlling agency- Commanding Officer, 507th Fighter Group, Kincheloe AFB, Michigan.

(2) In Section 608.30, the Upper Lake Huron, Michigan, Restricted Area (R-91) is revoked.

(3) In Section 608.30, the Upper Lake Huron, Michigan, No. 2 Restricted Area (R-491) is amended to read: Description by geographical coordinates - from lat 45-17-00, long. 83-10-00; E to 45-17-00, 82-30-30; S to 44-07-00, 82-14-45; W to 44-07-00, 83-01-00; NNE to 44-30-00, 82-51-00; N to 44-45-00, 82-50-00; NW to 44-55-00, 83-10-00; N to point of beginning. Designated altitudes - surface to 50,000' MSL. Time of designation- sunrise to sunset. Controlling agency - Commanding Officer, 412th Fighter Group, Wurtsmith AFB, Oscoda, Michigan.

(4) In Section 608.30, the Sault Ste. Marie, Michigan, Kincheloe AFB Restricted Area/ Military Climb Corridor (R-562) is amended by deleting "from a point 8 smi to point 10 smi from the TVOR." and "from a point 10 smi to a point 12 smi from the TVOR." and substituting therefor "from a point 8 smi to a point 9 smi from the TVOR." and "from a point 9 smi to a point 12 smi from the TVOR.", respectively.

(5) In Section 608.31, the Duluth Municipal Airport, Minnesota, Restricted Area/Military Climb Corridor (R-548) is amended to read: Description - the airspace based on the 004° T radial of the Duluth TVOR, extending from a point 5 smi N of the airport to a point 32 smi N of the airport, having a width of 2.5 smi E and 1.5 smi W of the 004° T radial at the beginning and a width of 2.3 smi on each side of the 004° T radial at the outer extremity. Designated altitudes - 3,400' MSL to 16,400' MSL from 5 smi N of the airport to 6 smi N of the airport. 3,400' MSL to 25,400' MSL from 6 to 7 smi N of the airport. 3,400' MSL to 27,000' MSL from 7 to 10 smi N of the airport. 7,400' MSL to 27,000' MSL from 10 to 15 smi N of the airport. 11,400' MSL to 27,000' MSL from 15 to 20 smi N of the airport. 16,400' MSL to 27,000' MSL from 20 to 25 smi N of the airport. 20,400' MSL to 27,000' MSL from 25 to 32 smi N of the airport. Time of designation - continuous. Controlling Agency: FAA Airport Traffic Control Tower, Duluth Municipal Airport.

(6) In Section 608.45, the Klamath Falls, Oregon, (Kingsley Field) Restricted Area/ Military Climb Corridor (R-587) is added to read: Description - That area centered on the 325° T radial of the Klamath Falls VORTAC extending from 10 smi NW of the airport to 32.5 smi NW of the airport, having a width of 2.5 smi at the beginning and a width of 4.5 smi at the outer extremity. Designated altitudes - 6,100' MSL to 19,100' MSL from 10 smi NW of the airport to 11 smi NW of the airport. 6,100' MSL to 27,000' MSL from 11 to 15 smi NW of the airport. 10,100' MSL to 27,000' MSL from 15 to 20 smi NW of the airport. 14,100' MSL to 27,000' MSL from 20 to 25 smi NW of the airport. 19,100' MSL to 27,000' MSL from 25 to 30 smi NW of the airport. 23,100' MSL to 27,000' MSL from 30 to 32.5 smi NW of the airport. Time of designation - continuous. Controlling agency - Klamath Falls Approach Control.

(7) In Section 608.54, the Chincoteague Inlet, Virginia, Restricted Area (R-45) is amended to read: Description by geographical coordinates - beginning at lat 37-56-45, long. 75-27-30; thence SE to 37-51-30, 75-17-15; southerly 3 nmi from the shoreline to 37-38-45, 75-31-20; N to 37-50-24, 75-31-20; thence NE to point of beginning. Designated altitudes - unlimited. Time of designation - continuous. Controlling agency- National Aeronautics and Space Administration, Wallops Island Station, Chincoteague, Virginia.

(8) In Section 608.63, the Salinas, Puerto Rico, Restricted Area (R-371) is amended by deleting "Surface to 8000' MSL" and "Continuous" and substituting therefor, respectively, "Surface to 5000' MSL" and "Sunrise to Sunset, June 15 thru August 15, and Sunrise to Sunset, Saturday and Sunday, August 16 thru June 14.".

✓ CHART CORRECTION Notice No. 3-60: (1) On Washington Sectional Chart 51st edition, dated January 28, 1960, change radial bearing from 049° to 094° on VOR airway No. 143 E of Front Royal VOR. (2) On Birmingham Sectional Chart, 49th edition, dated February 15, 1960, move 90° figure and arrow on compass rose of Columbus, Mississippi VOR 10° clockwise; or change 90° to 80°.

ON REQUEST REPORTING POINTS: The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 30 June 1960:

ESTABLISHED:

(1) SPRING VALLEY, N Y(LF) INT: S crs. Poughkeepsie, N.Y. LFR; 270 M rad Wilton, Conn. VOR.

(2) HARBORVIEW, OHIO(VHF) INT: 015 M rad Waterville, Ohio VOR; back crs. Toledo, Ohio ILS lclzr.

(3) DEERFIELD, OHIO(VHF) INT: 134 M rad Akron, Ohio VOR; 048 M rad Navarre, Ohio VOR.

(4) AKRON-CANTON, OHIO OUTER MARKER.

(5) INDIAN RIVER, FLA(VHF) INT: 342 M rad Vero Beach, Fla. VOR; 098 M rad Orlando, Fla. VOR.

(6) TUCKER, GA(VHF) INT: 213 M rad Norcross, Ga. VOR; 033 M rad Atlanta, Ga. VOR; 344 M rad McDonough, Ga. VOR.

(7) VERONA, CALIF(VHF) INT: 118 M rad Williams, Calif. VOR; 328 M rad Sacramento, Calif. VOR.

(8) CAPITAL, CALIF(VHF) INT: 024 M rad Sausalito, Calif. VOR; 328 M rad Sacramento, Calif. VOR.

(9) COURTLAND, CALIF(VHF) INT: 195 M rad Sacramento, Calif. VOR; 280 M rad Linden, Calif. VOR.

(10) WALNUT GROVE, CALIF(VHF) INT: 145 M rad Sacramento, Calif. VOR; 280 M rad Linden, Calif. VOR.

(11) VALLEY, CALIF(VHF) INT: 057 M rad Williams, Calif. VOR; 005 M rad Sacramento, Calif. VOR.

(12) HOMEDALE, CALIF(VHF) INT: 252 M rad Boise, Idaho VOR; 185 M rad McCall, Idaho VOR.

(13) EVANS CREEK, OREGON FAN MARKER.

(14) NACHES, WASH(LF & VHF) INT: 347 M brg to Ellensburg, Wash. LFR; 305 M rad Yakima, Wash. VOR.

(15) GANADO, ARIZ(VHF) INT: 038 M rad Winslow, Ariz. VOR; 329 M rad St. Johns, Ariz. VOR.

(16) MOSS LANDING, CALIF(LF & VHF) INT: 285 M rad Salinas, Calif. VOR; 340 M brg from Monterey, Calif. LMM.

(17) EDEN VALLEY, MINN(VHF) INT: 274 M rad Minneapolis, Minn. VOR; 321 M rad Darwin, Minn. VOR.

(18) VICTORIA, MINN(VHF) INT: 210 M rad Minneapolis, Minn. VOR; 291 M rad Farmington, Minn. VOR.

(19) STADIUM, CALIF(VHF) INT: 042 M rad Los Angeles, Calif. VOR; 305 M rad Long Beach, Calif. VOR.

(20) BAY, CALIF(VHF) INT: 277 M rad Los Angeles, Calif. VOR; 136 M rad Fillmore, Calif. VOR.

(21) OLINDA, CALIF(VHF) INT: 255 M rad Ontario, Calif. VOR; 035 M rad Long Beach, Calif. VOR.

(22) LELAND, ILL(VHF) INT: 046 M rad Bradford, Ill. VOR; 252 M rad Naperville, Ill. VOR.

(23) DELAWARE, OKLA(VHF) INT: 066 M rad Bartlesville, Okla. VOR; 177 M rad Chanute, Kans. VOR.

(24) CHADWICK, MO(VHF) INT: 139 M rad Springfield, Mo. VOR; 226 M rad Dogwood, Mo. VOR.

(25) SAWGRASS, FLA(VHF) INT: 098 M rad Orlando, Fla. VOR; 182 M rad Daytona Beach, Fla. VOR.

(26) PELEE, CANADA(LF) INT: SE crs. Windsow, Canada LFR; 060 M rad Waterville, Ohio VOR.

(27) ESSEX, CANADA(VHF) INT: 150 M rad Windsor, Canada VOR; 079 M rad Carleton, Mich. VOR.

(28) ADRIAN, TEX(VHF) INT: 175 M rad Dalhart, Tex. VOR; 256 M rad Amarillo, Tex. VOR.

(29) CAPE, MASS(VHF) INT: 113 M rad Boston, Mass. VOR; 024 M rad Nantucket, Mass. VOR.

(30) CHANNEL, MASS(VHF) INT: 088 M rad Boston, Mass. VOR; 167 M rad Kennebunk, Me. VOR.

(31) DERBY, OHIO(VHF) INT: N crs. Akron, Ohio ILS lclzr; 244 M rad Akron, Ohio VOR.

(32) ASCOT, OHIO(VHF) INT: 240 M rad Chardon, Ohio VOR; 302 M rad Akron, Ohio VOR.

(33) BEREA, OHIO(VHF) INT: 052 M rad Mansfield, Ohio VOR; 094 M rad Cleveland, Ohio VOR.

(34) EUCLID, OHIO(VHF) INT: 072 M rad Cleveland, Ohio VOR; 335 M rad Akron, Ohio VOR.

(35) FAIRVIEW, OHIO(VHF) INT: 072 M rad Cleveland, Ohio VOR; 310 M rad Akron, Ohio VOR.

(36) PENFIELD, OHIO(VHF) INT: 052 M rad Mansfield, Ohio VOR; 156 M rad Cleveland, Ohio VOR.

(37) WOOSTER, OHIO(VHF) INT: 100 M rad Mansfield, Ohio VOR; 020 M rad Tiverton, Ohio VOR.

MODIFIED:

(1) NORWOOD, N C(VHF) INT: 071 M rad Ft. Mill, S.C. VOR; 284 M rad Pinehurst, N.C. VOR.

(2) HIGHFALLS, N C(VHF) INT: 244 M rad Raleigh, N.C. VOR; 150 M rad Greensboro, N.C. VOR.

(3) MADISON, N C(VHF) INT: 071 M rad Ft. Mill, S.C. VOR; 136 M rad Hickory, N.C. VOR.

(4) WEDDINGTON, N C(VHF) INT: 071 M rad Ft. Mill, S.C. VOR; 154 M rad Hickory, N.C. VOR.

(5) EUREKA, N C(VHF) INT: 196 M rad Rocky Mount, N.C. VOR; 302 M rad Kinston, N.C. VOR.

(6) KENANSVILLE, N C(VHF) INT: 219 M rad Kinston, N.C. VOR; 356 M rad Wilmington, N.C. VOR.

(7) WETMORE, TEX(LF) INT: NE crs. San Antonio, Tex. ILS lclzr; 265 M brg to San Antonio, Tex. Rbn.

(8) GARRETT, IND(VHF) INT: 291 M rad Findlay, Ohio VOR; 016 M rad Ft. Wayne, Ind. VOR.

(9) ROCKFORD, OHIO(VHF) INT: 251 M rad Findlay, Ohio VOR; 128 M rad Ft. Wayne, Ind. VOR.

(10) GORDON, COLO(VHF) INT: 179 M rad Pueblo, Colo. VOR; 286 M rad Tobe, Colo. VOR.

(11) RICHFIELD, OHIO(VHF) INT: 112 M rad Cleveland, Ohio VOR; 227 M rad Chardon, Ohio VOR.

(12) AMBROSE, N Y(VHF) INT: 085 M rad Colts Neck, N.Y. VOR; 184 M rad Idlewild, N.Y. VOR; 050 M rad Coyle, N.J. VOR.

(13) CAVE CREEK, ARIZ(VHF) INT: 325 M rad Phoenix, Ariz. VOR; 046 M rad Buckeye, Ariz. VOR.

(14) PRIOR, MINN(VHF) INT: 182 M rad Minneapolis, Minn. VOR; 291 M rad Farmington, Minn. VOR.

(15) MAYER, MINN(VHF) INT: 236 M rad Minneapolis, Minn. VOR; 109 M rad Darwin, Minn. VOR. (Retain holding pattern. No change in description.)

(16) WILMINGTON, CALIF(VHF) INT: 124 M rad Los Angeles, Calif. VOR; 251 M rad Long Beach, Calif. VOR.

(17) ALBACORE, CALIF(VHF) INT: 171 M rad Long Beach, Calif. VOR; 038 M rad Santa Catalina, Calif. VOR.

(18) ALBACORE, CALIF(LF) INT: 038 M rad Santa Catalina, Calif. VOR; 342 M brg to Long Beach, Calif. VOR.

(19) CEDAR MT, UTAH(VHF) INT: 067 M rad Bonneville, Utah VOR; 218 M rad Ogden, Utah VOR.

(20) HARBOR ISLAND, WASH(LF) INT: NW crs. Seattle, Wash. LFR; 351 M brg to Everett, Wash. LFR.

(21) ERIE, NEV(LF & VHF) INT: 141 M rad Las Vegas, Nev. VOR; 261 M brg to Goodsprings, Nev. Rbn.

(22) LAMONT, IDAHO(VHF) INT: 082 M rad Dubois, Idaho VOR; 025 M rad Pocatello, Idaho VOR.

(23) BERWYN, NEB(VHF) INT: 061 M rad North Platte, Neb VOR; 277 M rad Grand Island, Neb. VOR.

(24) MILFORD, ILL(VHF) INT: 348 M rad Danville, Ill. VOR; 075 M rad Roberts, Ill. VOR.

(25) STATE LINE, IND(VHF) INT: 165 M rad Danville, Ill. VOR; 233 M rad Westpoint, Ind. VOR.

(26) TRIUMPH, ILL(VHF) INT: 046 M rad Bradford, Ill. VOR; 263 M rad Joliet, Ill. VOR.

(27) MIDLAND, N C(VHF) INT: 071 M rad Ft. Mill, S.C. VOR; 136 M rad Hickory, N.C. VOR.

(28) NEW LONDON, N C(VHF) INT: 055 M rad Ft. Mill, S.C. VOR; 126 M rad Hickory, N.C. VOR.

(29) GOLDSTON, N C(VHF) INT: 244 M rad Raleigh, N.C. VOR; 125 M rad Greensboro, N.C. VOR.

(30) COFFEYVILLE, KANS(VHF) INT: 177 M rad Chanute, Kans. VOR; 248 M rad Oswego, Kans. VOR.

(31) CONYERS, GA(VHF) INT: E crs. Atlanta, Ga. ILS lclzr; 035 M rad McDonough, Ga. VOR;

(32) ROOPVILLE, GA(VHF) INT: 266 M rad Atlanta, Ga. VOR; 009 M rad LaGrange, Ga. VOR.

(33) SARGENT, GA(VHF) INT: 266 M rad Atlanta, Ga. VOR; 034 M rad LaGrange, Ga. VOR.

(34) NORMANDY, MO(VHF) INT: 132 M rad St. Louis, Mo. VOR; 259 M rad Troy, Ill. VOR.

(35) AURORA, ORE(VHF) INT: 175 M rad Portland, Ore VOR; 111 M rad Newberg, Ore.

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VOR.
(36) ELKHORN, ORE(VHF) INT: 145 M rad Portland, Ore VOR; 111 M rad Newberg, Ore. VOR.
(37) HEPPNER, ORE(VHF) INT: 210 M rad Pendleton, Ore. VOR; 087 M rad The Dalles, Ore. VOR.
(38) MAVERICK, ORE(VHF) INT: 160 M rad Portland, Ore. VOR; 111 M rad Newberg, Ore. VOR.

CANCELLED:
(1) PULASKI, NEW YORK(VHF) INT.
(2) WEST BANGOR, NEW YORK(VHF) INT.
(3) LAKESIDE, ARKANSAS(VHF) INT.
(4) ESTRELLA, ARIZ(VHF) INT.
(5) EXCELSIOR, MINN(VHF) INT.
(6) ROSCOE, MINN(VHF) INT.
(7) LINDEN, MICH(VHF) INT.
(8) EDNA, KANSAS(VHF) INT.
(9) NORWALK, OHIO(VHF) INT.
(10) CHIPPEWA, OHIO(VHF) INT.
(11) NEW LONDON, OHIO(VHF) INT.
(12) WESTLAKE, OHIO(LF) INT.
(13) RICHFIELD, OHIO(VHF) INT.
(14) COUNTY, OHIO(VHF) INT.
(15) AMHERST, OHIO(VHF) INT.

RENAMED:
(1) AUBURN, ILL(VHF) INT: 187 M rad Springfield, Ill. VOR; 314 M rad Vandalia, Ill. VOR. (Formerly Divernon Int.)
(2) MOORESVILLE, IND(VHF) INT: 080 M rad Terre Haute, Ind. VOR; SW crs. Indianapolis, Ind. ILS lclzr. (Formerly Monrovia Int.)
(3) WOODBURN, IOWA(VHF) INT: 189 M rad Des Moines, Iowa VOR; 268 M rad Ottumwa, Iowa VOR. (Formerly Osceola Int.)
(4) ALMA CITY, IOWA(VHF) INT: 343 M rad Mason City, Iowa VOR; 182 M rad Minneapolis, Minn. VOR; 287 M rad Rochester, Minn. VOR. (Formerly Waseca Int.)
(5) TODD, LA(VHF) INT: 114 M rad New Orleans, La. VOR; 155 M rad Picayune, Miss. VOR. (Formerly Breton Int.)

✓ HOLDING PATTERNS: The following holding patterns have been established or modified as indicated effective 30 June 1960:

ESTABLISHED:
(1) HARBORVIEW, OHIO(VHF) INT: direction of holding - NE on back crs. Toledo, Ohio ILS lclzr; direction of turns-right; time - 1 min; MHA - 2600'.
(2) MANSFIELD, OHIO VOR: direction of holding - NW on 310 M rad; direction of turns-right; time - 1 min; MHA - 2500'.
(3) YOUNGSTOWN, OHIO OM: direction of holding - SE on front crs. ILS lclzr; direction of turns-right; time - 2 mins; MHA - 2600'.
(4) YOUNGSTOWN, OHIO VOR: direction of holding - N on 005 M rad; direction of turns-right; time - 1 min; MHA - 2500'.
(5) NAVARRE, OHIO VOR: direction of holding - S on 187 M rad; direction of turns-right; time - 1 min; MHA - 2500'.
(6) AKRON-CANTON, OHIO OM: direction of holding - S on front crs ILS lclzr; direction of turns-right; time - 1 min; MHA - 2500'.
(7) DEERFIELD, OHIO(VHF) INT: direction of holding - SE on 134 M rad Akron, Ohio VOR; direction of turns-left; time-1 min; MHA - 2500'.
(8) TUCKER, GA(VHF) INT: direction of holding - NE on 213 M rad Norcross, Ga. VOR; direction of turns-left; time - 1 min; MHA - 3000'.
(9) VERONA, CALIF(VHF) INT: direction of holding - N on 328 M rad SAC VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(10) CAPITAL, CALIF(VHF) INT: direction of holding - N on 328 M rad SAC VOR; direction of turns-left; time - 1 min; MHA - 3700'.
(11) COURTLAND, CALIF(VHF) INT: direction of holding SW on 195 M rad SAC VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(12) WALNUT GROVE, CALIF(VHF) INT: direction of holding - SE on 280 M rad LIN VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(13) HOMEDALE, IDAHO(VHF) INT: direction of holding - W on 252 M rad BOI VOR; direction of turns- right; time - 2 min; MHA - 6000'.
(14) EVANS CREEK, ORE FM: direction of holding - N on 332 M rad MFR VOR; direction of turns-left; time 1 min; MHA - 6000'.
(15) STADIUM, CALIF(VHF) INT: direction of holding - SW on 042 M rad LAX VOR; direction of turns-left; time - 1 min; MHA - 3000'.
(16) STADIUM, CALIF(VHF) INT: direction of holding - SE on 305 M rad LGB VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(17) BAY, CALIF(VHF) INT: direction of holding - W on 277 M rad LAX VOR; direction of turns-left; time - 1 min; MHA - 5000'.
(18) OLINDA, CALIF(VHF) INT: direction of holding - E on 255 M rad ONT VOR; direction of turns-left; time - 1 min; MHA - 4000'.
(19) PRIOR, MINN(VHF) INT: direction of holding - S on 182 M rad Minneapolis, Minn. VOR; direction of turns-right; time - 1 min; MHA - 2200'.
(20) DARWIN, MINN VOR: direction of holding W on 261 M rad; direction of turns-right; time - 1 min: MHA - 2300'.
(21) SAWGRASS, FLA(VHF) INT: direction of holding - E on 098 M rad Orlando, Fla. VOR; direction of turns-right; time - 1 min; MHA - 1800'.

(Depict on Cleveland Terminal Area Charts)
(22) BEREA, OHIO(VHF) INT: direction of holding - E on 094 M rad Cleveland, Ohio VOR; direction of turns- left; time - 1 min; MHA - 3000'.
(23) BEREA, OHIO(VHF) INT: direction of holding - SW on 052 M rad Mansfield, Ohio VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(24) EUCLID, OHIO(VHF) INT: direction of holding - NE on 072 M rad Cleveland, Ohio VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(25) FAIRVIEW, OHIO(VHF) INT: direction of holding - NE on 072 M rad Cleveland, Ohio VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(26) FAIRVIEW, OHIO(VHF) INT: direction of holding - SW on 072 M rad Cleveland, Ohio VOR; direction of turns-left; time - 1 min; MHA - 3000'.
(27) PENFIELD, OHIO(VHF) INT: direction of holding - SW on 052 M rad Mansfield, Ohio VOR; direction of turns-left; time - 1 min; MHA - 2500'.
(28) CLEVELAND, OHIO VOR: direction of holding - SW on 249 M rad Cleveland, Ohio VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(29) LORAIN, OHIO(VHF) INT: direction of holding - E on 284 M rad Chardon, Ohio VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(30) ASCOT, OHIO(VHF) INT: direction of holding - SE on 302 M rad Akron, Ohio VOR; direction of turns-right; time - 1 min; MHA - 3000'.

MODIFIED:
(1) NORWOOD, NC(VHF) INT: direction of holding - NE on 021 M rad Ft. Mill, S.C. VOR; direction of turns-right; time - 2 mins; MHA - 2500'.
(2) HIGHFALLS, N C(VHF) INT: direction of holding - SW on 244 M rad Raleigh, N.C. VOR; direction of turns-left; time - 2 mins; MHA - 1500'.
(3) RICHFIELD, OHIO(VHF) INT: direction of holding - SE on 112 M rad Cleveland, Ohio VOR; direction of turns-left; time - 1 min; MHA - 3000'.
(4) CAVE CREEK, ARIZ(VHF) INT: direction of holding - N on 325 M rad PHX VOR; direction of turns-right; time - 1 min; MHA - 7500'.
(5) ALBACORE, CALIF(VHF) INT: direction of holding - S on 171 M rad LGB VOR; direction of turns-left; time - 1 min; MHA - 1500'.
(6) ALBACORE, CALIF(LF) INT: direction of holding - S on 342 M brg to LGB LFR; direction of turns-left; time - 1 min; MHA - 1500'.
(7) SAUGUS, CALIF(VHF) INT: direction of holding - S on 340 M rad LAX VOR; direction of turns-right; time - 1 min; MHA - 6000'.
(8) CEDAR MT, UTAH(VHF) INT: direction of holding - W on 067 M rad BVL VOR; direction of turns-left; time - 2 mins; MHA - 9000'.
(9) ERIE, NEV(VHF) INT: direction of holding - SE on 141 M rad LAS VOR; direction of turns-right; time - 2 mins; MHA - 8000'.
(10) WEDDINGTON, N C(VHF) INT: direction of holding - NE on 071 M rad Ft. Mill, S.C. VOR; direction of turns-right; time - 2 mins; MHA - 2500'.
(11) GOLDSTON, N C(VHF) INT: direction of holding - SW on 244 M rad Raleigh, N.C. VOR; direction of turns-right; time - 2 mins; MHA - 1800'.
(12) COLUMBIA, S C(VHF) INT: direction of holding - SE on 147 M rad; direction of turns-right; time - 1 min; MHA - 1700'.

V. MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective June 30, 1960:

Section 610.15 Green Federal Airway 5 is amended to delete:

FROM	TO	MEA
Pine Bluff, Ark. LF/RBN	Memphis, Tenn. LFR	1500
Memphis, Tenn.LFR	Jack's Creek, Tenn. LFR	2000
Jack's Creek, Tenn.LFR	Nashville, Tenn.LFR	3000
Nashville, Tenn. LFR	Smithville, Tenn. LF/RBN	3500

Section 610.210 Red Federal Airway 10 is deleted:

Section 610.211 Red Federal Airway 11 is amended to delete:

FROM	TO	MEA
Claremore INT, Okla.	Springfield, Mo. LFR	2500
Springfield, Mo. LFR	Vichy, Mo. LF/RBN	2600
Vichy, Mo. LF/RBN	St. Peters INT, Mo.	2200

Section 610.602 Blue Federal Airway 2 is amended to read:

FROM	TO	MEA
Sitka, Alaska LFR	Sisters Island, Alas. LF/RBN	6500

Section 610.606 Blue Federal Airway 6 is deleted:

Section 610.613 Blue Civil Airway 13 is amended to delete:

FROM	TO	MEA
Liberty INT, Mo.	Des Moines, Iowa LFR	2300

Section 610.640 Blue Federal Airway 40 is amended to delete:

FROM	TO	MEA
Concord, N.H. LFR	Lebanon, N.H. LFR	5000

Section 610.645 Blue Federal Airway 45 is amended to delete:

FROM	TO	MEA
Keene, N.H. LF/RBN	Lebanon, N.H. LF/RBN	5000

Section 610.6001 VOR Federal Airway 1 is amended to read in part:

FROM	TO	MEA
New Rochelle INT, N.Y.	Wilton, Conn. VOR	2500

Section 610.6002 VOR Federal Airway 2 is amended to read in part:

FROM	TO	MEA
Gardner, Mass. VOR	Boston, Mass. VOR	3000

Section 610.6005 VOR Federal Airway 5 is amended to read in part:

FROM	TO	MEA
Macon, Ga. VOR *3500 - MRA	*Loraine INT, Ga.	2000

VOR Federal Airway 5 - cont'd.

FROM	TO	MEA
Loraine INT, Ga. *2500 - MRA	*Jenkinsburg INT, Ga.	2000
Roberta INT, Ga. Via W alter. *3000 - MRA	*Yatesville INT, Ga. Via W alter.	2300
Yatesville INT, Ga. Via W alter.	Atlanta, Ga. VORTAC Via W alter.	2300

Section 610.6007 VOR Federal Airway 7 is amended to read in part:

FROM	TO	MEA
*Skipperville INT, Ala. *3000 - MRA **2000 - MRA	**Banks INT, Ala.	1800
Marianna, Fla. VOR *3000 - MRA	*Malone INT, Fla.	2000
Malone INT, Fla.	Dothan, Ala. VOR	2000

Section 610.6008 VOR Federal Airway 8 is amended to read in part:

FROM	TO	MEA
Goshen, Ind. VOR *3500 - MRA **2300 - MOCA	*Garrett INT, Ind.	**3000
Garrett INT, Ind. *2000 - MOCA	Findlay, Ohio VOR	*3500

Section 610.6010 VOR Federal Airway 10 is amended to read in part:

FROM	TO	MEA
Bradford, Ill. VOR	Naperville, Ill. VOR	2000

Section 610.6012 VOR Federal Airway 12 is amended to read in part:

FROM	TO	MEA
Santa Barbara, Calif. VOR *6500 - MCA Fillmore VOR, W-bound	*Fillmore, Calif. VOR	8000
Fillmore, Calif. VOR	Saugus INT, Calif.	6000
Saugus INT, Calif. *6000 - MCA Palmdale VOR, SW-bound	*Palmdale, Calif. VOR	8000

Section 610.6013 VOR Federal Airway 13 is amended to read in part:

FROM	TO	MEA
Lamoni, Iowa VOR *4300 - MRA	*Woodburn INT, Iowa	2300
Woodburn INT, Iowa	Des Moines, Iowa VOR	2300
Mason City, Iowa VORTAC Via W alter. *4300 - MRA **2600 - MOCA	*Alma City INT, Iowa Via W alter.	**4300
Alma City INT, Iowa Via W alter. *3500 - MRA **3300 - MOCA	*New Prague INT, Minn. Via W alter.	**4300

Section 610.6014 VOR Federal Airway 14 is amended to read in part:

FROM	TO	MEA
*Coldwater INT, Ind. *3000 - MRA **2200 - MOCA	Rockford INT, Ohio	**3000
Rockford INT, Ohio	Findlay, Ohio VOR	2500

Section 610.6016 VOR Federal Airway 16 is amended to read in part:

FROM	TO	MEA
*Piedmont INT, Tenn. *8000 - MRA **5000 - MRA	**White Pine INT, Tenn.	4000
Knoxville, Tenn. VOR Via N alter. *5000 - MRA **6600 - MOCA	*Witt INT, Tenn. Via N alter.	**7000
Witt INT, Tenn. Via N alter. *9500 - MRA **6600 - MOCA	*Hilton INT, Va. Via N alter.	**7000

Section 610.6017 VOR Federal Airway 17 is amended to read in part:

FROM	TO	MEA
Cotulla, Tex. VOR *3500 - MRA **1600 - MOCA	*Millet INT, Tex.	**2500
Millet INT, Tex. *2500 - MRA **1600 - MOCA	*Leming INT, Tex.	**2500
Leming INT, Tex.	San Antonio, Tex. VOR	2200

Section 610.6018 VOR Federal Airway 18 is amended to delete:

FROM	TO	MEA
Anniston, Ala. VOR	Heflin INT, Ala.	4000
Heflin INT, Ala.	Chattahoochee INT, Ga.	2700
Anniston, Ala. VOR Via S alter.	Roopville INT, Ga. Via S alter.	4000
Roopville INT, Ga. Via S alter.	Atlanta, Ga. VOR Via S alter.	2300
Atlanta, Ga. VOR Via S alter.	McDonough, Ga. VORTAC Via S alter.	2200
McDonough, Ga. VORTAC Via S alter. *3000 - MRA **1900 - MOCA	*Eatonton INT, Ga. Via S alter.	**3000
Eatonton INT, Ga. Via S alter. *1900 - MOCA	Thomas INT, Ga. Via S alter.	*3000
Thomas INT, Ga. Via S alter.	Augusta, Ga. VOR	1800
Chattahoochee INT, Ga.	Atlanta, Ga. ILS loc.	2200
Atlanta, Ga. ILS loc.	Oxford INT, Ga.	2200
Oxford INT, Ga. *3500 - MRA **2100 - MOCA	*Madison INT, Ga.	**3500

VOR Federal Airway 18 - cont'd.

FROM	TO	MEA
Madison INT, Ga. *1800 - MOCA	Raytown INT, Ga.	*3800
Raytown INT, Ga. *2500 - MRA	*Appling INT, Ga.	1800
Appling INT, Ga.	Augusta, Ga. VOR	1800

Section 610.6018 VOR Federal Airway 18 is amended by adding:

FROM	TO	MEA
Anniston, Ala. VOR	Roopville INT, Ga.	4000
Roopville INT, Ga.	Atlanta, Ga. VORTAC	2300
Atlanta, Ga. VORTAC	McDonough, Ga. VOR	2200
McDonough, Ga. VOR *2300 - MRA **1900 - MOCA	*Eatonton INT, Ga.	**2300
Eatonton INT, Ga. *1900 - MOCA	Thomson INT, Ga.	*2300
Thomson INT, Ga.	Augusta, Ga. VOR	1800
Anniston, Ala. VOR Via N alter.	Heflin INT, Ala. Via N alter.	4000
Heflin INT, Ala. Via N alter.	Chattahoochee INT, Ga. Via N alter.	2700
Chattahoochee INT, Ga. Via N alter.	Conyers INT, Ga. Via N alter.	2200
Conyers INT, Ga. Via N alter. *3500 - MRA **2100 - MOCA	*Madison INT, Ga. Via N alter.	**3500
Madison INT, Ga. Via N alter. *1800 - MOCA	Raytown INT, Ga. Via N alter.	*3800
Raytown INT, Ga. Via N alter. *2500 - MRA	*Appling INT, Ga. Via N alter.	1800
Appling INT, Ga. Via N alter.	Augusta, Ga. VOR Via N alter.	1800

Section 610.6021 VOR Federal Airway 21 is amended to read in part:

FROM	TO	MEA
*Soda INT, Calif. *16000 - MCA Soda INT, NE-bound **18000 - MCA Craters INT, SW-bound ***10000 - MOCA	**Craters INT, Calif.	***19000

Section 610.6023 VOR Federal Airway 23 is amended to read in part:

FROM	TO	MEA
Sacramento, Calif. VOR *3700 - MRA	*Capital INT, Calif.	2000
Capital INT, Calif. *4000 - MCA Grimes INT, N-bound	*Grimes INT, Calif.	2000

Section 610.6025 VOR Federal Airway 25 is amended to read in part:

FROM	TO	MEA
Klamath Falls, Ore. VORTAC *10000 - MOCA	Redmond, Ore. VOR	*12000
Redmond, Ore. VOR	The Dalles, Ore. VOR	7000

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Section 610.6026 VOR Federal Airway 26
is amended to read in part:

FROM	TO	MEA
Eau Claire,Wis. VOR	*Cadott INT,Wis.	2400
*3500 - MRA		

Section 610.6027 VOR Federal Airway 27
is amended to read in part:

FROM	TO	MEA
Paso Robles, Calif.VOR	*Salinas,Calif.VOR	
Via W alter.	Via W alter.	7000
*4000 - MCA Salinas VOR, S-bound (deletes MCA Paso Robles VOR)		

Section 610.6032 VOR Federal Airway 32
is amended to read in part:

FROM	TO	MEA
*Elko,Nev.VOR	Bonneville,Utah VOR	13000
*11500 - MCA Elko VOR, E-bound		

Section 610.6035 VOR Federal Airway 35
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*Clinton INT,Ga.	2000
*2500 - MRA		
Clinton INT,Ga.	*Eatonton INT,Ga.	2000
*3000 - MRA		

Section 610.6037 VOR Federal Airway 37
is amended to read in part:

FROM	TO	MEA
Allendale,S.C. VOR	*North INT,S.C.	1700
*2000 - MRA		
North INT,S.C.	Columbia,S.C.VOR	1700

Section 610.6051 VOR Federal Airway 51
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*Loraine INT,Ga.	2000
*3500 - MRA		
Loraine INT,Ga.	*Jenkinsburg INT, Ga.	2000
*2500 - MRA		
Roberta INT,Ga. Via W alter.	*Yatesville INT,Ga. Via W alter.	2300
*3000 - MRA		
Yatesville INT, Ga. Via W alter.	Atlanta,Ga.VORTAC Via W alter.	2300

Section 610.6053 VOR Federal Airway 53
is amended to read in part:

FROM	TO	MEA
St.George INT, S.C.	Columbia,S.C.VOR	1700

Section 610.6054 VOR Federal Airway 54
is amended by adding:

FROM	TO	MEA
Ft.Mill,N.C.VOR	Pinehurst,N.C.VOR	*2500
*1800 - MOCA		

Section 610.6055 VOR Federal Airway 55
is amended to read in part:

FROM	TO	MEA
Dawn INT,Ohio	*Coldwater INT, Ohio	**2600
*3000 - MRA		
**2200 - MOCA		

Section 610.6056 VOR Federal Airway 56
is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga.	**Reynolds INT,Ga.	1700
*3000 - MRA		
**2500 - MRA		
Reynolds INT,Ga.	Macon,Ga.VOR	1700
*North INT,S.C. Via S alter.	Columbia,S.C.VOR Via S alter.	1700
*2000 - MRA		

Section 610.6068 VOR Federal Airway 68
is amended to read in part:

FROM	TO	MEA
*Floresville INT, Tex.	**Essen INT,Tex.	***2500
*3000 - MRA		
**4000 - MRA		
***2000 - MOCA		
Essen INT,Tex.	Burnell INT,Tex.	1400
*1600 - MOCA		
Burnell INT,Tex.	Corpus Christi, Tex.VOR	1400

Section 610.6070 VOR Federal Airway 70
is amended to read in part:

FROM	TO	MEA
*Banks INT,Ala.	Eufaula,Ala.VOR	**2000
*2000 - MRA		
**1800 - MOCA		

Section 610.6072 VOR Federal Airway 72
is amended to read in part:

FROM	TO	MEA
Fayetteville,Ark. VOR	Dogwood,Mo.VOR	*3000
*2600 - MOCA		
Dogwood,Mo.VOR	Maples,Mo.VOR	*3000
*2700 - MOCA		

Section 610.6072 VOR Federal Airway 72
is amended by adding:

FROM	TO	MEA
Albany,N.Y.VOR	Keene,N.H.VOR	5600
Keene,N.H.VOR	Manchester,N.H.VOR	4300
Manchester,N.H. VOR	Ipswich INT,Mass.	1800

Section 610.6074 VOR Federal Airway 74
is amended to read in part:

FROM	TO	MEA
Little Rock,Ark. VOR	Pine Bluff,Ark.VOR	1800

Section 610.6077 VOR Federal Airway 77
is amended to read in part:

FROM	TO	MEA
Lamoni,Iowa VOR	*Woodburn INT,Iowa	2300
*4300 - MRA		
Woodburn INT, Iowa	Des Moines,Iowa VOR	2300

Section 610.6078 VOR Federal Airway 78
is amended to read in part:

FROM	TO	MEA
Darwin,Minn.VOR	Minneapolis,Minn. VOR	2400

Section 610.6084 VOR Federal Airway 84
is amended by adding:

FROM	TO	MEA
Bradford,Ill.VOR	Hinckley INT,Ill.	2000

Section 610.6088 VOR Federal Airway 88
is amended to read in part:

FROM	TO	MEA
*Aco INT,Mo.	Avilla INT,Mo.	**2900
*3500 - MRA		
**2600 - MOCA		
(deletes MEA Joplin LOM to Avilla INT)		

Section 610.6095 VOR Federal Airway 95
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	Knob INT,Ariz.	
	N-bound	8000
	S-bound	6000

Section 610.6100 VOR Federal Airway 100
is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	3000

Section 610.6105 VOR Federal Airway 105
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	*Cactus INT,Ariz.	
	N-bound	7000
	S-bound	5000
*7000 - MRA		
Phoenix,Ariz.VOR Via E alter.	Knob INT,Ariz. Via E alter.	
	N-bound	8000
	S-bound	6000

Section 610.6107 VOR Federal Airway 107
is amended to read in part:

FROM	TO	MEA
Mission INT, Calif.	Oakland,Calif.VORTAC	
	SE-bound	7000
	NW-bound	3500

Section 610.6113 VOR Federal Airway 113
is amended to read in part:

FROM	TO	MEA
Paso Robles,Calif. VOR	Priest,Calif.VOR	6000
Priest,Calif.VOR	*Los Banos,Calif. VOR	7000
*6500 - MCA Los Banos VOR, S-bound		

Section 610.6114 VOR Federal Airway 114
is amended to read in part:

FROM	TO	MEA
Gregg Co.,Tex.VOR Via N alter.	Marshall INT,Tex. Via N alter.	2400
Marshall INT,Tex. Via N alter.	Shreveport,La.VOR Via N alter.	2600

Section 610.6132 VOR Federal Airway 132
is amended to read in part:

FROM	TO	MEA
*Aco INT,Mo. Via S alter.	Avilla INT,Mo. Via S alter.	**2900
*6500 - MRA		
**2600 - MOCA		
(deletes MEA Joplin LOM to Avilla INT)		

Section 610.6133 VOR Federal Airway 133
is amended to read in part:

FROM	TO	MEA
Salem,Mich.VOR	*Russell INT,Mich.	2600
*4000 - MRA		
Russell INT,Mich.	Flint,Mich.VOR	2600

Section 610.6134 VOR Federal Airway 134
is amended to read:

FROM	TO	MEA
Evergreen,Ala.VOR	Rutledge INT,Ala.	*1800
*1500 - MOCA		
Rutledge INT,Ala.	*Banks INT,Ala.	**2000
*2000 - MRA		
**1800 - MOCA		
Banks INT,Ala.	Columbus,Ga.VOR	2000

Section 610.6141 VOR Federal Airway 141
is amended to read in part:

FROM	TO	MEA
Ipswich INT,Mass.	Manchester,N.H.VOR	1700

Section 610.6154 VOR Federal Airway 154
is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga.	**Reynolds INT,Ga.	1700
*3000 - MRA		
**2500 - MRA		
Reynolds INT,Ga.	Macon,Ga.VOR	1700

Section 610.6156 VOR Federal Airway 156
is amended to read in part:

FROM	TO	MEA
Elkins,W.Va.VOR	Grottoes INT,Va.	*5000
*6900 - MOCA		

Section 610.6159 VOR Civil Airway 159
is amended to read in part:

FROM	TO	MEA
*Malabar INT,Fla. Via E alter.	Orlando,Fla.VOR Via E alter.	**1300
*3200 - MRA		
**1500 - MOCA		

Section 610.6161 - VOR Federal Airway 161
is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	Nowata INT,Okla.	2100
Nowata INT,Okla. *2000 - MOCA	Oswego,Kans.VOR	*2500
Oswego,Kans.VOR *3800 - MRA	*Walnut INT,Kans.	2300
Walnut INT,Kans. *6000 - MRA **2300 - MOCA	*Fulton INT,Kans.	**3800
Fulton INT,Kans.	Butler,Mo.VOR	2300
Lamoni,Iowa VOR *4300 - MRA	*Woodburn INT,Iowa	2300
Woodburn INT, Iowa	Des Moines,Iowa VOR	2300

Section 610.6163 VOR Federal Airway 163
is amended to read in part:

FROM	TO	MEA
Tilden INT,Tex. Via W alter. *2500 - MRA	*Leming INT,Tex. Via W alter.	2200
Leming INT,Tex. Via W alter.	San Antonio,Tex.VOR Via W alter.	2200

Section 610.6171 VOR Federal Airway 171
is amended to delete:

FROM	TO	MEA
Scotland, Ind. VOR	Terre Haute, Ind. VOR	2000
Terre Haute,Ind. VOR	State Line INT, Ind.	2000
State Line INT, Ind. *2000 - MOCA	Peotone,Ill.VOR	*2500
Nodine,Minn.VOR	Elba INT,Minn.	2800
Elba INT,Minn.	Zumbrota INT,Minn.	2500
Zumbrota INT, Minn.	Farmington,Minn. VOR	2200
Farmington,Minn. VOR	Excelsior INT,Minn.	2200
Excelsior INT, Minn.	Mayer INT,Minn.	2500
Mayer INT,Minn. *4600 - MRA **2500 - MOCA	*Cokato INT,Minn.	**3300
*Cokato INT,Minn. *4600 - MCA Cokato INT, NW-bound **2500 - MOCA	Roscoe INT,Minn.	**4600
Roscoe INT,Minn.	Alexandria,Minn. VOR	2600

Section 610.6171 VOR Federal Airway 171
is amended by adding:

FROM	TO	MEA
Scotland,Ind.VOR	Lewis,Ind.VOR	2000
Lewis,Ind.VOR	Danville,Ill.VOR	2000
Lewis,Ind.VOR Via W alter.	Danville,Ill.VOR Via W alter.	2000
Danville,Ill.VOR	Peotone,Ill.VOR	1900
Nodine,Minn.VOR	Farmington,Minn. VOR	2200
Farmington,Minn. VOR	Victoria INT,Minn.	2200

VOR Federal Airway 171 - cont'd.

FROM	TO	MEA
Victoria INT, Minn.	Darwin,Minn.VOR	2300
Darwin,Minn.VOR	Eden Valley INT, Minn.	2300
Eden Valley INT, Minn.	Alexandria,Minn. VOR	2900

Section 610.6185 VOR Federal Airway 185
is amended to read in part:

FROM	TO	MEA
*Ottway INT,Tenn. Via E alter. *7200 - MRA **5000 - MRA	**White Pine INT,Tenn. Via E alter.	4000

Section 610.6190 VOR Federal Airway 190
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	Four Peaks INT, Ariz.	6000
*Four Peaks INT, Ariz.	Grapevine INT,Ariz. NE-bound	10000
	SW-bound	6000
*9000 - MCA Four Peaks INT, NE-bound		
Ponca City,Okla. VOR	Bartlesville,Okla. VOR	2200
Bartlesville, Okla.VOR	Oswego,Kans.VOR	2100
Oswego,Kans.VOR *6500 - MRA	*Waco INT,Mo.	2500
Waco INT,Mo. *2600 - MOCA	Avilla INT,Mo.	*2900
Avilla INT,Mo. (deletes MEA Joplin LOM to Avilla INT)	Springfield,Mo.VOR	2600

Section 610.6191 VOR Federal Airway 191
is amended by adding:

FROM	TO	MEA
Milwaukee,Wis.VOR	Oshkosh,Wis.VOR	2600
Oshkosh,Wis.VOR	Stevens Point,Wis. VOR	2200
Stevens Point, Wis.VOR	Wausau,Wis.VOR	2500
Wausau,Wis.VOR	Rhinelander,Wis. VOR	3000

Section 610.6194 VOR Federal Airway 194
is amended to read in part:

FROM	TO	MEA
Union INT,S.C.	Fort Mill,N.C.VOR	2000
Fort Mill,N.C.VOR *1800 - MOCA	Norwood INT,N.C.	*2500

Section 610.6194 VOR Federal Airway 194
is amended by adding:

FROM	TO	MEA
Fort Mill,N.C.VOR Via N alter.	Liberty,N.C.VOR Via N alter.	2400
Liberty,N.C.VOR Via N alter.	Raleigh,N.C.VOR Via N alter.	2000
Cofield,N.C.VOR Via S alter.	Norfolk,Va.VOR Via S alter.	1400

Section 610.6199 VOR Federal Airway 199
is amended to read in part:

FROM	TO	MEA
Ukiah,Calif.VOR	*Red Bluff,Calif. VORTAC	9000
*5000 - MCA Red Bluff VORTAC, SW-bnd		

Section 610.6200 VOR Federal Airway 200
is amended to read in part:

FROM	TO	MEA
Yuba INT,Calif. *8500 - MCA Valley INT, E-bound	*Valley INT,Calif.	4000
Valley INT,Calif.	Reno,Nev.VOR	11000

Section 610.6208 VOR Federal Airway 208
is amended to read in part:

FROM	TO	MEA
*Mesa Grande INT,Calif.	**Thermal,Calif. VOR	***11000
*9000 - MCA Mesa Grande INT, NE-bound		
**9000 - MCA Thermal VOR, SW-bound		
**6000 - MCA Thermal VOR, NE-bound		
***10000 - MOCA		

Section 610.6214 VOR Federal Airway 214
is amended to read in part:

FROM	TO	MEA
Zanesville,Ohio VOR	Bellaire,Ohio VOR	2400
Bellaire,Ohio VOR	Pittsburgh,Pa.VOR	2600

Section 610.6217 VOR Federal Airway 217
is amended by adding:

FROM	TO	MEA
Green Bay,Wis. VOR	Whinelander,Wis. VOR	2900

Section 610.6221 VOR Federal Airway 221
is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind. VORTAC *3500 - MRA	*Garrett INT,Ind.	2700

Section 610.6222 VOR Federal Airway 222
is amended to read in part:

FROM	TO	MEA
Norcross,Ga.VOR	Silver City INT, Ga.	3000
Silver City INT, Ga.	Toccoa,Ga.VOR	3500

Section 610.6241 VOR Federal Airway 241
is amended to delete:

FROM	TO	MEA
Columbus,Ga.VOR Via W alter.	Raymond INT,Ga. Via W alter.	2200
Raymond INT,Ga. Via W alter.	Atlanta,Ga.VORTAC Via W alter.	2100

Section 610.6241 VOR Federal Airway 241
is amended to read in part:

FROM	TO	MEA
*Abbeville INT, Ala. *1700 - MRA **1700 - MRA	**Bakerhill INT,Ala.	1600

VOR Federal Airway 241 - cont'd.

FROM	TO	MEA
Bakerhill INT,Ala.	Eufaula,Ala.VOR	1600
Columbus,Ga.VOR *2800 - MRA	*Big Spring INT,Ga.	2200
Big Spring INT, Ga.	Raymond INT,Ga.	2200
Raymond INT,Ga.	Atlanta,Ga.VOR	2100

FROM	TO	MEA
Section 610.6244 VOR Federal Airway 244 is amended to read in part:		
Oakland,Calif. VORTAC Via E alter.	Sunol INT,Calif. Via E alter.	4000
*Delano INT,Utah *16000 - MCA Delano INT, E-bound **11000 - MCA Hanksville VOR, W-bound ***15000 - MOCA #Continuous navigation signal coverage does not exist over the entire route segment below 18000 feet	**Hanksville, Utah VOR	***#16000

Section 610.6247 VOR Federal Airway 247
is amended to read:

FROM	TO	MEA
Douglas,Wyo.VOR	Crazy Woman,Wyo. VOR	7500

Section 610.6248 VOR Federal Airway 248
is amended to read in part:

FROM	TO	MEA
Avenal,Calif.VOR	*Shafter INT,Calif. SE-bound	2000
	NW-bound	4000
*4000 - MRA		
Shafter INT, Calif.	Bakersfield,Calif. SE-bound	2000
	NW-bound	4000

Section 610.6257 VOR Federal Airway 257
is amended to read in part:

FROM	TO	MEA
*Anita INT,Ariz. *11000 - MRA **11500 - MOCA	Bryce Canyon, Utah VOR	**15500
Phoenix,Ariz.VOR	*Cactus INT,Ariz. N-bound	7000
	S-bound	5000
*7000 - MRA		

Section 610.6281 VOR Federal Airway 281
is amended to read in part:

FROM	TO	MEA
Redmond,Ore.VOR *10000 - MRA **8000 - MOCA	*Heppner INT,Ore.	**10500

Section 610.6283 VOR Federal Airway 283
is amended to read in part:

FROM	TO	MEA
Lakeview,Ore.VOR	Redmond,Ore.VOR	10000
*Redmond,Ore.VOR	Elkhorn INT,Ore.	12500

*10000 - MCA Redmond VOR, NW-bound
Elkhorn INT,ORe. *Maverick INT,Ore.
NW-bound 7000
SE-bound 12500
*9500 - MCA Maverick INT, SE-bound

Maverick INT,Ore.	Newberg,Ore.VOR	4000

Section 610.6295 VOR Federal Airway 295
is amended to read in part:

FROM	TO	MEA
Vero Beach,Fla. VOR	*Malabar INT,Fla.	
Via E alter.	Via E alter.	**1500

*3000 - MRA
**1300 - MOCA

Malabar INT,Fla. Via E alter.	Hopkins INT,Fla. Via E alter.	*1500

*1300 - MOCA

Hopkins INT,Fla. Via E alter.	*Sawgrass INT,Fla. Via E alter.	**2000

*1800 - MRA
**1300 - MOCA

Sawgrass INT,Fla. Via E alter.	Orlando,Fla.VOR Via E alter.	*2000

*1300 - MOCA

Section 610.6298 VOR Federal Airway 298
is amended to read in part:

FROM	TO	MEA
*Lamont INT,Ida.	Dunoir,Wyo.VOR	15000

*13000 - MCA Lamont INT, E-bound

Dunoir,Wyo.VOR	*Boysen Reservoir, Wyo.VOR	14000

*11000 - MCA Boysen Reservoir VOR,W-bnd

Section 610.6422 VOR Federal Airway 422
is amended to read in part:

FROM	TO	MEA
Wolflake,Ind.VOR	*Garrett INT,Ind.	2200

*3500 - MRA

Garrett INT,Ind.	Defiance,Ohio VOR	2000

Section 610.6427 VOR Federal Airway 427
is amended by adding:

FROM	TO	MEA
Navarre,Ohio VOR	Kent INT,Ohio	2500

Section 610.6443 VOR Federal Airway 443
is amended to delete:

FROM	TO	MEA
Glen Dale INT, W.Va.	Newcomerstown, Ohio VOR	2600

Section 610.6443 VOR Federal Airway 443
is amended by adding:

FROM	TO	MEA
Bellaire,Ohio VOR	Newcomerstown, Ohio VOR	2600

Section 610.6454 VOR Federal Airway 454
is amended to read in part:

FROM	TO	MEA
Tuskegee,Ala.VOR	*Big Spring INT, Ga.	**2800

*2800 - MRA
**2300 - MOCA

Section 610.6454 VOR Federal Airway 454
is amended by adding:

FROM	TO	MEA
Ft.Mill,N.C.VOR	Liberty,N.C.VOR	2400
Liberty,N.C.VOR	Lawerenceville,Va. VOR	2500

Section 610.6456 VOR Federal Airway 456
is added to read:

FROM	TO	MEA
Redoubt Bay INT, Alas.	Anchorage,Alas.VOR	2500

Section 610.6457 VOR Federal Airway 457
is added to read:

FROM	TO	MEA
Norwich,Conn. VORTAC	Providence,R.I.VOR	1600
Procidence,R.I. VOR	Walpole INT,Mass.	2000
Walpole INT,Mass.	Boston,Mass.VOR	1800

Section 610.6600 VOR Federal Airway 1500
is amended to read in part:

FROM	TO	MEA
Eau Claire,Wis. VOR	*Cadott INT,Wis.	2400

*3500 - MRA

Bradford,Pa.VOR	Slate Run,Pa.VOR	4000
Slate Run,Pa.VOR	Selinsgrove,Pa.VOR	4000

Section 610.6604 VOR Federal Airway 1504
is amended to read in part:

FROM	TO	MEA
Etna INT,Utah	Strevell INT,Utah	12000

Section 610.6604 VOR Federal Airway 1504
is amended by adding:

FROM	TO	MEA
*Malad City,Ida. VOR	**Big Piney,Wyo. VOR	***15000

*10000 - MCA Malad City VOR, E-bound
**12500 - MCA Big Piney VOR, W-bound
***13500 - MOCA

Big Piney,Wyo. VOR	*Hudson INT,Wyo.	15000

*12200 - MRA
*12700 - MCA Hudson INT, W-bound

Hudson INT,Wyo.	Casper,Wyo.VOR	*12500

*10000 - MOCA

Section 610.6606 VOR Federal Airway 1506
is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	3000

Section 610.6608 VOR Federal Airway 1508
is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	3000

Section 610.6612 VOR Federal Airway 1612
is amended to read in part:

FROM	TO	MEA
*Gordon INT, Colo.	**Rattlesnake INT,Colo.	***10500

*12000 - MCA Gordon INT, W-bound
**10500 - MCA Rattlesnake INT, W-bound
***8500 - MOCA

Section 610.6614 VOR Federal Airway 1514
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	Sunol INT,Calif.	4000
*Delano INT, Utah	**Hanksville Utah VOR	***#16000

*16000 - MCA Delano INT, E-bound
**11000 - MCA Hanksville VOR, W-bound
***15000 - MOCA
#Continuous navigation signal coverage does not exist over the entire route segment below 18000 feet.

Section 610.6616 VOR Federal Airway 1516
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	Sunol INT,Calif.	4000
Ponca City,Okla. VOR	Oswego,Kans.VOR	2500

Oswego,Kans.VOR	*Waco INT,Mo.	2500

*6500 - MRA

Waco INT,Mo.	Avilla INT,Mo.	*2900

*2600 - MOCA

Avilla INT,Mo.	Springfield,Mo.VOR	2600

(deletes MEA Joplin LOM to Avilla INT)

Section 610.6620 VOR Federal Airway 1520
is amended to read in part:

FROM	TO	MEA
*Piedmont INT, Tenn.	**White Pine INT, Tenn.	4000

*8000 - MRA
**5000 - MRA

White Pine INT, Tenn.	*Ottway INT,Tenn.	4000

*7200 - MRA

Section 610.6633 VOR Federal Airway 1533
is amended to read in part:

FROM	TO	MEA
Sacramento, Calif.VOR	*Capital INT,Calif.	2000

*3700 - MRA

Capital INT, Calif.	*Grimes INT,Calif.	2000

*4000 - MCA Grimes INT, N-bound

Red Bluff,Calif. VORTAC	Klamath Falls, Ore. VORTAC	*13500

*10000 - MOCA

Klamath Falls, Ore. VORTAC	Redmond,Ore.VOR	*12000

*10000 - MOCA

Redmond,Ore.VOR	*Heppner INT,Ore.	**10500

*10000 - MRA
**8000 - MOCA

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEOGETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minumum until new edition is printed.

Fargo	Lake of the Woods	WAC 138
Lake Superior	Minot	WAC 186
		WAC 471

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Albuquerque	5-5-60	Little Rock	5-2-60	San Antonio	5-4-60
Austin	5-4-60	Mobile	5-3-60	San Diego	5-11-60
Corpus Christi	5-4-60	Oklahoma City	5-3-60	Dallas-Ft. Worth Local	
Dallas	5-3-60	Phoenix	5-10-60		5-2-60
Douglas	5-10-60	Prescott	5-13-60	WAC 192	5-2-60
El Paso	5-11-60	Roswell	5-5-60	WAC 215	5-2-60
		JN 44	5-2-60	WAC 364	5-5-60
				JN 30	5-13-60

Instrument Approach Procedure Charts released since May 2, 1960.

AL 12 RNG/ADF/VOR/ILS R35/ILS R17	Kirtland AFB/Mun Airport, New Mexico
AL 19 RNG/ADF/VOR-1/VOR-2	Amarillo AFB/Mun Airport, Texas
AL 51 RNG/VOR	Bismarck Airport, North Dakota
AL 70 RNG/VOR	Burlington Airport, Vermont
AL 78 RNG/VOR	Douglas Field, North Carolina
AL 90 RNG	Owens Field, South Carolina
AL 125 ADF/ILS R9	Duluth Airport, Minnesota
AL 168 ADF/VOR	Malcolm McKinnon Airport, Georgia
AL 171 RNG	Goshen Airport, Indiana
AL 198 ADF/ILS R3/VOR 2R3/VOR-2 R21	Houston International Airport, Texas
AL 252 RNG	Melbourne-Eau Gallie Airport, Florida
AL 253 VOR/ILS R27	Memphis Airport, Tennessee
AL 267 VOR/ADF/ILS R14	Bates Field, Alabama
AL 271 ADF/ILS R10	(NAS) Monterey Peninsula Airport, California
AL 272 RNG/VOR/ADF/ILS R9/ILS R27	Dannelly Field, Alabama
AL 329 ADF/ILS R11	Portland Airport, Maine
AL 350 RNG	Lobb Field, Minnesota
AL 384 VOR-1/VOR-2	Boeing Field, Washington
AL 395 VOR/ADF/ILS R31/RNG	Sioux City Airport, Iowa
AL 421 RNG	Toledo Airport, Ohio
AL 506 ADF/VOR	Chadron Airport, Nebraska
AL 518 RNG/VOR/ADF/ILS R4	Capital Airport, Illinois
AL 519 ADF/ILS R31	Arcata Airport, California
AL 528 RNG/VOR	North Philadelphia Airport, Pennsylvania
AL 609 VOR/RNG-1/RNG-2	Moisant International Airport, Louisiana
AL 637 VOR	Goodwin Field, Arkansas
AL 646 VOR	Wood County Airport, West Virginia
AL 701 RNG	Grumman-Bethpage Airport, New York
AL 731 VOR	Jamestown Airport, New York
AL 735 VOR	Newport Airport, Oregon
AL 743 VOR	Vandalia Airport, Illinois
AL 744 ADF	Broward County Int'l Airport, Florida
AL 754 RNG/VOR	Honolulu International Airport, Hawaii
AL 776 ADF/VOR	Lihue Airport, Hawaii
AL 860 VOR	Mansfield Airport, Ohio
AL 873 VOR	Austin-Straubel Airport, Wisconsin
AL 899 ADF	Butler Graham Airport, Pennsylvania
AL 908 RNG/VOR	Monmouth County Airport, New Jersey
AL 919 VOR	Lamoni (FAA Site 10) Airport, Iowa
AL 930 VOR	Victoria County Airport, Texas
AL 962 VOR	Emporia Airport, Kansas
AL 964 VOR	Butler Airport, Nevada
AL 1225 RNG	McGrath Airport, Alaska
AL 1233 RNG	Aniak Airport, Alaska
AL 1235 RNG	Kenai Airport, Alaska
AL 1236 RNG-1/RNG-2	Homer Airport, Alaska
AL 2162 VOR/DMET	Wake Airport, Wake Island
AL 5017 ADF	Andrau Airpark, Texas
AL 5019 VOR	Howard County Airport, Texas

AL Revision Notice No. 13-60 Eastern & Western-Revision Notice No. 14-60 East & West

NEW CHARTS

AL 171 VOR - Goshen, Indiana - Goshen Airport
AL 454 ILS R33 - Wichita Falls, Texas - Sheppard AFB/Mun Airport
AL 609 ILS R28 - New Orleans, Louisiana - Moisant International Airport
AL 873 ADF - Green Bay, Wisconsin - Austin-Straubel Airport

DISCONTINUED CHARTS

AL 320 ILS R27 - Philadelphia, Pennsylvania - Philadelphia Airport
(Procedure Cancelled - effective 5-5-60)

SPECIAL NOTICE

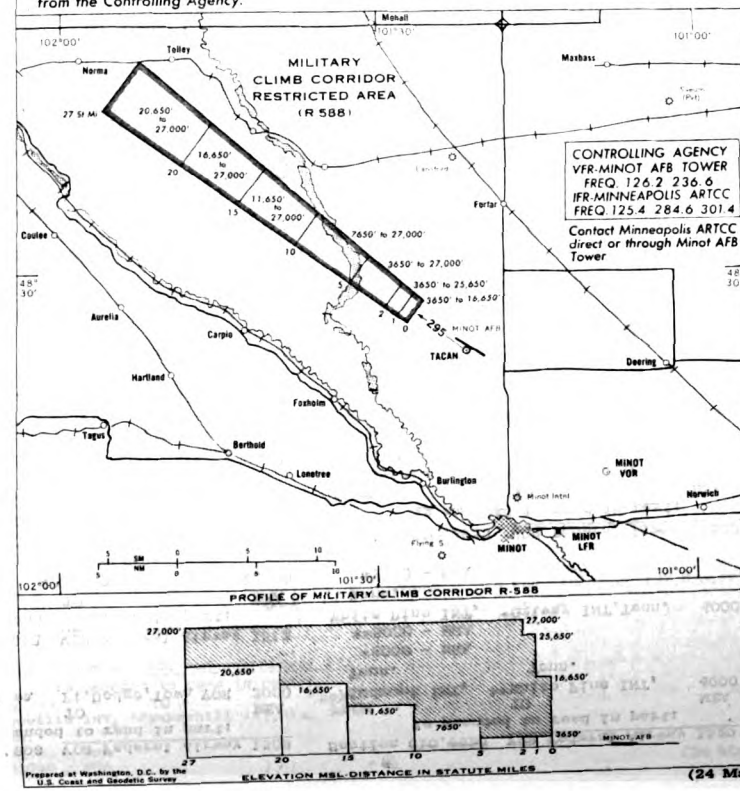
NORTH DAKOTA

MINOT (MINOT AFB)
MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. JUNE 2, 1960

(This Special Notice will not normally be revised or reissued.)
Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.



(24 May 1960)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller must direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES											
From	To	Dist	Alt	Dist	Alt	Dist	Alt	Dist	Alt	Dist	Alt
325	030	5	8000							35	9000
030	100			10	7800			20	8000	35	9000
100	170			10	7300	15	8000			25	9600
170	325	Unusable									

CEILING AND VISIBILITY MINIMUMS			
	Two Engine or Less		More Than Two Engine, More Than 65 Knots
Condition	65 Knots or Less	More Than 65 Knots	
Surveillance Approach			
#T-dn	300-1	300-1	300-¾
C-d	600-1	600-1	600-1½
C-n	600-2	600-2	600-2
S-dn-21,30, & 35	500-1	500-1	500-1
A-dn	800-2	800-2	800-2

→ Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing
→ clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Rnwy 21: Make left climbing turn to 080°, climb to 8000', proceed to Ellicott MHW.
Rnwy 30, 35: Make right climbing turn to 080°, climb to 8000', proceed to Ellicott MHW or, when directed by ATC, make right climbing turn, climb to 7300', proceed to COS MHW.
CAUTION: Sharply rising terrain west of Amber Airway No. 3. 7190' m.s.l. tower 8 mi N of airport; 7923' m.s.l. tower 14 mi N of airport.
→ #AIR CARRIER NOTE: Takeoffs below 300-¾ not authorized; 400-1 required for takeoff Rnwy 30; after takeoff,
→ immediate left turn required for Rnwy 30 and right turn for Rnwy 35 with minimums less
→ than 700-2.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Colorado Springs, Colo.	Peterson Field 6172'	Colorado Springs Radar	1, Amdt. 2, 18 Jun 60	1, 12 Sept 59

		within					
				Precision approach			
050° - 194°	Radar Site	15 mi.	6000	T-dn-2,20	300-1	300-1	300-1
195° - 273°	Radar Site	25 mi	6000	S-dn-2,20	300-1	300-1	300-1
274° - 049°	Radar Site	25 mi	5000	A-dn-2,20	800-3	800-3	800-3
				Surveillance Approach			
				T-dn-2,20	300-1	300-1	300-1
				C-d-2,20	700-1	700-1	700-1
				C-n-2,20	700-2	700-2	700-2
				S-dn-2,20	500-1	500-1	500-1
				A-dn	800-3	800-3	800-3

Radar Terminal Area Transition Altitudes - All bearings are from the radar site with sector azimuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 02: Make left turn, climb 340° crs to 6000' within 20 mi. or, when directed by ATC, make right turn, climb outbound 030° crs to 7000' within 20 mi.
Runway 20: Make left turn, climb outbound 140° crs to 6000' within 15 mi. or, when directed by ATC, climb outbound 200° crs to 7000' within 20 mi.
Precision approach to be conducted in accordance with USAF GCA Standard Instrument Approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Great Falls, Mont	Malmstrom AFB 3525'	Malmstrom AFB Radar	1, Amdt 1, 18 Jun 60	Orig, 10 Oct 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Akron LFR	LOM	Direct	2500'	T-dn	300-1	300-1	200-½
Navarre VOR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
Int. of Navarre R-321° and 090° brng to LOM	LOM	Final Direct	2500	S-dn-1	400-1	400-1	400-1
Int. of Navarre R-281° and 061° brng to LOM	LOM	Direct	2500'	A-dn	800-2	800-2	800-2

Procedure turn E side of crs 186° Outbnd, 006° Inbnd. 2500° within 10 miles.
→ Minimum altitude over facility on final approach, 2300'
Course and distance, facility to airport 3.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM climb to 2500' on heading of 045° to E crs of Akron LFR.
Alternate Missed Approach: When directed by ATC, make a right climbing turn and return to LOM at 2500'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Akron, Ohio	Akron-Canton 1228'	LOM CA	1, Amdt. 11, 18 Jun 60	10, 11 Apr 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
CHS LFR	LOM	Direct	1200	T-dn	300-1	300-1	200-½
CHS VOR	LOM	Direct	1200	C-dn	400-1	500-1	500-1½
→ Tucker Int	LOM (Final)	Direct	1200	S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn W side NW crs, 329° Outbnd, 149° Inbnd, 1200' within 10 miles.
→ Minimum altitude over facility on final approach crs, 1100'
→ Crs and distance, facility to airport, 149°-3.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2000' on crs 149° within 15 miles or, when directed by ATC, turn left, climb to 1200' and return to LOM.
CAUTION: Tower 1049' MSL 10 mi SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Charleston, S C	Charleston AFB/Mun 45'	LOM CH	1, Amdt 4, 18 Jun 60	3, 3 Jan 59

Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte LFR & SW				C-dn	400-1	500-1	500-1½
crs ILS	LOM	direct	2200	S-dn-5	400-1	400-1	400-1
Union Int	Clover Int*	direct	2300	A-dn	800-2	800-2	800-2
Ft. Mill VOR	Clover Int*	direct	2300				
Clover Int*	LOM(Final)	direct	1500				
York Int	Clover Int*	direct	2200				
Bradley Int	LOM	direct	2900				
Mt. Holly Int	LOM	direct	2300				
Weddington Int	LOM	direct	2100				
Waco Int	LOM	direct	2900				

Procedure turn N side of SW crs, 229° Outbnd, 049° Inbnd, 2300' within 10 miles.
→ Minimum altitude over LOM inbnd final, 1800'
Crs and distance, facility to airport, 049°-4.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . within 4.6 mi of LOM, climb to 2200' on crs of 049° from LOM within 20 miles or, when directed by ATC, turn left, climb to 3000' on FML-VOR R-006 to Mt. Holly Int or turn right, climb to 2100' on R-006 to FML-VOR.

*Clover Int: Int R-328 FML-VOR & CLT-ILS SW crs. (To be shown on AL chart only)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Charlotte, N C	Douglas 748'	LOM CL	1, Amdt 15, 18 Jun 60	14, 16 Apr 60

Columbia LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Columbia VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Steedman Int	LOM	Direct	1500	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn South side SW crs, 226° Outbnd, 046° Inbnd, 1700' within 10 mi.
→ Minimum altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 046°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, climb to 2000' on crs of 046°, intercept and proceed outbound on NW crs of LFR or R-005 of VOR within 20 miles or, when directed by ATC, climb to 2000' on West then East crs of LFR or R-080 of VOR within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Columbia, S.C.	Columbia 244'	LOM CA	1, Amdt 4, 18 Jun 60	3, 20 Jun 59

CVG VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
→ LUK LFR	LOM	Direct	2400	S-dn-36	400-1	400-1	400-1
Bridgetown Int	LOM	Direct	2400	A-dn	800-2	800-2	800-2
Dry Ridge	Union Int	Direct	2000				
Grant Lick	Union Int	Direct	2000				
Union Int	LOM (Final)	Direct	1500				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise. 022° to 106° - 2500' within 30 mi.
106° to 022° - 2000' within 15 mi.
106° to 022° - 2500' within 30 mi.
Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 360°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM, climb to 2300' on bearing 360° from LOM to New Baltimore Int or, when directed by ATC, make a left climbing turn, climb to 2300' on crs of 285° from LMM within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Covington, Ky	Greater Cincinnati 890'	LOM CV	1, Amdt 12, 4 Jun 60	11, 4 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Huntington RBn	LOM	Direct	2500	T-dn	300-1	300-1	200-½
→ Int R-18 Airway & 180° brg to → Huntington LOM	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
				S-dn-11	500-1	500-1	500-1
→ Int V-128 Airway & 180° brg to → Huntington LOM	LOM	Direct	2500	A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 294° Outbnd, 114° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 114°-4.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles after passing LOM, make a right climbing turn and return to the LOM at 2500'.
Major Change: Redesignates procedure as No. 1

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Huntington, W Va	Tri-State 828'	LOM HT	1, Amdt 1, 18 Jun 60	Proc.#2,Orig, 26 Jul 58

T-dn	300-1	300-1	200-½
C-dn	600-1	700-1	700-1½
A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 197 Inbnd, 017 Outbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 197-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 2500' on a crs 197 within 10 mi, return to HTW BH.
Major Change: Redesignates procedure as No. 2.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntington, W Va	Tri-State 827'	BH HTW	2, Amdt 1, 3 Dec 53	Proc.#1, Orig, 3 Dec 53

Procedure CANCELLED, effective 18 Jun 60 or upon decommissioning of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monterey, Calif	Monterey Peninsula 220'	MHZ NSU	1, Amdt 15, 16 Jan 60	14, 10 Jan 59

Procedure CANCELLED, effective 18 Jun 60 or upon decommissioning of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Orange, Mass	Municipal 555'	MHW ORE	1, Orig, 18 Jan 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure CANCELLED, effective 18 Jun 60 or upon decommissioning of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alexandria, Minn,	Municipal Airport 1425'	BMLZ AXN	1, Amdt 7, 6 Apr 57	6, 27 Aug 55

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston, W Va	Kanawha County 981'	SBRAZ CHW	1, Amdt 6, 25 May 57	5, 27 Apr 57

Florence VOR	FLO-LFR	207-3.6	1500	T-dn	300-1	300-1	200-½	
				C-dn	500-1	500-1	500-1½	←
				A-dn	800-2	800-2	800-2	

→ Procedure turn N side SE crs, 112 Outbnd, 292 Inbnd, 1400' within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 297-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 1600 on NW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Florence, S C	Florence Airport 146'	SBMRLZ FLO	1, Amdt 6, 18 Jun 60	5, 7 Jun 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Palacios VOR	PSX-LFR	Direct	1200	T-dn	300-1	300-1	200-½ ←
				C-dn	400-1	500-1	500-1½ ←
				A-dn	800-2	800-2	800-2 ←

Procedure turn W side NW crs, 298 Outbnd, 118 Inbnd, 1400 within 10 miles. Beyond 10 miles not authorized.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport 111-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, climb to 1200' on SE crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Palacios, Tex	Municipal 13'	BMRLZ PSX	1, Amdt 4, 18 Jun 60	3, 30 May 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Columbia LFR	CAE-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-34	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 147° Outbnd, 327° Inbnd, 1700' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 327-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi, climb to 1600' on R-327 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Columbia, S C	Columbia 244'	BVOR CAE	1, Amdt 5, 18 Jun 60	4, 28 May 60

Florence LFR	FLO-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½ ←
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 054 Outbnd, 234 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 234-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.7 mi, climb to 1300' on R-234 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Florence, S C	Florence 146'	BVOR FLO	1, Amdt 2, 18 Jun 60	1, 6 Jun 54

Palacios LFR	PSX-VOR	Direct	1200	T-dn	300-1	300-1	200-½ ←
				C-dn	400-1	500-1	500-1½ ←
				S-dn-13	400-1	400-1	400-1 ←
				A-dn	800-2	800-2	800-2 ←

Procedure turn W side crs, 299 Outbnd, 119 Inbnd, 1400 within 10 miles. Beyond 10 mi not authorized.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 119-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 1200' on R-119 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Palacios, Tex.	Municipal 13'	BVOR PSX	1, Amdt 3, 18 Jun 60	2, 30 May 59

Sauvies RBN	PDX-VOR	direct	3000	T-dn	300-1	300-1	200-½**
PDX LFR	PDX-VOR	direct	3000	C-d	600-1	600-1	600-1½
Stevenson FM	PDX-VOR	direct	6000	C-n	600-1	600-1	700-1½
→ Washougal Int	PDX-VOR	direct	5400	A-dn	800-2	800-2	800-2
→ Woodland FM	PDX-VOR	direct	4000				
La Center FM or Int	PDX-VOR (Final)	direct	2500				

All fixes within 25 mi of Portland Radar may be determined by surveillance radar.

Procedure turn W side of crs, 332 Outbnd, 152 Inbnd, 3000 within 8 miles. NA beyond 8 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 161-9.1*
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.1* miles, turn right, climbing to 3000' on R-175 within 13 miles.
CAUTION: VOR reception not available over the airport below 450' MSL.
*Descent below 1000' MSL NA until past PDX-LFR Inbnd. If PDX-LFR not received, maintain 1000' MSL.
**300-1 required on runways 7-25, 11, 2-20.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→ Portland, Ore	Portland Int 23'	BVORTAC PDX	1, Amdt. 2, 18 Jun 60	1, 22 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int R-291 Pittsburgh VOR and R-040 Wheeling VOR	HLG-VOR (Final)	direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				S-dn-21	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 040 Outbnd, 220 Inbnd, 3000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 220-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ within 5.8 miles, climb to 2600' on crs of 222° direct to Bellaire VOR.
AIR CARRIER NOTE: Night operations on runway 9-27 and take-offs on runway 9 not authorized for aircraft over 12,500 LBS gross weight.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wheeling, W Va	Ohio County 1195'	BVOR HLG	1, Amdt 2, 18 Jun 60	1, 15 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 230 Outbnd, 050 Inbnd, 1500 within 10 miles
→ Minimum altitude on final approach crs until passing MAI R-317, 1300'*
→ Crs and distance, MAI R-317 to Rny 5, 050°-4.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, climb to 1600 on R-017 within 20 miles

→ *If MAI R-317 is not received, descent below 1300' NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dothan, Ala	Municipal 330'	BVOR DHN	TerVOR-5, Amdt 2, 18 Jun 60	1, 29 Aug 59

Radar Vectoring Position	*Carpenter Int (Final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - 2000' within 20 miles; 3000' within 25 miles.
Radar control will provide 1000' vertical clearance within a 3-mile radius, or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1822' TV tower 17 miles SE of Raleigh-Durham Airport. Radar may be used to position aircraft for a final approach within 5 miles of Carpenter Int with the elimination of a procedure turn.

Procedure turn **West side of crs, 240° Outbnd, 060° Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum altitude over *Carpenter Int on final approach crs, 1500'; over RDU-VOR, #800'
Crs and distance, *Carpenter Int to Rny 5, 060°-3.7 mi
Crs and distance, breakoff point to Rny 5, 049°-0.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over RDU-VOR, climb to 1800' on R-060 or, when directed by ATC, (1) turn left, climb to 1800' on R-041, or (2) turn left, climb to 2000' on R-309. All within 20 miles.

*Carpenter Int: Int RDU-VOR R-240 & 148° brg to RDU LOM.
**Procedure turn nonstandard due to ATC requirement.
#Descent to 800' not authorized unless Carpenter Int is identified on final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Raleigh, N. C.	Raleigh-Durham 435'	BVOR RDU	TerVOR-5, Orig, 18 Jun 60	None

Radar Vectoring Position	*Sawdust Int (Final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - 2000' within 20 miles; 3000' within 25 miles.
Radar control will provide 1000' vertical clearance within a 3-mile radius, or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1822' TV tower 17 miles SE of Raleigh-Durham Airport. Radar may be used to position aircraft for a final approach within 5 miles of Sawdust Int with the elimination of a procedure turn.

Procedure turn W side of crs, 038° Outbnd, 218° Inbnd, 1800' within 10 mi. Beyond 10 mi NA.
Minimum altitude over *Sawdust Int on final approach crs, 1500'; over RDU-VOR, #800'
Crs and distance, *Sawdust Int to Rny 23, 218°-4.2 mi.
Crs and distance, breakoff point to Rny 23, 229°-0.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over RDU-VOR, climb to 2000' on R-218 or, when directed by ATC, turn right, climb to 2000' on R-309 within 20 mi.

*Sawdust Int: Int RDU-VOR R-038 & 170° brg to RDU LFR.
#Descent to 800' msl not authorized unless Sawdust Int is identified on final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Raleigh, N C.	Raleigh-Durham 435'	BVOR RDU	TerVOR-23, Orig, 18 Jun 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
AMA-VOR	LOM	Direct	5000	T-dn	300-1	300-1	200-½
AMA-LFR	LOM	Direct	5000	C-dn	500-1	500-1	500-1½
Borger Int	LOM	Direct	5000	S-dn-03	200-½	200-½	200-½
Bivins Int	LOM	Direct	5300	A-dn	600-2	600-2	600-2
Canyon Int	LOM	Direct	4800				
Claude Int	LOM	Direct	5000				
Finley Int	LOM	Direct	5000				
Palo Duro Int	LOM	Direct	4900				
Plant Int	LOM	Direct	5300				
Sam Int	LOM	Direct	5300				
Tower Int	LOM	Direct	5300				
W Side Int	LOM	Direct	5000				

→ Procedure turn S side of crs, 214° Outbnd, 034° Inbnd, 5000' within 10 mi
Altitude of Glide Slope & distance to approach end of Rnwy at OM, 5000'-5.0 mi; at MM, 3815'-.6 mi
Minimum altitude at G. S. interception inbnd on final, 5000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4900' on NE crs ILS within 20 miles.
CAUTION: Towers 3994' MSL 5 mi SW; 3886' MSL 4 mi SW; 3885' MSL 5 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Amarillo AFB/Mun 3604'	ILS I-AMA	ILS-3, Amdt 1, 18 Jun 60	Orig, 21 May 60

Spur Int	Vincent Int	Direct	10,000	*T-dn	300-1	300-1	300-¾
Vincent Int	#Black Forest Int	Direct	9000	C-d	800-1	800-1	800-1½
#Black Forest Int	%Fannin Int (Final)	Direct	7500	C-n	800-2	800-2	800-2
COS VOR	#Black Forest Int	Direct	9000	A-dn	1000-2	1000-2	1000-2
Ellicott RBn	COS VOR	Direct	9000				
COS MHW (LOM)	#Black Forest Int	Direct	9000				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
325° to 030° - 8000' within 5 mi; 9000' within 25 mi.
031° to 100° - 7800' within 10 mi; 8000' within 20 mi; 9000' within 25 mi.
101° to 170° - 7300' within 10 mi; 8000' within 15 mi; 9000' within 25 mi.
171° to 325° - Unuseable sector.
Procedure turn East side of crs, 346° outbnd, 166° inbnd, 9000' within 10 mi of Black Forest Int. Nonstandard due to terrain.
No Glide Slope. Minimum altitude over %Fannin Int on final approach crs, 7500'
Crs and distance, %Fannin Int to airport, 166°-3.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 mi after passing %Fannin Int, climb to 7300' on S crs ILS to LOM or, when directed by ATC, make a left (east) climbing turn to 080°. Proceed direct to Ellicott RBn at 8000'.
*Takeoffs below 300-¾ NA. 400-1 required for takeoff Rny. 30. After takeoff, immediate left turn required for Rny 30 and right turn for Rny 34 with takeoff minimums less than 700-2.
AIR CARRIER NOTE: Provisions for reduced visibility not applicable.
CAUTION: Sharply rising terrain west of Amber Airway No. 3. 7190' msl tower 8 mi N of airport; 7923' msl tower 14 mi N of airport.
#Black Forest Int: Int N crs ILS & COS R-270.
%Fannin Int: Int N crs ILS & COS R-211.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Colorado Springs, Colo.	Peterson Field 6172'	ILS I-COS	ILS-17, Orig, 18 Jun 60	None

Columbia LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Columbia VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
Steedman Int	LOM	Direct	1500	S-dn-5*	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

→ Procedure turn S side SW crs, 226° Outbnd, 046° Inbnd, 1700' within 10 mi.
Minimum Altitude at G.S. int inbnd, 1500'.
Altitude of G.S. and distance to appr end of rny at OM 1440-3.9, MM 402-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on crs of 046°, intercept and proceed outbound on NW crs of LFR or R-005 of VOR within 20 mi or, when directed by ATC, climb to 2000' on West then East crs of LFR or R-080 of VOR within 20 miles.

*400-¾ required when glide slope not utilized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia, S C	Columbia 244'	ILS I-CAE	ILS-5, Amdt 4, 18 Jun 60	3, 20 Jun 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Huntington RBn	LOM	Direct	2500	T-dn	300-1	300-1	200-½
→ Int R-18 Airway & 180° brg to				C-dn	500-1	500-1	500-1½
→ Huntington LOM	LOM	Direct	2500	S-dn-11	400-1	400-1	400-1
→ Int V-128 Airway & 180° brg to				A-dn	800-2	800-2	800-2
→ Huntington LOM	LOM	Direct	2500				

Procedure turn South side of crs, 294° Outbnd, 114° Inbnd, 2500' within 10 mi.
Minimum altitude over facility on final approach crs, 2000' over LOM
Crs and distance, facility to airport, 114°-4.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles after passing LOM, make a right climbing turn and return to the LOM at 2500'
NOTE: No glide slope. Procedure based on localizer - LOM and LMM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Huntington, W.Va.	Tri-State 828'	ILS HTS	ILS-11, Amdt 1, 18 Jun 60	Orig, 26 Jul 58

Little Rock LFR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Little Rock VOR	LOM	direct	1800	C-dn	500-1	600-1	600-1½
Lakeside Int	LOM	direct	1800	S-dn-4	200-½	200-½	200-½
→ City Int	LOM	direct	1900	A-dn	600-2	600-2	600-2
Malvern Int	LOM	direct	1800				
Mablevale Int	LOM (Final)	direct	1800				
Bauxite Int	SW crs ILS	010-2.3	1800				

Procedure turn N side SW crs, 220 Outbnd, 040 Inbnd, 1800 within 10 mi. (Non-standard due to traffic)
Minimum altitude at G.S. int inbnd, 1800'
Altitude of G.S. and distance to approach end of rny at OM 1800-4.6, at MM 500-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1800' on NE crs ILS (040) within 20 miles or, when directed by ATC, (1) turn right, climb to 1500' and proceed to VOR or LFR, or (2) turn right, climb to 1600' on R-055 within 20 mi.
NOTES: 300-1 required for takeoff Runways 17, 35, 32.
400-1 required when G.S. not used.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Little Rock, Ark	Adams Field 257'	ILS I-LIT	ILS-4, Amdt 5, 18 Jun 60	4, 26 Sept 59

Salinas VOR	LMM	Direct	4000	T-dn	300-1	300-1	300-¾	
Davenport Int	LOM	Direct	2000	#S-dn-10	300-¾	300-¾	300-¾	←
NSU-RBn	LOM	Direct	1800	C-d	700-2	700-2	700-2	
				C-n	700-3	700-3	700-3	
				A-d	700-2	700-2	700-2	
				A-n	700-3	700-3	700-3	

Procedure turn South side of W crs, 276° Outbnd, 096° Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum altitude at G. S. int inbnd, 1700'
Altitude of G.S. & distance to approach end of rny at LOM, 1630'-4.1 mi; at MM, 370'-0.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles after passing LMM make immediate left climbing turn and climb to 1800' to LOM.
CAUTION: Circling minimums do not provide standard clearance over terrain south of airport. All maneuvering for circling approaches must be accomplished north of localizer course.
NOTE: Provisions for use with inoperative components not applicable.
AIR CARRIER NOTE: No reductions in visibility minimums authorized, except for takeoff on Rnwy 28.

→ #700-1½ required without glide slope.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Monterey, Calif	Monterey Peninsula 220'	ILS I-MRY	ILS-10, Amdt 5, 18 Jun 60	4, 16 Jan 60

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Philadelphia, Pa	International 10'	ILS PHL	2, Orig 16 Sep 1955	None

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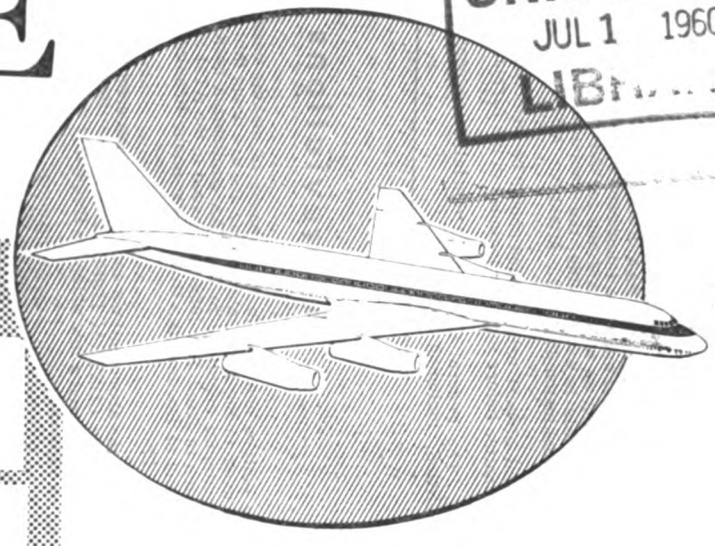
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AIRMAN'S GUIDE

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. pp. 34 & 76

Radar-Radio Listings page 3

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FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR
B	BAKER	K	KING	T	TARE
C	CHARLIE	L	LOVE	U	UNCLE
D	DOG	M	MIKE	V	VICTOR
E	EASY	N	NAN	W	WILLIAM
F	FOX	O	OBOE	X	XRAY
G	GEORGE	P	PETER	Y	YOKE
H	HOW	Q	QUEEN	Z	ZEBRA
I	ITEM	R	ROGER		

(7 June 1960)

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKEY
F	FOXTROT	O	OSCAR	X	XRAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAb). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
→ = New or revised data
[redacted] = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . . Distantly controlled
DME . . . . . Distance Measuring Equipment
DMET . . . . . TACAN compatible DME
FM . . . . . VHF fan marker (100 watts)
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . . Instrument Landing System (voice on localizer channel)
J . . . . . L-MF (200-415 kc) voice facility on other than range frequency
LFM . . . . . VHF fan marker, low powered (5 watts)
LMM . . . . . Compass locator station when installed at middle marker site
LOM . . . . . Compass locator station when installed at outer marker site
MA . . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . . Range (loop radiators), power less than 50 watts
MM . . . . . VHF middle marker
MRA . . . . . Range (adcock, vertical radiators), power 50 watts or more, but less than 150 watts
MRL . . . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
RA . . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the words "transponder" or "no code transponder," as appropriate, to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. " (Mesa Rica)	1190, 1203, 125.3, 269.2, 301.4, 2846, 317.6	ARSR	
Albuquerque Kirtland AFB, N. Mex. 1192,3856	109.2,1103,113.2,1211,1239,124.3,126.8, 134.1,136.8,13788,142.02,2430,3486 270.6, 289.4, 335.8, 363.8 3054 2630	ASR-PAR BCN	
Atlanta, Ga.	124.1 327 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6 ,123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.18. 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore, Friendship Intl Arpt., Md	257, 281;109.7, 119.3, 120.4, 243.0, 360.8, 381.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190,1194,1203,121.5,124.4,125.2,243.0, 301.4,324.7,319.2,132.3,307.9,3537, 1193,3630,3406,1206,124.5,379.2,2504.	ARSR BCN	
Boston, Logan Intl. Arpt., Mass.	278, 382;110.3, 118.1, 118.3, 119.1, 126.5, 126.18, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo, Greater Buffalo Arpt., N. Y.	278,120.5,110.3, 119.8, 126.5 126.18, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 118.5, 119.8, 125.9, 126.18, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 123.7, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8, 385.4	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 327.1	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332;109.7, 118.1, 125.4, 119.0, 126.18 236.6, 2430,3486,3638,3838,1257,1250	ASR BCN	Gds 122.6 mc.
Cincinnati, Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.18 243.0, 257.8, 323.8,121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1,1244,125.0,125.2,284.6	ARSR	
(Brecksville)	120.2,124.3, 283.7, 317.7	ARSR	
Cleveland Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.18, 275.1, 348.6, 275.1	ASR	
Columbus, Port Columbus Arpt., Ohio	278; ,109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	
Dayton-Wright Patterson AFB, Ohio	278,110.3, 119.1, 124.5, 124.9, 126.18, 243.0, 257.8, 300.2, 307.5, 318.6, 348.6 379,119.4, 126.18, 134.1, 136.8, 137.88 140.32, 142.02, 225.4, 348.6	ASR	Radar surveillance approaches unavailable
Milwaukee, General Mitchell Fld., Wis.	243, 270,110.3, 119.1, 124.1, 124.9, 243.0, 257.8, 263.0, 265.4,	ASR	
Minneapolis, Minn.	120,124.7,1255,301.4,3192,324.7,3436	ARSR	

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas ,Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7,126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.18, 134.1, 136.8, 137.88 139.32, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9,118.0 3486,3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts.
Denver, Colo.	118.9, 119.3, 124.1, 125.0, 243.0, 126.6 301.4, 319.2, 324.7, 379.9 ,285.5	ARSR&BCN	
Denver ,Stapleton Airfld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124.8	ASR	
Detroit, Mich.	118.8, 3438 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 126.1, 126.4, 243.0 363.0, 269.2, 2696, 3014, 3104., 317.5, 319.9, 3356, 3438, 351.9, 360.7 354.1	ARSR	
Detroit ,Willow Run Arpt., Mich.	332;109.5, 118.4, 121.3, 123.7, 124.9, 14274 , 243.0, 257.8, 263.0, 290.3, 355.8, 2854	ASR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 225.4 , 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209,1194,1255,1203,3606,3232,3791,3537	ARSR	
Ft Worth ,Carter Fld., Texas	317;109.5,118.1,118.9,123.9,126.18,2706 263.6,2430,2578,2630,3079,3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265,1239,2430,2846,3014,3072,3230	ARSR	
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Intl Arpt, Texas	278;109.9, 118.1,118.3,118.7,123.7,126.18, 257.8,284.6,290.3,312.6, 348.6	ASR	
Indianapolis, Ind. 12085	119.3, 120.1, 125.3, 312.6, 319.8, 2694	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.3, 118.1, 119.9, 121.3, 126.18, 243.0, 257.8, 355.8, 284.6, 290.3, 121.1, 348.6	ASR	
Jacksonville ,Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.18,243.0, 250.4, 257.8,269.2 ,348.6	ASR	
Kansas City, Mo. 1189	123.6,1197,125.1,317.5,335.6,326.2,381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.18, 243.0, 250.4, 257.8, 269.2, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville , McGhee-Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 123.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2 ,3608	ASR	
Lake Charles-Chennault AFB/Mun, La.	119.1, 119.3, 126.18, 134.1, 136.8,3414 137.88, 142.02, 236.6, 243.0, 225.4, 270.6,2758,2894,3358,3638,3794,3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1,1198,3362	ASR	Dprt ctl unavbl.
Los Angeles Intl Arpt., Calif.	109.9,124.8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7, 1237	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville, Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.18,243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Mun Arpt, Tenn	278, 371;109.9, 118.3, 119.1, 1197, 12618,2430,2578,291.6 3406 , 3486	ASR	
Miami, Florida 1189	1203,124.7,1250,1254,1258,291.6,301.4,311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt, Fla.	1181,118.3,1197,121.6,1237,126.18,263.0, 1239,2430,250.2,257.8,3386,3486	ASR	
Milwaukee ,General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 124.1, 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203,124.7,1255,301.4,3192,324.7,343.6	ARSR	
Minneapolis-St. Paul Intl Arpt., Minn.	266,2781103,1175,1187,1193,1185 126.18 2430,2578,2630,2908,3054,3382,3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084 113.3,118.5,123.7, 125.7,126.18 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1,136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4,12618	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9,27 Dannelly Fld; rnwys 36 18,32,14 AFB.
Nashville , Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.18, 243.0 257.8, 348.6, 383.8284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.18, 257.8	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB 1clzr 1093mc
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9 3238, 301.4	ARSR	
New Orleans-Moisant Intl. Arpt., La.	278;109.9, 118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6 1255,284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 2904, 124.3,123.6, 124.1,3007,125.1,1253,1254,125.5, 3438, 1259,132.3,13788,2430,2854,3014,306.3, 3356,355.8,363.1,381.6 3535	ARSR BCN	
" (Palermo, N. J.)	1188,2783,317.6,301.4	ARSR	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7,123.7, 123.9, 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362;1099,1265,1187,1189,1204,1257, 2430, 2630, 274.3, 3814, 126.1	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1255, 118.5, 119.9, 120.7, 124.1, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 348.6, 124.2, 342.2	ARSR	Does not guard 120.7 & 135.0 mcs.
Norfolk Mun Arpt, Va.	281;1168 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2, 135.0.mc
Oakland, Calif. 3792	120.4,123.8,1242,124.6,1258,2430 12515, 271.2,291.7,3014,3134,3356,3799,3854	ARSR BCN	
Oakland Metropolitan Oakland Intl Arpt Calif.	341, ;109.9, 118.1, 118.3, 119.3, 123.9, 126.18, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.18,134.1 1368,13788,142.02,236.6,243.0,2554, 263.0,2706,2894,3054,3358,3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 121.1, 137.88, 243.0, 263.0, 270.6 ,142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17,35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 132.3, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8,3606,3623,1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	1172 119.0,123.9,132.3,134.1,134.64,1368, 137.88,142.02,14364,2430,2636,2708, 2894,2996,3068,3108,3148,3188,3220 3556,3284.		Does not gd 3023.5kc;117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	371;109.3124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona 2854	124.5,125.4, 126.6, 275.1, 279.6,2837 1237,2430 1264,3014,2696,1198,121.5,2690,2502	ARSR	

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 121.1, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR	
Portland Intl Arpt., Oreg.	278;109.9, 118.1, 124.9, 126.18, 290.3, 119.8, 2430 284.6, 3054, 3486, 3856	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 132.3, 126.18, 1208 121.2, 1199	ASR BCN	Does not gd 3023.5kc; gds 122.5mc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7	ARSR	Gds 122.5 mc. Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 138.42, 142.02, 243.0, 270.6, 263.0, 289.4, 335.8, 363.8, 2526	BCN	Arri & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, 307.2, 319.2 121.0 3438	ARSR&BCN	[redacted]
St. Louis, Lambert-St. Louis Mun Arpt., Mo.	278, 103, 117.4, 1181, 1185, 1199, 12618 2578, 342.2, 3382, 3486, 3606, 3791, 121.1	ASR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206 123.6, 243.0, 2692, 2783	ARSR&BCN	Arr. ctl unavbl
Salt Lake City Mun #1 Arpt, Utah 2502	278;116.8, 109.5, 118.3, 119.5, 12019, 126.18, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex. 3538	118.2, 119.7, 120.5, 291.7, 335.6, 3631, 319.8, 121.2, 278.3, 285.4, 322.5.	ARSR BCN	Arrival Ctl unavbl
San Antonio Intl Arpt., Texas	278;109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	353, 119.7, 124.9, 125.3, 125.7 126.18, 132.3, 137.88, 142.02, 243.0, 263.6, 300.4, 304.4, 3631 307.6, 317.2, 354.8, 363.8	ASR-BCN	Gds 122.7mc. Does not gd 3023.5kc Arr & dptr ctl avbl Miramar NAS, Lindbergh Fld, N. Island NAS, Dptr ctl avbl Brown&Ream NAS.
San Francisco Intl Arpt., Calif.	379;109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201;120.1, 121.3, 123.7, 132.3, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.18, 2254 134.1, 136.8, 137.88, 3794 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc
Seattle, Wash. 1206	120.3, 121.2, 124.6 125.1, 2430, 2837 301.4, 317.6, 3192, 311.8, 2855, 2904, 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash.	323, 110.3, 118.5, 1195, 1259, 3486 126.18, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34
Sherman-Perrin AFB, Tex.	109.6; 135.0, 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd 135.0 mc.
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 2692, 2751, 2916, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 1247, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0; 270.6 262.5, 289.4, 294.8, 301.4, 3358, 3638 Req: 236.6, 275.8, 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 14202, 236.6, 243.0, 269.6, 237.5 2708, 2758, 2894, 323.2, 3358, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 3023.5 kc.
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4.
Tucson-Davis Monthan AFB, Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB, Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 306.3 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.18, 134.1, 225.4, 236.6, 243.0, 2630, 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	119.7, 120.3, 120.5, 124.0, 124.4, 123.9, 132.3, 137.88, 3182, 3539, 362.3, 378.8, 385.4, 243.0	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278;109.9, 118.1, 118.3, 119.1, 1197 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332; 109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	284;119.5, 124.2, 124.6, 126.18, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	Dptr ctl unavbl

LOCATION	Radio Freq (MC)	Type	Range (MC)	Alt. Range (MC)	Alt. Range (Statute)	Freq Band (KC)	Alt. Range (Statute)	Alt. Freq Band (KC)	REMARKS
ALABAMA: Birmingham Mun (L-7)	110.3	DIM	335	52	0.63	375 HM	5.2	400 DH	BC unusable
Mobile Bates Fld (L-7)	109.9	MOD	333.8	139	0.67	321 OD	4.5	348 MOD	BC unusable

INSTRUMENT LANDING SYSTEMS

(7 June 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham Mun (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile, Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery, Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith Mun (L7)	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock, Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield, Meadows Fld	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank, Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.7	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International (Rnwy 25R) (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey, Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland, Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento Mun (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco Intl (L7)	109.5	SFO	332.6	281	0.66	379 FO	6.4	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara Mun (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs, Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the LMM ident.
Denver, Stapleton Airfld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction, Walker Fld (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks, Bradley Fld (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington, New Castle Co. (L7)	110.3	ILG	335	14	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville, Imeson (L5)	110.3	JAX	335	45	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando Mun	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola Mun	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee, Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	89	0.62	308 TL	4.7	375 AT	DME
Augusta, Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus, Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon, Mun (Cochran Fld) (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah, Travis (Chatham)	109.9	SAV	333.8	92	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello Mun	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with MIX ILS only.
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	
Chicago-O'Hare Intl, Rnwy 14L	110.1	OHA	334.4		0.72		6.7	368 OH	
Moline, Quad-City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy - Mun Baldwin Fld	110.3	UIN	335	35	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield, Capital	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville, Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne, Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis, Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.51	341 IN	DME
South Bend, St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines Mun (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	233 SU	
KANSAS: Topeka-Philip Billard Mun (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita Mun (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW facil
Louisville, Standiford Fld (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge, Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles, Chennault AFB, Mun	109.9	LCH	333.8	147	0.68	219 CH	6.29	227 LC	
Monroe, Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans, Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport, Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland Mun (L7)	110.3	PWM	335	112	0.66	326 WM	6.2	394 PW	BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course **BC-restricted = Not suitable for approaches**

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore, Friendship Intl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston, Logan Intl (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford Mun (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester Mun (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit, Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint, Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids, Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing, Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie, Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth Mun (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intl (Rnwy 4)	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson, Hawkins Fld (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin Mun	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City Mun (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis, Lambert-St. Louis Mun (L7)	110.3	STL	335	238	0.64	201 TL	4.71	219 ST	DME
MONTANA: Billings-Logan Fld (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls Intl (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln, Union Mun	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha Mun (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno Mun	109.3	RNO	332.0	163	2.6	254 RNO	6.67		LMM is LFR. MHW ident ACE, freq 215 kc, lctd 12.83 sm. BC-restricted
NEW JERSEY: Atlantic City, (Pomona) NAFEC (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	60	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany Mun (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	all day Sun, MM, OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Ldnr, glide slope monitored auto shutdown 2400-0800 Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Ldnr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM, OM & MM unmonitored 2400-0700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22L	110.9	IWY	330.8	223	0.66		6.37	392 IW	rnwy 4R or 22L Simultaneous opern not avbl.)
Niagara Falls Mun (L7)	110.1	IAG	334.4	277	0.65	233 AG	4.7	329 IA	
Rochester - Monroe Co.	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse, Hancock (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains, Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte, Douglas Mun (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington, New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 IL	BC-restricted
Winston-Salem, Smith Reynolds	110.3	INT	335	328		296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck Mun (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati, Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus, Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton Mun (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield Mun (L7)	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown Mun (L7)	110.1	YNG	334.4	320	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City, Will Rogers Fld (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa Mun. (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	338 TU	
OREGON: Eugene, Mahlon-Sweet Fld (L7)	109.5	EUG	332.6	159	0.71		4.31	379 EU	

ILS localizer identifier is preceded by International Morse Code ·11 (two dots). Time interval between the "1" designator and the first letter of the assigned charatteristic will be 0.6 second. • - Automatic voice identification. ** - Distance from markers to approach end of ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (ASR) (L7) - Hi-Intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(7 June 1960)

LOCATION	LCLZR (FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. +&- **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford Mun (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland, Intl (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem, McNary Fld	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem-Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie, Port Erie (L5)	110.3	ERI	335	59	0.62	201 RI	4.35		BC-unusable
Harrisburg - York State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia-Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh, Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading, General Spaatz Fld (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence, Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston AFB/MUN (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville Mun	110.3	GRL	335	2	0.71	201 RL	4.2	272 GR	BC-restricted
Spartanburg Mun	109.3	SPA	332.0	44	0.7	209 PA	5.08	287 SP	BC unusable
SOUTH DAKOTA: Huron, Howes Mun	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls, Foss Fld (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol, Tri-City (L5)	109.9	TRI	333.8	271	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga, Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW unusable above 6000' Lcizr/glide slope
Knoxville, McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis Mun (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville, Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Amarillo AFB/Mun (L5)	110.3	AMA	335	29	0.67	314 MA	5.8	338 TDW	LOM is Tradewind MHW facil
Austin, Mueller Mun (L7)	109.5	AUS	332.6	305	0.60		5.5	353 AU	LOM is MHW facil.
Beaumont, Jefferson Co. Mun (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-Rio Grande Valley Intl (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas, Love Fld (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth, Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth, Meacham Fld (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston Intl (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock Mun (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland-Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio Intl (L5)	109.7	SAT	333.2	32	0.66	201 AT	4.38	219 SA	
Tyler, Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun	109.7	SPS	333.2		0.64	254 PS		293 SPS	LOM is HW facil
UTAH: Salt Lake City Mun #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington Mun (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	65	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk Mun (L7)	109.9	ORK	333.8	45	0.53		4.2	391 OR	BC-unusable
Richmond, Byrd Fld (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.26	224 SE	BC-unusable
Spokane, Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima Mun (L7)	110.1	YKM	334.4	269	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington, Tri-State	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling, Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison, Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee, General Mitchell Fld (L5)	110.3	MKE	335	6	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne Mun (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs Mun (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. * -Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	M-BVOR-DTV	ANB	116.2;V;120.7,243.0,255.4,272.7	(3)-30235.req,#	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-30235req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Mun	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 124.9, 305.4, 385.6	(2), #	124.5,3198
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;120.7,243.0,255.4 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2;V;120.7,243.0,255.4,272.7	(3), #	FSS-Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-30235,#	
(1)Gadsden	M-BVOR-DTV	GAD	112.0;V;120.7,243.0,255.4,272.7	(3)-30235,req#	FSS-Anniston
(1)Huntsville	L-BVOR	HSV	1082;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;118.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates Fld	C(g)		385;118.3,126.18,257.8,243.0,348.6	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108.4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 ,272.7	(3)-30235req,#	DME
" Dannelly Fld	C(g)		278;119.7, 126.18,243.0,257.8,348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N
" " "	CM		362		180 A 266 N
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	M-BVOR-DTV	MSL	1165;V;255.4, 243.0 120.7, 272.7	(3)-30235,req,#	
Ozark-	MRLW	OZR	212		60 A 114 N
Cairns AAF	MHW	OKB	410		240 A 294 N
" Brantley	MHW	XBR	251		
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 1254	1225,2344,2410,2482	2416 Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MH	ITS	407		
Selma,Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-18
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-30235,req, #	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3;V;120.7,243.0,255.4,272.7	(3)-30235req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9;V;243.0,255.4,120.7,272.7	(3)-30235,#	FSS-Phoenix DME
(1)Casa Grande	M-BVOR-DTV	CZG	114.8;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ,120.7, 272.7	(3)-3023.5req,#	
(3)Drake	M-VORW	DRK	113.1		
Ft. Hauchuca-	HW	FHU	410		
Libby AAF	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-30235,req,#	67 N 166 A 262 N 346 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(1)Gila Bend	H-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORTACW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 243.0		DME
" Sky Harbor	AC(g)		278;118.1,118.7,120.2,126.18,257.8,348.6,353.8	(2), #	
" Mun	Center		120.1,120.85, 243.0, 125.0,123.95	#	317.7,275.1,285.4,319.2
			121.25,124.5,269.6,300.7,290.3 126.0,126.6,126.4,125.4,123.7,279.8,283.7,301.4,271.2,281.5,269.0, 119.8,250.2		
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7 243.0,272.7	(3)-30235,req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVORTAC-DTV	SJN	112.3;V;120.7,243.0,255.4,272.7	(3)-30235prior req,#	FSS-Zuni,NMex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Mun	C(g)		371;118.3,243.0,257.8,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVOR	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ;119.1, 126.18, 243.0, 382.8,340.2,360.2	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7 ,272.7	(3)-30235, req,#	DME
"	BMH	ELD	368		
(1)Fayetteville	M-BVOR-DTV	FYV	114.9;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req, #	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1;V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Mun	AC(g)		269;118.3,126.18,257.8,243.0,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams Fld	AC(g)		335;126.18,118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2,135.0,120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVOR	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1) Walnut Ridge	M-BVOR-DTV	ARG	1128;V;207,2430,2554,272.7	(3)-3023.5 req #	DME
CALIFORNIA					
(1) Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(2), #	
Arcata	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1) Avenal	M-BVOR-DTV	AVE	117;V;243.0,255.4,1207,272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g)		278;118.1,126.18,243.0,257.8,1237,2696,3486	(2), #	
(3) Big Sur	M-VORW	BSF	114.0		
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6, 118.4, 348.6	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.18, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Mun	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1) Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272;120.7,272.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 1207, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORTACW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	68 A 165 N 248 A 345 N
(1) El Centro	M-BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1) Fillmore	M-BVORTAC-DTV	FIM	1125;V;207,2430,2554	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4, 120.7, 272.7	(3), #	61 A 160 N 241 A 321 N
(1) Ft. Jones	M-VORW	FJS	114.3		
(1) Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4, 120.7 272.7, 2430	(3)-30235 req #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7 272.7	(3), #	75 A 135 N 255 A 315 N
(1) "	H-BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.1,126.18,243.0,121.1,257,348.6,317.7	(2), #	
Fullerton Mun	C(g.7)		212;119.1, 243.0, 2578, 3486	#, 122.5	(0700-2300)
(1) Gaviota	M-BVOR-DTV	GVO	1123;V;207,2430,2554,2727	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
(3) Goffs	M-VORW	GFS	114.4		
(1) Gorman	L-BVORTAC-DTV	GMN	1090;V;2430,2554,1207,272.7	(3), #	FSS-Bakersfield
Hawthorne Mun	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Mun	C		219;118.9,126.18,137.88,236.6,2430,295.4	(2), #	
(3) Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(1) "	M-BVOR-DTV	JLI	114.0;V;207,2430,2554,2727	(3)-30235 req #	FSS-San Diego
(1) Lake Hughes	L-VORW	LHS	108.4		
(1) Linden	M-BVORTAC-DTV	LIN	1155;V;2430,2554,1207,2727	(3)-30235 req #	FSS-Stockton
Lompoc-Vandenburg(A)	HW	VBG	524		
Long Beach FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-*BVORTAC	LGB	115.7		DME
" Intl	AC(g)		242;119.5, 120.5, 126.18, 119.8, 243.0, 257.8, 348.6, 379.1, 3382	(1), 122.6, #	
"	VHF/DF		Gds: 118.9, 119.3, 119.5, 122.1, 120.5, 121.1, 122.5, 126.18, 143.64 122.6, 122.7		
Los Angeles	SBH-DTXV	LAX	332;V:243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) "	H-*BVOR	LAX	113.6		DME
" Intl	AC(g.7)		278;124.8, 118.9, 119.3, 123.7, 121.1, 243.0, 1185, 324.7, 2630, 2916, 3486, 2690, 3070	(1), #, 122.7	
"	Center IFF bcn		119.9, 120.0, 124.0, 124.1, 3079, 124.95, 1190, 2751, 3539, 1245, 125.1, 125.9, 301.4, 126.4, 1239, 125.2, 379.2, 285.5, 290.8 3104, 125.6, 124.3, 306.3, 3801, 243.0, 311.8, 318.2, 323.2, 124.4, 125.4, 121.0, 1266, 385.6 3238, 381.6, 3607, 3623, 354.1, 340.6, 352.0	# 3535, 269.4, 278.3, 281.4, 285.6	
	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr) VHF/DF		Gds: 1189, 1193, 1195, 1203, 121.1, 122.1, 1225, 1227, 1248, 126.18, 1359		
(1) Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305;V;2430,255.4,1207,272.7	(3), #	
(1) Maxwell	L-BVOR-DTV	MXW	1125;V;207,2430,2554,2727	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
	CM		1189	122.5	
Montague	BH-DTV	SIY	388;V;2430,2554,1207,272.7	(3), #	
Monterey NAAS	MHZ	NSU	356		Cont exc VFR on req
" Peninsula	CM		356;119.9	(1), # (0800-2400), Apch ctl avbl	
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
(1) Napa	M-BVORTAC-DTV	APC	1108;V;207,2430,2554	(3), #	FSS Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		
Newhall	SMRLW	EHA	209		DME 42 A 138 N 222 A 318 N

SEE p. 34

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7 Trans wea bcst 362 kc	(3), #	20 A 124 N 200 A 304 N
(1) "	H-BVORTAC	OAK	116.8		DME
Metropolitan Oakland Intl	AC(g.7)		341 118.1 1183 1193 1239 1261.8 2504 2578 2692 2743 3054 3791	(1), #, 122.6	
"	Center		119.7, 120.3, 120.4, 285.4, 343.8, 285.5 378.8 281.5 380.3 250.2 290.8 350.2 385.4 360.8 291.7 120.8 125.7, 319.9 313.4 271.2 125.0 124.3 119.4 126.0 126.5 243.0 301.4 317.5 121.2 124.2, 125.5 300.7 290.4 363.0 353.8 119.2 120.4 326.2 335.6 125.6 355.8 123.8, 124.6 125.9 322.5 125.8 126.4 124.1 120.2 124.0 126.6 118.8 1251.5 3792	#	1182 1268 12555
See p.34					
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.18, 126.7		
"	UHF/DF		Gds: 243.0 2504 2578 2692 2743 3054		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	113.3 V 243.0 255.4 120.7 272.7	(3)-30235 req,#	FSS- San Deigo
(1) Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7 272.7	(3), #	DME
" Intl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
(1) "	L-VORW	OXR	108.2		
Oxnard Ventura Co.	C(g)		275 1185 2430 3486 2578	#, 122.5	(0500-2100)
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 120.7 272.7	(3)-3023.5,req,#	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
"	C(g)		307 2 1183 1205 1261.8 2430 2578 3486	122.5, #	Official Business Only
(1) Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7, 272.7	(3)-30235,req,#	DME
Pt. Mugu NAS	HW	NTD	224; 391; 118.5, 126.18	(2)	
(1) Point Reyes	M-VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3) Rice	H-VORW	RCE	117.7		
Richmond (A)	MHWZ	RMN	265		Unmonitored
Riverside (S)	L-VORW	RAL	111.4		76 A 144 N 256 A 314 N
Riverside FSS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7, 272.7	(3), #	
" March (A)	M-VOR	RIV	113.4		18 A 115 N 202 A 295 N
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7, 272.7	(3), #	
(1) "	H-BVORTAC	SAC	115.2		DME
" Mun	C(g)		260; 119.5, 126.18, 243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1) Salinas	M-BVOFTAC-DTV	SNS	117.3 V 243.0 255.4 120.7 272.7	(3)-30235 prior req,#	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1) San Diego-Lindbergh	L-VOR	SAN	111.8		
(1) San Diego	H-BVORTAC-DTV	DEG	114.5 V 120.7 243.0 255.4 272.7	(3)-30235 req,#	
" Lindbergh	C(g)		278 3183 126.18 257.8 348.6 243.0 363.1	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NK1	239		
San Francisco Intl	AC(g)		379 118.5 124.8 120.5 120.9 126.18 243.0 263.0 269.4 284.6 290.3 307.2	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds: 118.5 124.8 120.5 120.9 122.7 126.18 req: 120.1 120.3 122.1 126.7 135.9		
San Francisco Gap	MHWZ	SFG	332		
(1) San Jose	L-VOR	SJC	108.2		
" " Mun	C(g.7)		227 119.5 243.0 363.1	(2), #	
" " "	VHF/DF		Gds: 120.1 121.3 123.7 122.5 132.3 136.8 (req 100-155)		
" " "	UHF/DF		Gds: 120.1 121.3 123.7 122.5 132.3 136.8 (req 225.0-399.9)		
(1) San Luis Obispo	M-BVORTAC-DTV	SBP	112.4 V 120.7 243.0 255.4 272.7	(3)-30235,req,#	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI		290; 121.3 243.0 257.8 348.6 121.8	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410; 126.18, 233.8, 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 120.7 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	H-BVORTAC	SBA	114.9		DME
(1) Santa Catalina	L-BVOR-DTV	SXC	111.6 V 243.0 255.4 120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" " Mun	C(g)		201 120.3 126.18 243.0 257.8	(1), #, 122.6	(0700-2300)
(1) Sausalito	L-BVORTAC-DIV	SAU	110.4 V 243.0 255.4 120.7	(3), #	FSS-Oakland
Stockton	BMRLZ-DTV	SCK	212 V 243.0 255.4 120.7 272.7	(3)-30235,req,#	65 A 147 N 245 A 327 N
(1) "	H-BVOR	SCK	116.0		
" Mun	C(g)		299 118.7 126.18 243.0 257.8 348.6	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	M-BVORTAC-DTV	TRM	116.7;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance Mun	CI		221; 118.1	(2), #	10-sunset wkdays 09-Sat, Sun, hdays
(3) Twenty Nine Palms	M-VORW	TNP	114.2		
(1) Ukiah	M-BVOR-TVBJ	UKI	112.3; V; 243.0, 255.4; 120.7; 278, 272.7	(3), #	DME
Van Nuys	C(g)		227 120.1 126.18 243.0 258.8 275.8	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 275.8		
Victorville, Geo. AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
[redacted]					
(1) Williams	M-BVORTAC-DTV	ILA	114.4 V 243.0 255.4 120.7 272.7	(3), #	FSS-Marysville
(1) Woodside	L-BVOR-DTV	OSI	111.4 V 243.0 255.4 120.7	(3), #	DME FSS - Oakland
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.3, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1) Alamosa	M-BVOR-DTV	ALS	113.9V;207,243.0,255.4,272.7	(3)-3023.5 req #	FSS-Trinidad
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215;118.5,119.9,120.2,126.18,243.0,257.8,274.3,348.6,275.1	(2), #	
" "	VHF/DF		Gds: 118.5,119.9,120.2,122.1,122.5,125.9,126.18,126.6,126.7		
Denver	SBMRAZ-DTXV	DEN	379;V;207,243.0,255.4,272.7 Trans wea bcst 379	(3)-3023.5 req #	59 N 168 A 239 N 335 A
(1) "	M-BVORTAC	DEN	116.3		DME
" Stapleton Airfld	AC(g)		118.3,119.5,124.8,126.5, 126.18,137.88,243.0, 257.8,307.0,343.6,348.6,363.8	(2), #	
" See p. 34	Center		118.1, 118.9, 119.3, 120.1, 250.2,124.6,124.7,125.1,125.6, 125.9, 126.6,126.4, 281.4,281.5,285.4,300.7,301.4,307.9,319.2,379.1,324.7,338.2, 120.8,126.5, 322.5,123.8,125.0, 353.7,278.3	# 124.1,269.6, 243.0,290.8,326.2	338.2,285.6,285.5
"	VHF/DF		Gds: 118.1 118.3,119.3 119.5,120.5,120.9,122.1,126.18,135.9,137.88		
(1) Dove Creek	M-BVORTAC-DTV	DVC	114.4V;243.0,255.4,207,272.7	(3)-3023.5 req #	FSS-Farmington,NM
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V;243.0, 255.4;391;120.7	(3)-3023.5 req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1) Gill	L-BVOR-DTV	GLL	108.8V;243.0,255.4,207,272.7	(3)-3023.5 req #	FSS-Denver
(1) Grand Junction	H-BVORTAC-DTVBJ	GJT	112.4;V;243.0, 255.4, 278;120.7,272.7	(3)-3023.5 prior req., #	DME
(1) Gunnison	L-BVOR-DTV	GUC	114.9V;243.0,255.4,207,272.7	(3)-3023.5 req #	FSS Grand Jct
Hanover	MHW	HNR	356		
(1) Hugo	M-BVOR-DTV	HGO	108.4V;243.0,255.4,207,272.7	(3)-3023.5 prior req #	FSS-LaJunta
(1) Kiowa FSS-Denver	M-BVORTAC-DTV	IOC	114.2;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req #	
(1) Kremmling FSS-Eagle	M-BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391;120.7	(3)-3023.5 req, #	
(1) Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	DME
(1) Meeker	M-BVOR-DTV	EKR	115.7;V;207,243.0,255.4	(3)-3023.5 req, #	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V;243.0, 255.4 120.7,272.7	(3), #	80 A 165 N 260 A 330 N
(1) "	M-BVORTAC	PUB	116.7		
Memorial	AC(g)		396;119.1,126.18,243.0,257.8	(2), #	
(3) Thurman	M-VORW	TXC	112.9		
(1) Tobe	M-BVORTAC-DTV	TBE	113.4V;207,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Mun	C(g)		203;120.9,257.8,243.0	(2), #	
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford FSS	SBMRAZ-DTV	HFD	329V;243.0,255.4,207,272.7	(3), #	64 A 143 N 244 A 323 N
(1) Windsor Locks	L-BVOR	HFD	114.9		
(3) New Haven (P)	L-VOR	HVN	111.2		
(1) Norwich	L-BVORTAC-DTV	ORW	109.8V;243.0,255.4,207	(3), #	DME FSS Providence,RI
(1) Putnam	M-BVORTAC-DTV	PUT	113.8;V;120.7, 255.4	(3), #	FSS-Worcester,Mass
(1) Wilton FSS-Idlewild	M-BVOR-DTXV	ILT	113.6;V;255.4, 120.7 243.0	(3)-3023.5, #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks, Bradley Fld	AC(g)		284;119.5,124.2,126.18,263.0,243.0, 379.1 124.6,323.2,385.4	(2), #	
" "	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(1) Kenton FSS Milville, NJ	H-BVORTACDTV	ENO	114.8V;243.0,255.4,207,272.7	(3), #	DME
New Castle	MRLWZ	ILG	350		19 A 109 N
(1) " FSS-N.Phila,Pa	L-BVORTAC-DTV	EWT	112.4V;207,243.0,255.4,272.7	(3), #	199 A 289 N
Wilmington, New Castle Co.	AC(g)		278,324.7,121.1,126.18,136.8, .1208 243.0, 257.8, 305.4,275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;V:255.4, 120.7 272.7 Trans wea bcst 332 (Wash., D.C.)	(3), #	18 A 140 N 214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-*VOR	DCA	112.3		
"National	AC(g)		278;118.1, 118.3, 119.1, 119.7, 126.5, 134.64, 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	VHF/DF(Cntr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
" See page 34	Center		119.2 [redacted] 124.5, 123.9 124.0, 124.4, 132.3, 125.6, 119.6, 124.7 137.88, 243.0, 301.4, 271.2, 323.8, 279.6, 318.2, 353.9, 124.3, 385.6, 125.2, 125.8, 326.2, 378.3, 385.4, 120.2, 126.4, 119.4, 269.2, 363.0	#	Call Washington Center
" " "	VHF/DF(twr)		Gds: 118.1, 118.3, 119.1, 123.9, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1V;207,243.0,255.4,272.7	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 126.18, 137.88, 136.8, 134.1)		
"	UHF/DF		Gds: 243.0, 255.4, 272.7, 305.4, (Req: 363.8, 301.4, 279.6, 350.2, 236.5, 385.4)		
Cross City	SMRAWZ	CTY	269		33 A 125 N 213 A 316 N
(1) "	M-BVOR-DTV	CTY	112.0V;207,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Gainesville
Daytona Beach	SBMLZ-DTV	DAB	284;V;243.0, 255.4 120.7, 272.7	(3), #	17 A 102 N 197 A 282 N
(1) "	M-BVOR	DAB	112.5		DME
" Mun	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C(g.7)		272;121.3,243.0,257.8,348.6	#, 122.5	
Ft. Myers	BH-DTV	FMY	34V;207,243.0,255.4,272.7	(3)-3023.5 req #	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
[redacted]					
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7, 272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6, 124.9, 317.7	(2), #	
See p.34	Center		118.7, 124.3, 124.7, 243.0, 284.6, 322.5, 275.1, 123.8, 120.0, 119.0, 318.2, 323.8, 125.5, 381.4, 123.6, 378.8, 269.4, 353.5, 290.4, 291.7, 269.0, 118.8, 301.4, 317.5, 363.2, 126.0, 124.0, 124.6, 119.8, 353.8, 269.6, 120.1, 283.7, 120.8, 274.3	#, 122.7,	120.4, 307.2
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.18, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-1	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332;V;120.7, 243.0, 255.4, 272.7	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" NAS	CM		350, 118.7, 126.18, 132.3, 263.6, 305.2	(2), #	
(1)LaBelle	M-BVOR-DTV	LEL	112.9;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Ft Myers
(1)Lakeland	H-BVOR-DTV	LAL	116.0;V;255.4, 120.7, 272.7	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7	(3)-30235 req, #	69 A 159 N 249 A 343 N
" Patrick AFB	CM		118.4, 137.88	#, 122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7, 272.7	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 119.7, 123.7, 121.6, 338.6, 123.9, 263.0, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
" SEE p. 34	Center		118.9, 120.3, 120.9, 124.0, 124.1, 281.5, 278.3, 124.2, 124.5, 124.7, 125.0, 125.1, 125.2, 125.6, 125.8, 125.9, 243.0, 281.4, 269.0, 269.6, 275.1, 271.2, 285.4, 285.6, 291.6, 301.4, 311.8, 340.6, 351.9, 355.8, 360.3, 285.5, 319.9	#	
"	VHF/DF (Twr)		Gds: 118.1, 118.3, 119.7, 122.7, 123.7, 123.9, 126.18		
" Tamiami	C(g.7)		209;121.1	122.6, #	(0600-2200)
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Gainesville	M-BVORTAC-DTV	OCF	112.8;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1)Orlando	H-BVOR-DTV	ORL	112.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req	DME
" Mun	AC(g)		278, 118.7, 126.18, 243.0, 290.8, 257.8, 119.4, 348.6	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVOR-DTV	PHK	112.4;V;120.7, 255.4, 272.7	(3), #	FSS-W.Palm Beach
Panama City,	SMRAZ	PAM	275	(2)	41 A 131 N
Tyndall AFB	HW	AAN	396		221 A 311 N
" "	M-VORW	PAM	112.4		
" " "	CM		275; 119.1	122.5, #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	78 A 161 N 232 A 341 N
" Mun	C(g)		305, 119.9, 126.18, 243.0, 257.8, 348.6	(2), #	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VORW	NUN	117.2		
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
" "	MHW	NUN	293		
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVORTAC-DTV	PIE	116.4;V;255.4, 120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intl	C(g.7)		317; 118.3, 257.8, 348.6, 243.0	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272, 120.1, 257.8, 243.0, 348.6	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	10 A 117 N 190 A 267 N
(1) "	H-BVORTAC	TLH	117.5		DME
" Dale Mabry	AC(g)		281; 118.7, 126.18, 257.8, 243.0, 348.6, 118.1, 318.2	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N 236 A 316 N
" Intl	C(g)		278; 119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
(1)Taylor	L-BVOR-DTV	TAY	109.6;V;243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Voldesta, Ga.
Vero Beach	BMH-TV	VRB	209;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4, 120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intl	AC(g)		278; 119.1, 126.18, 257.8, 243.0, 348.6, 318.2, 118.0	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson, S.C	L-BVORTAC-DTV	AHN	109.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
"	AC(g)		278; 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 123.7, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118.1, 119.1, 119.3, 122.7, 125.7, 126.8, 122.1, 122.5, 126.7, 135.9, 123.7,		
" SEE p. 34	Center		119.2, 118.9, 120.3, 120.9, 119.2, 250.2, 269.6 290.3, 324.7, 281.4, 343.8, 379.2, 360.7, 319.9, 300.7, 285.6, 125.5, 250.4, 243.0, 307.9, 120.8 124.2, 125.4, 120.0, 123.8, 301.4, 311.8, 353.8, 342.2, 278.3, 125.2, 119.6, 125.8, 124.9, 353.7, 360.6, 120.6, 317.6, 118.8, 126.4, 124.1, 126.5, 121.0, 326.2	#	125.0, 335.6, 120.8
" Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278, 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	60 A 143 N 240 A 323 N
" "	HW	NEA	275		
(1) Columbus	H-BVOR-DTV	CSG	117.1; V: 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Muscogee Co.	AC(g)		287; 125.3, 257.8	(2), #	
Doles (A)	MHW	DLE	400		
Hinesville-Ft. Stewart	MHW	HIN	407		
(1) La Grange	M-BVOR-DTV	LGC	115.6; V; 243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	24 A 146 N 204 A 324 N
(1) "	L-BVOR TAC	MCN	110.8		DME
Mun (Cochran Fld)	AC(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2)-3023.5, #	
(1) McDonough	M-BVOR-DTV	MDU	113.6 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1) Norcross FSS-Atlanta	M-BVOR-DTV	OCR	116.6; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	52 A 142 N 232 A 322 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278, 119.1, 126.18, 257.8, 348.6	(2), #	
" (Chatham)	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1) Toccoa	L-BVOR-DTV	TOC	109.8 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Anderson S.C.
(1) Valdosta	M-BVOR-DTV	VLD	113.7; V; 243.0, 255.4, 272.7	(3)-3023.5 req, #	
" Moody AFB	HW	VAD	338		
(1) Vienna	L-BVORTAC-DTV	VNA	116.1 V 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26A 121 N 206 A 290 N
(1) "	H-BVORTAC	BOI	113.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise Air Term.	AC(g.7)		278; 118.5, 126.18, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 305.4, 348.6		
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVORTAC	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		DME
Gooding	BH-DV	GNG	215 V; , 255.4 120.7	(3), #	FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4; 120.7, 272.7	(3), #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N 270 A 331 N
(1) "	H-BVOR	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MLP	206 V 243.0, 255.4, 120.7	(3)-30235 #	# .5 A 95 N 185 A 275 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4. 120.7, 272.7	(3), #	56 A 146 N 236 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
" Mun	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1) Twin Falls	M-BVOR	TWF	115.8		Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	50 A 144 N 230 A 324 N
" "	L-VOR	BLV	112.2		
" "	MHZ	BVX	362		
(3) Bible Grove	L-VORW	BIB	109.0		
(1) Bradford	M-BVOR	BDF	114.7 (122.1 ctld Peoria CS/T)		DME
(3) Centralia	M-VORW	ENL	108.8		
(1) Champaign	L-BVORTAC-DIV	CMI	110.0, 122.2, 243.0, 126.7, 255.4, 272.7	#, 122.1	
" University of Ill.	AC(g)		233; 118.9, 119.8, 257.8, 243.0	#, 122.5	
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350 V 120.7, 243.0, 255.4, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C(g)		206, 121.3, 257.8, 243.0	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.4, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8, 119.2	(1), #, 122.7	
" "	VHF/DF(twr)	Gds:	118.4, 118.7, 119.5, 122.7, 123.7, 126.18, 119.9 (req 121.3, 126.7, 135.9, 126.5)		
" SEE PAGE 34	Center		119.7, 120.2, 120.5, 120.9, 123.6, 124.2, 124.5, 118.2, 124.3, 124.7, 125.1, 120.6, 285.6, 124.6, 121.2, 126.5, 243.0, 250.2, 119.4, 301.4, 300.7, 307.2, 125.5, 323.2, 124.0, 285.5, 318.2, 378.8, 290.8, 382.2, 354.1, 317.6, 360.8, 311.8, 362.3, 118.6, 353.8, 306.3, 379.1, 353.5	#	
" O'Hare Intl	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 125.0, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	L-VORTAC	ORD	111.6		
" "	VHF/DF		Gds: 118.1, 119.0, 122.6, 124.5, 125.7, 126.18, (req 122.1, 126.7, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR TAC-DTV	CGT	114.2;V;243.0, 255.4, 120.7 ,272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	109 4V 207,243 0,255 4,272.7	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;207,243 0,255 4,272 7 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) " →	M-BVORTAC	JOT	112.3		
"	VHF/DF		Gds: 121.3, 122.5, 122.7, 126.18, 126.7, 135.9, (req 100-160)		85 A 174 N
Moline	SBMRAZ-DTV	MLI	224;V;207,243 0,255 4,272 7	(3), #	265 A 354 N.
(1) " →	M-BVORTAC	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	116.2;V;243.0, 255.4, 120.7 ,272.7	(3), #	DME
(1)Northbrook	H-BVOR-DTV	OBK	113 0V 207,243 0,255 4,272 7	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Greater Peoria	AC(g)		278;191,126 18,257.8,348 6	(2), #	
"	UHF/DF		Gds: 257.8, 255.4, 272.7, 243.0; req: 305 4, 353 5, 285 6		
(1)Peotone	M-BVOR-DTV	EON	116 5V 207,243 0,255 4,272 7	(3), #	FSS-Joliet
(1)Polo →	M-BVORTAC-DTV	PLL	113 8V 243 0,255 4,120 7,272 7	(3)-3023.5 req, #	FSS-Rockford
(1)Pontiac FSS Peoria	L-BVOR-DTV	PNT	109 6V 243 0,255 4,120 7,272 7	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	115 6V 207,243 0,255 4,272 7	(3)-3023.5,req, #	
"	BMH	UIN	293		
Rantoul Chanute AFB	HW	RAN	281		
	M-VORW	RAN	117.2		
(3)Roberts →	M-VORTACW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) " →	L-BVORTAC-DTV	RFD	110 8V 243 0,255 4,120 7,272 7	(3)-3023.5,req, #	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	# 122.5, 257.8	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7 ,272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	H-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3, 257.8, 305.4, 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	M-BVORTAC-DTV	TOY	116 0V 207,243 0,255 4,272 7	(3), #	FSS-St. Louis, Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0, 207,255.4,272.7	(3)-3023.5 req, #	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-Bakalar AFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DTV	EVV	113 3V 207,243 0,255 4,272 7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	113.9		
" Baer Fld	AC(g)		278 348 6 119.1, 126.18, 125 5, 257 8, 338 2	(2), #	
"	UHF/DF		Gds: 243.0, 255.4, 257.8, 338.2 348.6, On req: 300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;120.7, 243 0, 255 4, 272 7 Trans wea bcst 266 kc.	(3)-3023.5 req, #	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 118.5, 121.3, (1), 122.7, # 121.1, 126.18, 243.0, 257.8, 355.8, 284.6, 290.3, 348.6		
"	Center		119.3, 119.7, 120.1, 124.1, 120.85	#	
SEE p. 34			271.2, 291.7, 125.3, 301.4, 126.4, 123.8, 312.6, 319.8, 338.6, 118.2, 124.9, 385 4, 275.1, 290 4, 269.6, 380.1, 353.5, 281.5, 278.3, 124.8, 121.2, 120.9, 125.6, 353.7, 385.6, 126.0, 125.4, 125.2, 118.3, 352.0, 124.4, 125.0, 342.2, 285.4, 318.2		
"	VHF/DF(Twr)		Gds 118.1, 118.5, 119.9, 121.1, 122.5, 126.18; req 122.1, 125.3, 126.7, 135.9		
	VHF/DF(Ctr)		Gds: 119.3, 120.85, 120.1, 124.9, 125.3; req 122.1, 122.5, 126.18, 126.7, 135.9		
(1)Knox	M-BVOR-DTV	OXI	117.1V 243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	109 8V 207,243 0,255 4 272 7	(3)-3023.5 req, #	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V 120.7, 243 0, 255 4, 272 7	(3)-3023.5 req, #	
(1)Lewis	M-VORW	LEU	112.4		
				#	
McCool	MHW	MCL	359		
(1)Nabb FSS-Louisville Ky	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7 ,272.7	(3), #	
Richmond	MHW	RID	385		
(3) "	M-VORW	RID	116.1		Terre Haute
(1)Scotland	L-BVORTAC-DTV	SCJ	111.2V 207,243 0,255 4,272 7	(3)-3023.5 req, #	DME/FSS-
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V 207,243 0,255 4,272 7	(3)-3023.5 req, #	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5, req, #	03 A 97 N 183 A 256 N
(1) " →	M-BVORTAC	SBN	115.4		DME
" St. Joseph Co.	AC(g)	→	278 189, 243 0, 257 8, 121.0	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, req, #	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman Fld	AC(g)		278;183, 126.18, 257.8, 243 0, 263 0	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 263.0, 272.7; req: 275.2, 305.4		
(1)West Point	L BVOR-DTV	EPT	110.4V 207,243 0,255 4,272 7	(3)-3023.5 req, #	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5 req, #	DME
Cedar Rapids	BMH-DTV	CID	248;V;207,243 0,255 4,272 7	(3)-3023.5 req, #	
(1) "	L-BVORTAC	CID	111.8		
" Mun	AC(g)		278 199 118.7, 257.8, 291.6, 243 0	122.5 , #	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4, 120.7 272.7	(3), #	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Mun	AC(g)		278 183 124 9, 126.18, 243 0, 257 8, 348 6, 338 6	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5 req, #	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5 V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5 req, #	
(1)Iowa City FSS-Cedar Rapids	M-BVOR-DTV	IOW	117.6;V;243.0, 255.4, 120.7 ,272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTV	LMN	116.7;V;243.0, 255.4; 120.7 ,272.7	(3)-3023.5 req, #	
(1)Mason City	M-BVORTAC-DTV	MCW	114.9;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	
(1)Newton	L-BVOR-DTV	TNU	112.2V 207,243 0,255 4,272 7	(3), #	FSS-Des Moines (3)-3023.5 prior req, #
(1)Ottumwa →	L-BVORTAC-DTV	OTM	111.6V 207,243 0,255 4,272 7	(3), #	

(1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) " "	M-BVOR	SUX	116.5		DME
" Mun "	AC(g)		396 118.7,126.18,243.0,257.8,305.4,348.6	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.18,135.9		(100-156 on req)
	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	L-BVORTAC-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
"	MHW	ALO	382		
" Mun	AC(g)		278;118.1, 257.8	(2), #	
(1) Waukon	L-BVOR-DTV	UKN	109.6;V;207,243.0,255.4,272.7	(3)-30235 req, #	FSS-LaCrosse, Wis
KANSAS					
(1) Anthony FSS-Wichita	L-BVOR-DTV	ANY	110.6;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7, 272.7	(3), #	101 N 179 A 281 N 356 A
(1) "	M-BVOR	CNU	114.6		
(1) Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
(1) Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1) Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	DME
(1) Hill City	H-BVOR-DTV	HLC	113.7;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5 req, #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) " " Mun	M-BVORTAC	HUT	116.8		
	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax Mun	C(g.7)		278;119.1126.18, 243.0 257.8	(2), #	
(1) Liberal FSS-Garden City	M-BVOR-DTV	LBL	116.6V243.0,255.4,120.7,272.7	(3)-30235 req, #	
(3) Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
(3) Oswego	M-VORW	OSW	117.6		
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	M-BVOR-DTV	RSL	114.5;V;243.0, 255.4; 120.7,272.7	(3), #	DME
(1) Salina	M-BVORTAC-DTV	SLN	115.3;V;243.0, 255.4; 120.7,272.7	(3)-30235, req #	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3, 126.18	#, 122.5	Apch Ctl avail.
(1) Topeka	M-BVORTAC DTV	TOP	117.8;V;255.4,120.7 272.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Topeka	MHW	TOP	304		
"Philip Billard Mun	C(g)		278 118.7,126.18,243.0,257.8	(2), #	
"Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	46 A 161 N 226 A 347 N
Transcribed wea bcst 332kc (1) "	M-BVOR	ICT	113.8		DME
" Mun	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1) Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1) Falmouth FSS-Cinn, Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	HW	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVORTAC-DTV	LEX	115.9;V;243.0, 255.4 120.7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272 119.1,121.1,243.0,257.8,269.0	(2), #	
London	BMH-DTV	LOZ	263;V;120.7,243.0,255.4,272.7	(3)-30235 req #	
(1) " *	M-BVOR	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman Fld	C(g)		278 119.5,126.18,243.0,257.8	(2), #	
" Standiford Fld	AC(g.7)		317;119.0,124.5,126.18,120.3 348.6,243.0,257.8,326.2,381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
" "	UHF/LF		Gds 243.0, 257.8, 326.2, 348.6, 381.6		
(1) Mystic	L-BVOR-DTV	MYS	108.2;V;207,243.0,255.4,272.7	(3)-30235, #	FSS-Louisville
(1) New Hope	L-BVOR-DTV	EWO	110.8;V;243.0,255.4,120.7,272.7	(3)-30235 #	FSS-Louisville
Owensboro-Daviess Co. P	L-VOR	OWB	108.6		(0800-2000
(1) Paducah	M-BVOR-DTV	PUK	117.3V207,243.0,255.4,272.7	(3)-30235 req #	
"	BMH	PUK	356		
(1) York	L-VORW	YRK	116.2		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM	"	118.2, 126.2 , 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	55 A 120 N 235 A 300 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc, (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 243.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
"	H-BVOR	LCH	113.4		DME
(1) "	HW	GIL	323		
" AFB (Gillis)	CM		119.1	(1), #	
" "	MHW	LPX	356		
Laplace	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 priorreq,#	25 A 86 N 205 A 266 N
Monroe	M-BVORTAC	MLU	113.7		DME
(1) "	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req,#	92 A 173 N 253 A 351 N
New Orleans	H-BVOR	MSY	112.7		DME
(1) "	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		307.9, 118.9, 120.3, 124.0, 124.3, 124.7, 134.4, 313.4, 290.8, 283.7, 323.8, 123.6, 124.1, 271.2, 281.7, 327.1, 281.5, 124.8, 125.0, 291.6, 126.1, 125.4, 126.1, 243.0, 274.3, 279.6, 301.4, 300.7, 380.1, 350.2, 385.4, 125.2	#	124.2, 124.6
" SEE p. 34	CM		118.7	#	
" Callender NAS	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6, 1255, 284.6	(1), #, 122.7	
" Moisant Intl	VHF/DF	→	Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.18, 132.0, 1359, 122.1, 122.5		
" "	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
Shreveport	M-BVORTAC	SHV	112.9		DME
(1) "	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6,	#, 122.5	
" Greater Shreveport	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Downtown	MRAW	BAD	379		54 A 144 N 234 A 342 N
" Barksdale AFB	MHW	EMG	284		
" "	M-BVOR-DTV	TBD	112.0;V 243.0, 120.7, 255.4, 272.7	(3)-3023.5 req,#	FSS-NewOrleans
Thibodaux	**MAINE**				
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req,#	72 A 172 N 252 A 352 N
FSS-Old Town	H-BVOR	BGR	114.8		DME
(1) Bangor	MHW	DAF	260		
"	MHW	BHB	320		
Bar Harbor (P)	HW	NH-1	203		
Brunswick NAS	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
"	CM		227	(1)	
" "	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	15 N 129 A 195 N 309 A
Houlton	L-*BVOR-DTV	HUL	108.2		DME
(1) "	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME
(1) Kennebunk FSS-Portland					

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone-Loring AFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(3) "	L-VORW	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Mun	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	388;V 243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req,#	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BAL	257;V-122.2, 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship Intl	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun 08-2330 T, W & Th)
" " (P)	H	MTN	528		FSS-Morgantown, W.Va
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req,#	
Hagerstown Mun	CI		203;126.18, 257.8 req 118.5	(2), #	(0800-1600 Mon-Fri.)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-3023.5 req,#	DME
(1) Shadyside	L-BVOR-DTV	SHZ	1108;V;255.4, 120.7, 272.7	(3), #	FSS-Wash., D.C.
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash. D.C.	L-BVOR-DTV	EMI	1094;V-122.2, 255.4 120.7	(3)-3023.5, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 382 kc.	(3)-3023.5 req,#	58 A 118 N 211 A 293 N
(1) "	H-*BVORTAC	BOS	117.7		
"	Center		120.3, 120.6, 124.9, 125.9	#	3792, 291.6, 125.8
See p.34			118.2, 124.8, 380.3, 126.6, 342.2, 354.1, 269.2, 125.2, 301.4, 243.0, 250.2, 124.5, 3792, 118.6, 275.1, 3791, 124.2, 307.9, 319.2, 324.7, 353.7, 119.8, 1184, 352.0, 125.0, 126.0, 269.6	124.0, 119.0, 119.4, 250.4,	3788

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the lists above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston–Bedford (Hanscom)	AC(g)		278;1189, 126.18, 243.0 1244,2366,257.8, 305.4, 348.6	#, 122.5 3023.5 req	
" "	VHF/DF		Gds:124.4, 121.9, 122.5, 126.18, 123.7(100-156 req)		
" Logan Intl	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6, 2366		
" "	AC(g)		278;118.1, 118.3, 119.1, 121.7, 126.18, (1)req, #, 1225 126.5, 137.88, 2430, 2578, 2630, 271.2, 2908, 3436, 3486		
	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6;V;243.0, 255.4 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1)Gardner FSS-Worcester	L-BVORTAC-DTV	GDM	110.6;V; , 255.4, 120.7	(3), #	DME
Hyannis	MHW-DV	HYA	239;V;	#, 122.1 Ctld from Nantucket	
(1) "	L-VORW	HYA	110.8		
Lawrence (P)	MHW	LWM	245		
Martha's Vineyard	MHW-DV	MVY	388;V;	#, 122.1 Ctld from Nantucket	
(1)Nantucket	H-BVOR-DTVJ	ACK	112.7;V;243.0, 255.4; 281;120.7, 272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford Mun	C(g)		254;121.3, 257.8, 2430, 3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4 272.7, 120.7	(3), #	23 A 113 N 203 A 293 N
(1)Westfield	M-BVOR-DTV	BAF	113.0V2430, 2554, 272.7, 1207	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212;121.3, 126.18, 2430, 257.8, 3486	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 348.6		
Worcester Mun	C(g)		281;1205, 243.0, 257.8	(2), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4, 1207 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg	AC(g)		396;118.3, 118.5, 257.8	(1), 122.7, #	
"	UHF/DF		Gds: 257.8, 2554, 272.7, 2430, req 307.9, 2696, 3199, 3607, 3054		
(1)Carleton FSS-Detroit	M-*BVORTAC DTV	CRL	113.8;V;243.0, 255.4 120.7, 272.7	(3)-30235, req, #	DME
Detroit	SBRAZ-DTV	DTW	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7, 120.0, 243.0, 257.8 323.8	(2), #	
" "	VHF/DF		Gds:118.7, 122.5, 1200, 123.1 req:126.7, 135.9, 1213, 126.18, 1227, 121.1, 125.3		
" Metropolitan Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0, 2578, 3486	(1), #, 122.7	
" "	VHF/DF		Gds: 119.8, 120.3, 123.9, 124.5, 125.6, 126.4; req 121.1, 122.1, 122.7, 126.7		
"	UHF/DF		Gds: 243.0, 257.8, 348.6; req 255.4, 272.7, 263.0, 381.4, 3238, 354.1,		
See p. 34	Center		118.9, 1203, 1204, 1239, 1256	#	
			1253, 3438, 354.1 234.0, 363.0, 269.2, 301.4, 269.6, 317.5, 326.2, 335.6, 124.8, 118.8, 126.1, 351.9 281.4, 275.1, 2690, 290.4, 362.2, 3199, 126.4, 119.8, 124.4, 310.4, 124.5, 1186, 126.6, 360.7, 1259		
(1) " Willow Run	L-VOR	YIP	111.4		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Detroit	AC(g)		332;118.4, 123.7, 121 3, 1249, 2430, 2578, 2630, 142.74, 290.3,	(2), # 355.8 285.4	
" Willow Run	VHF/DF		Gds: 121.3, 122.5, 1237, 124.9, 126.18, req: 121.1, 122.1, 1187, 1267, 1359		
" " "	L-BVORTAC-DTV	FNT	111.6V;2554, 12 07, 272.7	(3), #	
(1)Flint	AC(g)		278;119.5, 243.0, 257.8	(2), #	
" Bishop	MHW	FRD	375		
Ford	BMH-TV	GDW	257;V243.0, 2554, 1207, 272.7	(3)-30235, req, #	
Gladwin	RLW	GMI	341		21 A 111 N 201 A 291 N;
Grand Marais	SBMRLZ-DTV	GRR	329;V;255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
Grand Rapids	AC(g)		278;1193, 1252, 257.8, 3079	(2), #	
" Kent Co.	HW	NFB	414		
Grosse Ile NAS	CM		269	(1)	
" "	BRL-DTV	CMX	227V2430, 2554, 1207, 272.7	(3), #	18 A 108 N 198 A 288 N
Houghton	M-BVOR	CMX	112.8		
(1) "	BMH-TV	JXN	281V243.0, 2554, 1207, 2727	(3), #	
Jackson	L-BVOR	JXN	109.6		
(1) "	L-BVOR-DTV	AZO	1090V1207, 2430, 2554, 2727	(3), #	
(1)Kalamazoo	M-BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	FSS-BattleCreek
(1)Keeler FSS-South Bend, Ind.	SBMRAZ-DTV	LAN	206;V;243.0, 255.4 272.7, 120.7	(3)-30235, req, #	100 A 155 N 281 A 335 N
Lansing	L-BVOR	LAN	110.8		DME
(1) "	AC(g)		245;119.9, 243.0, 257.8	(2), #	
" Capital City	L-BVORTAC-DTV	LFD	1118V1207, 2430, 2554, 2727	(3), #	FSS-Jackson DME
(1)Litchfield	H	SAW	359		
Marquette-Sawer(A)	CM		119.1	122.5	Apch ctl avbl.
" "	SRAZ	MTC	230		4 A 116 N 184 A 296 N
Mount Clemens Selfridge AFB	M-VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4, 120.7, 272.7	(3), #	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" County	AC(g)		362;121.1, 257.8	(2), #	
(1)Peck	H-BVOR-DTV	PEK	114.9V;2554, 1207, 272.7	(3), #	
Pellston	BMH-TV	PLN	332V1207, 2430, 2554, 272.7	(3)-30235, req, #	FSS-Flint
(1) "	L-BVOR	PLN	111.8		
(1)Pullman	H-BVORTAC-DTV	PMM	112.1V2430, 2554, 1207, 272.7	(3)-30235, req, #	DME FSS-So-Bend, Ind.
Reed City (P)	MHW	XRC	275		
Saginaw	BMH-TV	MBS	212V1207, 2430, 2554, 272.7	(3), #	
(1) "	M-BVOR	MBS	112.9		
(1)Salem	M-BVOR-DTV	SVM	1178V2430, 2554, 1207, 2727	(3)-30235, req, #	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400V2430, 2554, 1207, 2727	(3), #	31 A 104 N
(1) " " "	M-BVOR	SSM	112.2		211 A 297 N
" "	MHW	INK	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1)White Cloud	M-*BVOR-DTV	HIC	114.5V2430, 2554, 1207, 272.7	(3), #	
Wurthsmith AFB	H	OSC	236		FSS-Muskegon
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		DME
(3)Austin (S)	L-VOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3)Brainerd(S FSS	L-VOR	BRD	109.2	122.1	V-05-23 wkdays
(1)Darwin Minneapolis	L-BVOR-DTV	DWN	1090V2430, 2554, 1207, 2727	(3)-30235, req, #	05-1915Sat09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
"Mun	AC(g)		278;183.2,618.2,578.3,483.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9,122.1,122.5,126.18, 126.7,135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7V;207.2430.2554.2727	(3)-30235 req.#	FSS-Minneapolis
(3)Grand Rapids (S)	L-VOR	GPZ	111.4	122.1	Voice 0800-SS
(3) Intl Falls (S)	L-VOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7,272.7 Trans wea bcst 266 kc	(3)-30235 req.#	58 A 118 N 192 A 298 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intl	AC(g)		278;118.7, 119.3, 118.5 126.18,243.0,2578,2630,2908,305.4,338.2,3486	(1). #, 122.7	291.7,3005
"	Center		269.4,250.2,120.3,120.6,264.4,124.7,125.2,125.5# 118.5,119.4,284.6,275.1,278.3,243.0,301.4,319.2,352.0,343.6,125.4,124.6,120.9,324.7,269.2,281.5 1259,360.7,269.6,283.7,250.4,124.2,124.8,118.4,121.0,123.8,125.3,118.6,120.8,125.6,125.0,124.4		363.0,281.4,274.3
"	VHF/DF		Gds:118.7,119.3,118.5,122.7,126.18,req 120.3,122.1,122.5,126.7,135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.9V;207.2430.2554.2727	(3)-30235,req#	DME FSS-La Crosse, Wisc.
(1)Redwood Falls	M-BVOR-DTV	RWF	113.3V;207.2430.2554.2727	(3)-30235,req.#	
Rochester	SBMRLZ-DTV	RST	404;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	M-BVOR	RST	112.0		
" Lobb Fld Mun	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman Fld	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Willmar (S)	L-VOR	ILL	108.4,	122.1	(voice 0800-Sunset)
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7,272.7	(3)-30235,req.#	
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
" "	CM		118.1	122.5, #	
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7 272.7	(3)-30235 prior req, #	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	108.8V;207.2430.2554.2727	(3)-30235,#	FSS-Mobile, Ala
(1)Hattiesburg	L-BVOR-DTV	HBG	110.6V;243.0.2554.1207.2727	(3)-30235req.#	FSS-McComb
(1)Holly Springs	M-BVOR-DTV	HLI	112.4V;207.2430.2554.2727	(3), #	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-3023.5,#	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins Fld	AC(g)		278;120.9,317.7,187,126.18,257.8,348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7V;207.2430.2554.2727	(3)-30235req.#	DME
Meridian	SBMRAZ-DTV	MEI	308;V;207.2430.2554.2727	(3)-30235, #	83 A 154 N 263 A 334 N
"	HW	MDA	356		
(1) "	M-BVORTAC	MEI	115.4		DME
" Key Fld	CI		257.8,118.2, 126.18,236.6,243.0	# 1225	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2V;207.2430.2554.2727	(3)-30235,req.#	FSS-NewOrleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-BVOR-DTV	BSP	113.6V;243.0.255.4,120.7,272.7	(3)-30235,req.#	FSS-Kansas City
(1)Butler	H-BVOR-DTV	BUM	115.9;V-122.2;207.2554	(3)-30235req#	DME FSS-Kansas City
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4,120.7 ,272.7	(3)-30235,req.#	96 A 169 N 269 A 349 N
(1) "	M-BVOR	CBI	115.4		DME
Farley	MHW	FRY	290		
(1)Farmington	H-BVORTAC-DTV	FAM	115.7;V-122.2,120.7,255.4	(3)-30235, #	DME FSS-Cape Girardeau
Kansas City	SBRAZ-DTVXV	MKC	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req.#	44 A 148 N 232 A 328 N
(1) "	H-*BVOR	MKC	112.6		DME
" Mun	AC(g)		299;118.1, 118.3, 126.18, 119.5,121.1,257.8,243.0,269.2,250.4,274.3,307.0	(1), #, 122.7	
"	Center		118.2,118.8,118.9,119.2,119.6,119.7,# 323.2,124.2,317.7,350.2,119.0,119.4,121.0,120.0,120.4,120.2,121.2,123.6 3238, 290.8 381.4 283.7, 354.1,355.8,125.3,125.4,125.6,125.8,125.9,126.4,243.0,250.2,269.0,269.4,278.3,279.6, 281.4, 285.4,290.3,291.6,301.4,307.2,310.4,311.8, 312.6,306.3,318.2, 326.2,335.4,382.2		385.4,119.8,380.3,385.6 11895,125.0,125.1,125.2, 359,122.7
" "	VHF/DF		Gds:118.1,118.3,119.1, 122.1, 122.5,126.7,126.18,		
(1)Kirksville	L-BVORTAC-DTV	IRK	108.4,V;207.2430.2554.2727	(3)-30235,req,#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9V;207.2430.2554.2727	(3)-30235req.#	FSS-Kirksville
(1)Malden	L-BVOR-DTV	MAW	111.2;V;243.0, 255.4; 120.7,272.7	(3)-3023.5req.#	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	109.6V;207.2430.2554.2727	(3)-30235req.#	FSS-Columbia
(1)Maryland Heights	L-BVORTAC-DTV	MTS	110.8V;207.2430.2554.2727	(3), #	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4 120.7,272.7	(3)-30235req.#	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0,255.4,257.8,(req 272.7,305.4,362.3)		
St. Louis	SBRAZ-DTVXV	STL	338;V;243.0, 255.4, 120.7,272.7	(3), #	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
" Lambert-St Louis Mun	AC(g)		278;118.1, 118.5,119.9,121.1 126.18,243.0,257.8,342.2,338.2,348.6,360.6,381.6	(2), #	
"	Center		118.4,120.3,123.7, 124.9,# 121.0,317.5,379.2,125.5,125.7,125.8,243.0,301.4,307.9,271.2,275.1,283.7,290.4,269.0 124.4,278.3,291.7,319.2,324.7,343.6,379.9,353.8,124.6,125.4,123.9,269.4,313.4, 126.0,126.4,281.5,353.7,120.8,124.1,118.8,120.4,124.3,120.6,125.2, 124.8,363.1 322.5,360.7		379.9,125.9,126.6,380.1
"	VHF/DF		Gds:118.1,118.5,119.9,121.1,125.0,126.18,122.5,125.5,req 122.1,126.7,135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7,272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Mun	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.6V;207.2430.2554.2727	(3)-30235req.#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan Fld	AC(g)		278;118.3,243.0,257.8,348.6	(2), #	

X = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility/transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc.

See p.34
See p.34

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 140 N
(1) "	M-*BVOR	BZN	112.2		248 A 320 N
(1)Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 149 N
(1) "	M-BVOR	CTB	114.4		230 A 311 N
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1) "	H-BVORTAC	DLN	113.0		78 N 186 A 258 N 330 A
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7, 272.7	(3)-30235, prior req., #	6 A 96 N
(1) "	M-BVOR	DRU	117.1		186 A 253 N
Glasgow (A)	H	GSG	236		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7, 272.7	(3), #	23 A 131 N
(1) "	H-BVOR	GTF	115.1		198 A 270 N
" Intl	C(g)		278, 118.7, 126.8, 243.0, 257.8, 348.6	(2), #	
" See p.34	Center		119.8, 126.5, 123.9, 124.6, 125.8, 243.0, 125.0, 301.4, 312.6, 323.0, 284.6, 281.4, 291.7, 250.4, 307.2	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7, 272.7	(3), #	72 N 166 A
(1) "	M-BVOR	HLN	117.9		280 N 358 A
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 88 N
(1) "	H-BVOR	LWT	112.0		198 A 271 N
Livingston	BH-DTV	LVM	224;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	DME
(1) "	H-BVORTAC	LVM	116.1		
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, prior req., #	DME
(1) "	M-BVORTAC	MLS	112.1		56 A 143 N
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7, 272.7	(3), #	239 A 327 N
(1) "	M-BVOR	MSO	112.8		DME
					96 A 154 N
					276 A 334 N
					DME
Whitehall FSS -Butte	SBRAZ-DTV	HIA	284;V-122.2, 120.7, 255.4	(3)-3023.5, #	4 A 96 N
(1) "	M-BVOR	HIA	113.7		173 A 257 N
					DME
NEBRASKA					
Ainsworth (S)	L-VOR	ANW	112.7	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	113.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
" (S)	HW	CDR	275		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, req, #	69 A 165 N
(1) "	M-BVOR	GRI	112.0		249 A 345 N
(1)Hayes Center	M-BVORTAC-DTV	HCT	112.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	DME
Imperial (S)	BH-DTV	IML	353;V;243.0, 120.7, 255.4, 272.7	122.1, #	DME. FSS-Imperial
NEBRASKA					
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;120.7, 243.0, 255.4, 272.7	(3), #	72 A 171 N
" AFB	CM		272;118.5		252 A 351 N
McCook (S)	L-VOR	MCK	110.0	(2), # 126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5, 122.1, 126.7	
(Monitoring category (1) 0530-2130 & (3) 2130-0530; Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7, 272.7	(3)-30235, req, #	80 N 172 A
(1) "	H-BVORTAC	LBF	117.4		260 N 347 A
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235, req, #	DME
(1) "	M-BVORTAC	OMA	116.3		70 A 154 N
" Mun	C(g)		278, 119.1, 126.8, 243.0, 257.8,	(2), #	256 A 326 N
" Offutt AFB	MHW	OFF	296		DME
" " "	CM		296	(1)	
(1)Oneill	M-BVORTAC-DTV	ONL	113.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Grand Is.
(1)Pawnee City	M-BVORTAC-DTV	PWE	112.4;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Lincoln
(1)Raymond	M-BVORTAC-DTV	RAY	116.0;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235, req, #	26 A 122 N
(1) "	M-BVORTAC	BFF	112.1		206 A 302 N
(1)Sidney	L-BVOR-DTV	SNY	108.2;V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1)Wolbach	H-BVOR-DTV	OBH	116.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 272.7 120.7	(3)-30235 req, #	50 A 122 N
(1) "	L-BVOR	BAM	109.6		230 A 302 N
(3)Beatty	M-VORW	BTY	114.7		DME
(1)Coaldale	M-BVORTAC-DTV	OAL	115.2;V;243.0, 255.4, 120.7	(3)-30235 req, #	FSS-Tonopah
(3)Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N
(1) "	M-BVOR	EKO	114.5		220 A 321 N
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		DME
					10 A 101 N
					174 A 303 N
Goodsprings	HW	GDS	245		
IndianSprings AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7, 272.7	(3), #	23 A 112 N
(1) "	H-BVORTAC	LAS	116.9 243.0		208 A 282 N
" McCarran Fld	AC(g)		278, 284.6, 118.3, 137.8, 121.1, 257.8, 348.6	(2), #	DME
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	48 A 138 N
(1) "	L-BVORTAC	LOL	109.0		228 A 318 N
(3)Mina	M-VORW	MVA	113.1		DME
(3)Mormon Mesa	L-VORW	MMM	108.6		
Reno	SBRA DTV	RNO	254;V;243.0, 255.4, 120.7	(3), #	DME
"	MHW	ACE	215		48 A 161 N
(1) "	H-BVOR	RNO	113.9 1193.3192		228 A 341 N
" Mun	AC(g)		278, 118.3, 378.8, 243.0, 257.8, 348.6	(2), #	DME
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TPH	221V2430,2554,120.7	(3)-30235 req#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235,#	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req, #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109.4V1207,2430,2554,272.7	(3)-30235prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V1207,2430,2554,2727	(3)-30235req,#	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) "	M-BVOR-DTV	MHT	1139;V1207,2430,2554, 272.7	(3)-30235prior req., #	
FSS-Concord					
" Grenier	CI		121.3,126.18,137.8,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM		126.18	#,122.5	
Whitefield (S)	MHW	HIE	275.		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VORTAC	ACY	110.2		
"(Pomona)NAFEC	AC(g)		278,195,126.18,132.3,142.74, 2366,2430,257.8,360.2,263.6 348.6	(2), #	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3, 126.3, 126.2	#,122.5	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck	M-BVOR-DTXV	COL	115.1;V;255.4,120.7 2430	(3)-3023.5,#	DME
FSS-Idlewild					
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,#	72 A 157 N 243 A 324 N
Morristown Mun	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
"	AC(g)		278,118.3,119.2,120.6,121.4, 126.18, 118.1, 257.8,243.0	(1)req,#,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 118.1 ,122.7		
Paterson	MHW	PNJ	347		
(3)Robbinsville	L-VORW	RBV	109.0		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Solberg FSS-Idlewild, NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4	(3)-3023.5,#	DME
(1)Sparta	L-BVOR-DTV	SAX	1082V2554,120.7	(3), #	FSS-Allentown,Pa.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
(1)Stillwater	M-BVOR-DTV	STW	1154V255.4, 120.7	(3), #	FSS-Allentown,Pa.
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	C(g)		278,118.3,121.1,123.9,124.3, 1192,3856,2630,3054,126.18,134.1,1368,13788,14202,2430,2578,2706,2894,3486,3358,3638	(2), #	
See p.34	Center		119.0,120.0,1197,1203,123.7,2430,3198,3104, 281.5,2502,2904,3063,307.2, 124.7,126.0,2694,284.6,301.4,1255, 3176,121.2,126.4,125.3,1257, 125.2	# 2916,2692,2846,319.9,353,8124.9	
	UHF/DF		Gds: 2430,2706,2894,3054,3358,3638		
(1)Anton Chico	L-BVOR-DTV	ACH	1100V2430,2554,1207,2727	(3) -30235,req,#	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	1092V1207,2430,2554,2727	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
(1)Carlsbad	M-BVOR-DTV	CNM	1163V2430,2 554,1207,2727	(3) 30235priorreq,#	DME
Clovis-Cannon AFB	HW	CVS	272		
"	CM		118.7,126.18	#, 122.5	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7,272.7	(3), #	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235prior req, #	79 N 169 A 259 N 349 A
(1)Farmington	H-BVORTAC-DIV	FMN	1153V1207,2430,2554,2727	(3)-30235 req, #	
(1)Grants	H-BVOR-DTV	GNT	1165;V;1207,2430, 2554,2727	(3)-3023.5, #	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co.	C(g)		215,118.3,126.18,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	21 A 109 N 201 A 289 N
(1) "	H-BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
(3)Raton	M-VORW	RTN	115.9		DME
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7,272.7	(3), 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DIV	SAF	1106V1207,2430,2554,2727	(3)-30235, #	DME
" Co. Mun	C(g)		245,119.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DIV	ONM	112.5V2430,2554,1207,272.7	(3), #	FSS-Albuquerque
(3)Texico	L-VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272.7	(3)-30235prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7,272.7	(3)-30235,req#	77 A 167 N 257 A 347 N
(1) "	M-BVOR	TCC	113.8		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.e. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	1084;V1207,2430,2554,2727	(3)-3023.5 prior req,#	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	15 A 113 N 208 A 293 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Mun	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18,142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1)Binghamton	L BVORTAC-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;118.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7 272.7	(3)-30235,req,#	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intl	AC(g)		278;120.5, 126.18, 119.8, 348.6,257.8,126.5,243.0,338.6	(2), #	
"	VHF/DF		Gds: 122.5,120.5, 126.18, 126.5, 119.8		
Calverton - Peconic River	CI(g)		323;121.3, 126.18,142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1)Dunkirk	L-BVOR-DTV	DKK	111.8;V;207,2430,2554,272.7	(3)-30235,req,#	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung Co.	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3;126.18, 257.8	1225,257.8, 126.18	(0700-1530 Mon - Fri)
(1)Geneseo	L-BVORTAC-DTV	GEE	111.8;V;120.7,2430,2554,2727	(3)-30235,req,#	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206V2430,2554,1207,272.7	(3), #	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1)Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235, #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	M-BVORTAC-DTV	HUQ	1129V255.4,1207,272.7	(3), #	FSS-Wilkes-Barre,Pa.
Islip,MacArthur Fld	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
(1)Ithaca	L-BVOR-DTV	ITH	1094;V;207,2430,2554,2727	(3)-30235,req,#	FSS-Elmira
(1)Jamestown	L-BVOR-DTV	JHW	1108;V;207,2430,2554,2727	(3)-30235,req	FSS-Bradford,Pa.
Lido	MHW	LDO	239		
(1)Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4 ; 243;120.7, 272.7	(3)-30235req,#	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1)Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5, #	DME
" "	MHW	IDL	373		
New York, Idlewild Intl	AC(g)		119.1, 121.1,121.65, 123.7, 123.9, 119.7, 132.3, 134.1, 134.64, 136.8, 137.88, 14274 , 243.0, 257.8, 269.2, 269.0, 290.3, 269.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		1188, 1196,1198,1200,1201, 121.0,1202,121.2,123.6,123.8,1241, 124.3, 124.8,124.9,125.1,125.3, 125.4,125.5, 125.6, 2904 , 125.9 126.0,1264,132.3,137.88,243.0,2504,2696,2856,301.4,317.5, 3063,317.7, 362.3,335.6,335.6,317.6,3438,355.8, 363.1,283.7, 1259,1264,121.0381.6, 278.3,323.8, 360.7,285.5,353.5,3007,3199,3134,327.1	#	
SEE PAGE 34					
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 2..		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209;V2430,2554,1207 Trans wea bcst 209 kc	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia	AC(g.7)		362;1265, 118.7, 118.9 120.4, 125.7, 243.0, 263.0, 274.3,126.1 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,1189,1204,122.7,1257,1265		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls Mun	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1)Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4 ,120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req,#	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1)Riverhead FSS-Idlewild	M-BVORTAC-DTV	RVH	1172V1207,2430,2554	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Monroe Co.	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	0700-2300& req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	H-BVORTAC	SYR	117.0		DME
" Hancock	AC(g)		278;119.9, 126.18, 243. 0, 2630 , 348. 6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	MHW	UTI	275		
(1) "	L-BVOR-DTV	UCA	112.4V2430,2554,1207,272.7	(3), #	
" Oneida Co.	C(g)		332;118.1, 243.0, 257.8 348.6	(2), #	
(1)Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224 ;120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3) Watkins Glen	L-VORW	ATE	117.6		
(1) Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	116.0;V;243.0.255.4, 120.7,272.7	(3)-3023.5 req.#	
White Plains Westchester Co.	AC(g) 260,185,244,126.18,148.32,263.0,243.0,319.8			(2)-3023.5 req#	
	UHF/DF		Gds: 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7,272.7	(3)-3023.5 req.#	
(1) "	M-BVOR	AVL	112.4		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2)-3023.5 req.#	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CLT	307;V;120.7	(3)-3023.5 req# 255.4	89 A 179 N 269 A 359 N
"	L VORTACW	CLT	110.6		
" Douglas Mun	AC(g) 124.0,307.0,381.4,120.5,243.0, 257.8, 335.6, 348.6		263;118.1, 123.7, 126.18	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;243.0	#	63 A 140 N 243 A 320 N
"	H	NKT	245		
"	M-BVOR	NKT	115.4		
"	CM			(1)	
(1) Cofield	L-BVORTAC-DTV	CVI	116.2;V;120.7,243.0,255.4,272.7	(3)-3023.5 req.#	FSS-Eliz. City
(1) Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	DME
Fayetteville	MHW	FAY	209		
" Grannis Fld	C(g.7)		278,118.3, 243.0,257.8,348.6	(2), #	
Ft. Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7,272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	115.8		DME
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1) Hickory	M-BVOR-TVJ	HKY	110.0;V;323;120.7	(3)-3023.5 req #. 255.4	
Lumberton	MHW	LBT	359		
(3) "	VORW	LBT	117.0	Test basis	Unmonitored
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req.#	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1) Pinehurst	L-BVOR-DTV	SOP	111.8;V;255.4,120.7,272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req.#	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
"	AC(g)		266;119.3,126.18,243.0,257.8, 1253,348.6,133.2,13 68,278.3,310.4,341,137.8,307.2,120.8,363.8 281.4	(2)-3023.5, #	
(1) Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5, #	
Weeksville NAF	MRLWZ	NFG	254,		65 A 140 N 245 A 320 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4, 120.7,272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		388;119.9, [redacted] 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278,118.7,119.8,126.18,243.0,257.8,348.6	(1),122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	115.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req.#	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 120.7,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1) Williston	M-BVOR-DTV	ISN	116.3;V;120.7,243.0,255.4,272.7	(3), #	FSS-Minot
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7,272.7	(3), #	21 A 110 N 202 A 290 N
(1) "	L-BVOR	ACO	108.4		
" Mun	C(g.7)		272,119.5,243.0,257.8	(1), #, 122.7	
" Canton	AC(g)		278;118.3, 126.18, 243.0, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1) Appleton FSS-Columbus	H-BVORTAC-DTV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
(1) Attica	L-BVOR-DTV	ATO	114.4;V;120.7,243.0,255.4	(3)-3023.5 req.#	FSS-Mansfield
(1) Bellaire	L-BVOR-DTV	AIR	115.6;V;120.7,255.4	(3), #	FSS-Wheeling, W.Va.
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1) Chardon	L-BVORTAC-DTV	CXR	109.8;V;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req.#	47 A 122 N 224 A 296 N
(1) "	M-BVORTAC	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,121.0,126.18,124.7, 257.8,243.0, 323.8,360.6	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.18		
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	95 A 144 N 279 A 324 N
Trans wea bcst on 344kc.					
(1) "	M-BVORTAC	CLE	113.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6 307.0 348.6	(2), #	
" "	VHF/DF		Gds: 1193 1185 1199 121.0 122.5 126.18		
"	Center		120.5, 124.2, 124.3 1244 # 350.2 353.7 125.2 306.3 307.2		
See p. 34	379.2 379.9 380.3		394.2 837.3 17.7 385.5 120.8 124.6 318.2 ,243.0, 284.6, 301.4, 311.8, 318.2 124.0 119.6		
			,340.6, 118.6, 125.7, 120.2, 323.0, 125.0, 119.2, 125.		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req.#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278 109.5, 121.1 121.3, 126.18, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6	(2), #	
" "	VHF/DF		Gds: 121.1 121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.1, 305.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	1150;V;2430, 2554, 1207, 272.7	(3)-30235 req.#	DME
" Mun	C(g)		278 119.5, 126.18, 243.0, 257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2 V 1207, 2430, 2554, 2727	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209 V 120.7, 2430, 2554, 272.7	(3), #	
(1) "	L-BVOR	FDY	1082		
Hubbard	MHW	HBD	408		DME
(1) Jefferson	L-BVORTAC-DTV	JFN	1152 V 2430, 2554, 1207, 2727	(3), #	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	1088;V 1207, 2430, 2554	(3)-30235 req.#	
" Mun	AC(g)		278 381.6 124.7 126.5 257.8, 275.8	(2)-30235 req.#	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DTV	AVR	112.4 V 255.4, 1207	(3), #	FSS-Akron
(3) Newcomerstown	L-VORW	CTW	111.8		
Perry	MHW	PEX	333		
(1) Sandusky	L-BVORTAC-DTV	SKY	109.2 V 1207, 2430, 2554, 2727	(3)-30235 req.#	FSS-Cleveland
(1) Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(1) Tiverton	M-VORW	TVT	1158		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		278 118 123.8 126.8 243.0 257.8 383.8 348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1) Waterville	M-BVORTAC-DTV	VWV	113.1 V 2554, 1207	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3), #	5 A 101 N 185 A 281 N
(1) "	M-BVOR	YNG	114.7		DME
" Mun	AC(g)		278 125.5, 126.18, 243.0, 257.8, 119.0, 275.8, 381.4	(2), #	
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-DTV	ZZV	275 V 1207, 2430, 2554, 2727	(3)-30235 req.#	
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400;V 1207, 2430, 2554, 272.7	(3)-30235 req.#	
(1) "	M-BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	388 ;118.5, 126.18, 122.2	(1), #; 122.2 122.1 ctld Tulsa	DME
(1) "	M-BVOR-DTV	BVO	1179 V; 2554 1207, 272.7	(3)-30235 req.#	FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3		
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	39 A 134 N 224 A 314 N
(1) "	M-BVORTAC	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; ;120.7, 272.7	(3)-30235 req.#	
(1) Kingfisher	M-BVORTAC-DTV	IFI	114.2 V 1207, 2430, 2554, 2727	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2 V 1207, 2430, 2554, 272.7	(3)-30235 req.#	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308 118.6 121.3 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0 ;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req.#	
Muskogee Davis Fld AFB	H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVORTAC	OKC	115.0		DME
"Tulakes	C(g.7)		391; 118.1, 348.6, 379.9, 243.0	122.5, #	(0700-2300)
"Will Fogers Fld	C(g)		272 118.3, 137.8, 243.0, 257.8, 348.6	(1), #, 122.7	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	1082 V 1207, 2430, 2554, 272.7	(3)-30235 req.#	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	L-BVOR-DTV	PGO	111.2 V 1207, 2554, 2430, 2727	(3)-3023.5, #	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368 V 1207, 2430, 255.4, 272.7	(3)-30235 req.#	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	1152 V 2430, 2554, 1207, 272.7	(3)-30235 req.#	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7 272.7	(3)-30235, req.#	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Mun	AC(g)		278 116.7, 119.1, 126.18, 24 30, 257.8, 338.5, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7, 272.7	(3), #	65 N 177 A 245 N 331 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284 118.5, 126.18, 257.8, 348.6	#, 122.5	
(3) Lakeview	M-BVOR-DTV	LKV	112.0 V 2430, 2554, 1207, 272.7	(3), #	FSS-Klamath Falls
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7 272.7	(3), #	75 A 152 N 255 A 338 N
(1) "	H-BVORTAC	MFR	113.6		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 126.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6, 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.18, 243.0 257.8, 383.8, 119.9, 119.1, 348.6, 284.6	(2), #	
"	VHF/DF		Gds: 118.5, 119.1, 120.3, 122.1, 123.7, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
"	AC(g)		278;119.5, 125.7, 126.18, 257.8, 348.6	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7, 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.1, 126.18, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
Addison (P)	L-VOR	ADS	111.4		
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7 243.0, 272.7	(3)-3023.5 req, #	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 243.0, 255.4 272.7	(3)-30235, req, #	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6, 307.0, 290.3, 119.5, 121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235, req, #	
(1) "	H-BVORTAC	AUS	112.5		DME
" Mueller Mun	C(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7, 272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
"Jefferson Co Mun	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V, 243.0, 255.4, 120.7, 272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVORTAC DTV	BPR	116.5;V;207, 243.0, 255.4 272.7	(3)-30235, req, #	FSS-Ft Worth
(1) Britton	M-BVOR-DTV	BRT	117.0;V;207, 243.0, 255.4, 272.7	(3)-30235, req, #	FSS-Ft. Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
Brownsville Rio Grande Valley Intl	AC(g)		278;118.7, 126.18, 119.5, 250.2, 257.8, 348.6	(2), #	
(1) Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6;V;243.0, 255.4, 120.7 272.7	(3)-30235, req, #	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1) Childress	M-BVOR-DTV	CDS	117.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	
(1) College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	DME
" Easterwood Fld	C(g)		272;118.5, 126.18 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	51 A 139 N 219 A 319 N
(1) "	M-BVORTAC	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) Culberson	M-VORW	CXN	113.4		DME
(1) Dalhart	L-BVOR-DTV	DHT	112.0;V;243.0, 255.4 120.7, 272.7	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6, 119.8, 123.7	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 132.6		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1) Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7, 120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intl	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
" See p.34	Center		118.9, 119.3, 120.1, 125.6 243.0, 250.4, 301.4, 125.4, 269.0, 271.2, 275.1 323.0, 124.4, 124.6, 124.2, 269.2, 363.1, 278.3, 281.4	#	
Falfurrias (N)	MHW	NK	347		
(1) Ft. Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V243.0,255.4,120.7,272.7	(3)-30235 req,#	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317;118.1,118.9,123.9,126.18, 263.6,243.0,257.8,119.6, 263.0,270.6 307.9,363.8	3023.5req,#, 122.7	
" "	VHF/DF		Gds: 118.1,118.3,118.7,118.9,122.7,122.5, 126.18,132.0,142.74,119.6,123.9		
" Meacham Fld	C(g)		272;118.3,126.18,243.0 257.8,348.6	(1), #, 122.7 → 363	(0600-2200) 291.7,250.2,343.6,269.2,285.5
"	Center		119.4,269.4,120.3,120.8,120.9,125.4,243.0	#	323.2,126.1,326.2,124.8,126.0
See p.34 291.7,125.5, 120.5,250.4,285.6,300.7,283.7,124.1,124.6,301.4,353.7,306.3,360.6,351.9 379.1,124.0,124.7,125.6,124.3,125.0,					
"					
"Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0,255.4, 120.7,272.7	(3)-3023.5req,#	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3,121.5,126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0,255.4, 120.7,272.7	(3)-3023.5req, #	
" Longview Mun	AC(g)		347;118.1,257.8,348.6	#,122.5	
Guthrie	M-VORW	GTH	112.4		
(1)Harlingen	L-BVOR-DV	HRL	1068V243.0,255.4,120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332;V;243.0,255.4, 120.7,272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Intl	AC(g)		278;118.1,118.3,118.7, 123.7,126.18,243.0, 257.8,284.6,290.3,312.6,348.6	(2), #	
	VHF/DF		Gds:118.1,118.3,118.7,120.7,122.1 122.5,126.18,126.7,132.0,135.9,137.88		
(1)Hudspeth	M-VORW	HUP	115.0		DME
(1)Junction	M-BVOR-DTV	JCT	1160V1207,2430,2554,2727	(3)-3023.5,#	
"	BMH	JCT	275		
Kelly FSS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0,255.4, 120.7,272.7	(3), #	14 A 128 N 196 A 319 N
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NGI	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVORTAC-DTV	LRD	1139V-122.2,120.7,255.4	(3)-3023.5,#	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1)La Vernia	L-BVOR-DTV	LVR	1084V2430,2554,1207,272.7	(3)-30235 prior req.	FSS-San Antonio
(1)Leona	M-BVOR-DTV	LOA	1108V1207,2430,2554,2727	(3)-30235,req,#	FSS-College Station
(1)Llano	L-BVOR-DTV	LLO	1082V1207,2430,2554,2727	(3)-30235,req,#	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0,255.4,120.7 272.7	(3), #	79 N 174 A 259 N 354 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Lubbock	H-BVORTAC	LBB	116.4		
" Mun	AC(g)		278;119.9,126.18,257.8,348.6,118.1	3356 (2), #	
(1)Lometa	M-BVORTAC-DTV	MTA	117.9;V1207,2430,2554,272.7	(3)-3035req,#	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.8V1207,2430,2554,2727	(3)-30235,req,#	DME
(1)McAllen	L-BVOR-DTV	MFE	109.8V1207,2430,2554	(3), #	FSS-Brownsville
(3)Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311;V;243.0,255.4, 120.7,272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,243.0 257.8,348.6,290.4,121.1	(2), #	
Mineral Wells	BMH-TV	MWL	284V1207,2430,2554,2727	(3)-30235 prior req,#	
(1) "	M-BVORTAC	MWL	115.5		DME
Newark	HW	EWX	407		
(1)Newman	M-BVOR-DTV	EWM	112.4;V;243.0,255.4, 120.7,272.7	(3)-30235 req, #	
FSS-El Paso					
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0,255.4, 120.7,272.7	(3)-3023.5,#	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pasadena	MHW	PDA	245		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1)Rocksprings	M-BVOR-DTV	RSG	1090V1207,2430,2554,2727	(3), #	FSS-Junction
(1)Sabine Pass	M-BVOR-DTV	SBI	1154V1207,2430,2554,272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335;V;243.0,255.4, 120.7	(3)-3023.5,#	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1)San Angelo	H-BVOR-DTV	SJT	115.1;V;255.4,120.7 272.7	(3), #	
" Mathis Fld	AC(g)		272;118.3,243.0,257.8,348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0,255.4,120.7 272.7	(3)-3023.5, prior req,#	85 N 175 A 265 N 355 A
(1) "	M-BVORTAC	SAT	116.8		DME
" Intl	AC(g)		278;118.9,119.5,123.9,124.3, 243.0,257.8,348.6,381.4,	(2), #, 126.18 ,307.0,317.5	
" SEE PAGE 34	Center		119.7,120.1,120.5,121.0,121.2, 290.4,353.8,124.4,119.4,124.0,269.6,124.8,269.0,124.6,243.0,125.0,126.4 123.8,125.8,124.2,269.2,326.2,311.8,300.7,291.6,281.5,271.2,118.2,125.2, 301.4,291.7,363.1,124.1,353.8,335.6,124.7,119.2,322.5,120.6,275.1,278.3,285.4	#	124.5,281.4,319.8,
" "	VHF/DF		Gds: 118.9,119.5,122.1,122.5,123.9,124.3, 126.18,126.7,132.0,135.9,137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.0V2430.2554.1207.272.7	(3)-3023.5, prior req, #	SS-San Antonio
(1)Sulphur Springs	M-VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;120.7,255.4,272.7	(3), #	
" Pounds Fld	AC(g)		272.119.1,2430,2578,3486	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2V120.7.2430.2554.272.7	(3)-3023.5req, #	FSS-Palacios
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7 ,272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVORTAC	ACT	115.3		DME
" Mun	C(g)		278.199,126.18,2578,3486	(2), #	
"Connally AFB	MH	CNW	400		
Wichita Falls	H-BVORTAC DTV	SPS	1127;V;243.0, 255.4,120.7 272.7	(3)-3023.5,req,#	
(1) "	HW	SPS	296 3486		
Sheppard AFB/Mun	AC(g)	278.182,119.1,1261	8.2430.2578.3271.274.3	#;122.5	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1.		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7 , 272.7	(3)-3023.5,req,#	DME
Corinne	MHW	COU	344		
Delta	S RAZ-DTV	DTA	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5,req,#	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req,#	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVORTAC-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req,#	DME
(1) LaSal	M-BVOR-DTV	LXL	1129V120.7.2430.2554.2727	(3)-3023.5req, #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	H-*VORW	LCU	115.6		261 A 337 N
(1)Milford	H-*BVORTAC-DTV	MLF	112.1V120.7.2430.2554.2727	(3)-3023.5req, #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4. 120.7 ,272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-BVOR-DTV	PVU	1166V2430.2554.1207.272.7	(3), #	FSS-Salt Lake City
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4. 120.7 ,272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Mun #1	AC(g)		278;118.3, 119.5, 120.9 126.18.2430.250 2.2578.3054.3486	(2), #	
" "	VHF/DF	Gds: 119.5 (req 1209.120.1,120.3,121.9,122.1,1225,126.18,1267,1359)			
" " See p.34	Center	1244, 3104,3175,2856,121.3,120.0,120.6,274 3,3014, 1265,269.2,	124.5,1258,125.1,2430,1266,120.3,3519,2916,2904,2696, 123.6,278.3, 311.8 275,2690		319.8,124.2,124.8,1253,
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8V2430.2554.1207.272.7	(3), #	FSS-Glens Falls,N.Y.
Burlington	SBRAZ-DTV	BTV	323;V;255.4 ,120.7	(3), #	30 A 169 N
(1) "	L-BVOR	BTV	111.2		210 A 331 N
" Mun	AC(g)		278;118.3, 126.18,243.0 348.6,3533,121.1,119.2,3608,2578,3638	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-3023.5,req,#	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	212		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8V1207.2554.272.7	(3), #	FSS-Wash., D.C.
(1)Cape Charles	L-BVORTAC-DTV	CCV	1090V2430.2554.1207272.7	(3)-3023.5, #	FSS-Newport News
(1)Casanova	L-BVOR-DTXV	CSN	109.6V120.7,2554,272.7	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344V120.7,2430.2554.2727	(3)-3023.5,req,#	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4. 120.7,272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
FtEustis,Felker AAF	CM		126.3	# (0730-2330Mon-Sat)	
(1)Franklin	L-BVOR-DTV	FKN	1106V1207.2430.2554.2727	(3)-3023.5, #	FSS-Richmond
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7 ,272.7	(3), #	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	67 A 136 N 247 A 316 N
(1) "	H-BVORTAC	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC DTXV	HRN	116.3,V 2554, 120.7,272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HIS	111.4;V;120.7, 255.4 272.7	(3)-3023.5,req,#	
(1) Hopewell FSS-Richmond	M-BVORTAC DTV	HPW	117.3;V;243.0, 255.4 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9V2430.2554.1207272.7	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(1)Linden	M-BVOR-DTV	LDN	114.3V2554,1207,2727	(3), #	FSS-Wash., D.C.
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4.120.7	(3), #	90 A 165 N
(1) "	L-BVORTAC	LYH	109.2		234 A 345 N
" Preston Glenn	C(g)		287,118.1, 243.0, 2578	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (1) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 June 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS -Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317;118.7, 243.0, 257.8 348.6	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Mun	AC(g)		396;121.1, 137.88, 132.3, 257.8, 348.6 1252	(2), #	
" SEE PAGE 34	Center		118.6, 1255, 118.5, 118.9, 120.3, 124.9, 1257, 132.3, 323.0, 124.2, 342.2 137.88, 3606, 301.4, 3198, 3838, 284.6, 269.4 3537	#	
"	VHF/DF		Gds: 1252, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS -Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	H-BVOR	PSK	1177		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd Fld	AC(g)		396;190,1195,12618,2578,3486,3558,3512	(2), #	
" "	UHF/DF		Gds: 2430,2578,348.6 3558		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7, 272.7	(3)-30235,req#	73 A 170 N 244 A 350 N
" Mun(Woodrum Fld)	AC(g)		278;118.3,119.9,243.0,257.8	(2)-30235,req#	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-BVOR-DTV	SBV	1104;V1207,2430,2554,2727	(3)-30235,req#	DME FSS Danville
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	1084		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V-122;120.7,2554	(3)-3023.5,#	91 N 176 A 230 N 347 A
(1) "	M-BVORTAC	ELN	117.9		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 157 N 230 A 337 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		64 A 146 N 244 A 337 N
Everett Paine AFB	HW	PAE	396		
"	CM		347	122.5req.(1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L-BVOR-D	OLM	109.2		Ctld Seattle FSS
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton Mun	CI(g)		335;121.3 2758	(2), #	(0800-2400)
Richland, AEC	CI		126.18, 121.5 1213.364.2req	(1).2430req.#	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7, 272.7	(3), #	117 N 186 A 269 N 356 A
" Boeing Fld	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
" SEE PAGE 34	Center		118.9, 120.3, 121.2 125.3 291.7, 243.0, 285.4, 1250, 281.5, 300.7, 311.8, 310.4, 1206 2837, 2855, 301.4, 317.6, 319.2, 124.1, 125.5, 123.8, 124.2, 278.3, 3063 2904, 3134, 324.7, 124.4, 307.9, 124.5, 119.2, 124.6, 125.1, 1256, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.18, 125.9, 243.0, 257.8, 122.6, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-BVORTAC	SEA	114.5		DME
" " Intl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 2578, 3486 271.2, 290.8, 338.2, 125.9	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	532		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Intl	C(g)		278;118.3, 126.18, 243.0 257.8 348.6	(2), #	
" See p. 34	Center		125.2, 125.7, 126.0, 126.4, 250.2, 269.2, 275.1, 291.6, 301.4, 352.0 req: 121.5, 243.0	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Clc ctl zone)
"	CM		272	(2)	
" Gray AAF	H	GRF	216		
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
(1) "	L-BVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2	(1), #	41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Mun	AC(g)		278;119.1,120.2,269 0,257 8,348 6	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V;207,243 0,255 4,272.7	(3)-30235 prior req,#	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	113.3;V;207,243 0,255 4,	122.1, #	135.0,135.9 unavail.
Charleston	SBRAZ-DTV	CRW	400;V;207,243 0,255 4,272.7	(3)-30235 prior req,#	101 A 179 N 277 A 359 N
(1) "	M-BVORTAC	CRW	115.4 3486		
" Kanawha Co.	AC(g)		317;118.5,198,125.9,126 18,257 6,383 8	(2), #	
" "	VHF/DF		Gds: 118.5,119.8,122.5,125 9,126 18		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVORTAC-DIV	HNN	111.2;V;207,243 0,255 4,272.7	(3)-30235 prior req,#	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;207,243 0,255 4,272.7	(3)-30235 prior req, #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7,272.7	(3), #	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Mun.	CI		1205 126.18,236 6,243 0,121 5 req	#,122.5	(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	36 A 140 N 216 A 320 N
(1) "	H-BVORTAC	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7,272.7	(3)-30235 req,#	DME
(3)Rainelle	L-VORW	RNL	108.8		
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(P)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " " "	L-BVOR-DIV	SSU	1084;V;255 4,120 7,272.7	(3)-30235 req#	FSS-Roanoke,Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req,#	
(1)Green Bay	H-BVORTAC-DIV	GRB	117.0;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	
" "	MHW	XGB	396		FSS-Rockford Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;207,243 0,255 4,272.7	(3)-30235 req,#	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126 18,120 1,243 0,257 8,363 8,323 8	(2), #	
" "	VHF/DF		Gds: 119.3,121.9,122.1,122.5,126.18,135.0,135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 2727, 120.7 Trans wea best 242 kc	(3)-30235 req,#	100 A 173 N 258 A 359 N
(1) "	H-BVOR	MKE	116.4		DME
" General Mitchell Fld	AC(g)		278;119.1, 124.1, 124.9, 126.18,243 0,257 8,263 0,285 4,123 8	(2), # 291.7	
Milwaukee	VHF/DF		Gds: 119.1,122.5,124.1,124.9,126 18 (Req 119.3,121.1,122.1,126 7,135 9		
Gen Mitchell Fld	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DIV	OSH	111.8;V;243 0,255 4,120 7,272.7	(3)-3023.5 req,#	FSS-Green Bay
(3)Rewey	M-VORW	RWY	115.8		
(1)Rhinelander	L-BVOR-DIV	RHI	109.2;243 0,255 4,120 7,272.7	(3)-30235 req,#	FSS-Wausau
(1)Stevens Point	L-BVOR-DTV	STE	110.6;V;243 0,255 4,120 7,272.7	(3)-30235 req#	FSS-Wausau
(1)Wausau	M-BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	0800-sunset other hrs.req.
WYOMING					
(1)Big Piney	M-BVOR-DIV	BPI	116.5;V;207,243 0,255 4,272.7	(3)-30235 req#	FSS-Rocks Springs
(1)Boysen Reservoir	M-BVORTAC	BOY	114.9;V;122 2,243 0,255 4,120 7	(3)-30235 req,#	FSS-Casper
Casper	SBRAZ-DTV	CPR	269;V;-122.2;243.0 255.4;120.7,272.7	(3)-3023.5 req,#	76 A 159 N 256 A 335 N
(1) "	H-BVOR	CPR	116.2		
" Air Term.	AC(g)		278;118.3,126 18,257 8,348 6	(2), #	
(1)Cherokee FSS-Rawlins	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4, 120.7,272.7	(3)-30235 req#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7,272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVORTAC	CYS	113.1		DME
" Mun	AC(g)		201;118.7,119.9,126 18,257 8,263 0,348 6	(2), #	
(1)Crazy Woman	M-BVOR-DIV	CZI	114.2;V;207,243 0,255 4,272.7	(3)-3023.5 req,#	DME/ FSS-Sheridan
(1)Douglas FSS-Casper	L-BVOR-DTV	DGW	108.6;V-122.2; 255.4,120.7	(3)-3023.5, #	
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger FSS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7,272.7	(3), #	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River FSS-Laramie	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7,272.7	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4 120.7, 272.7	(3)-30235 req,#	28 A 118 N 208 A 298 N
(1) "	H-BVOR	SHR	115.3		
Sinclair FSS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7, 272.7	(3)-30235 req,#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Puerto Rico Intl	AC(g)		272;118.3, 243.0, 257.8 348.6,119 0,269.2,	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7,126 18,233 8,257 8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SWAN ISLAND					
Swan Island	HHW	SWA	407;121.5	#, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Christiansted	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	#, 122.1, 6567, 8364	
" " Hamilton	M-BVOR	STX	108.2		
St. Thomas, Charlotte Amalie	TPV		122.2, 126.7; 6567; 120.7 272.7, 2430 2554	(3)-30235req #	
" " Truman	M-BVOR	STT	108.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

FAA ARTC CENTER FREQUENCIES
(EFFECTIVE 0800 GMT JULY 7, 1960)

ARIZONA - PHOENIX (CENTER)
119.8, 123.95, 124.5, 125.0, 125.40, 126.0, 126.4, 126.6, 132.10, 132.45, 132.70, 133.85, 134.35, 134.65, 243.0, 269.0, 250.2, 269.6, 271.2, 275.1, 279.6, 281.5, 283.7, 285.4, 290.3, 300.7, 301.4, 317.7, 319.2

CALIFORNIA - LOS ANGELES (CENTER) IFF BCN
119.9, 120.0, 120.6, 120.8, 121.0, 121.2, 124.2, 124.4, 124.6, 125.1, 125.2, 125.4, 125.6, 125.9, 126.4, 126.6, 132.10, 132.30, 132.50, 132.95, 133.40, 133.55, 133.80, 133.95, 134.20, 134.40, 134.55, 134.75, 134.95, 243.0, 269.4, 275.1, 278.3, 281.4, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 318.2, 323.2, 323.8, 340.6, 352.0, 353.5, 353.9, 354.1, 360.7, 362.3, 379.2 380.1, 381.6, 385.6

CALIFORNIA - OAKLAND (CENTER)
119.4, 119.7, 120.3, 120.4, 120.8, 121.?, 123.8, 124.0, 124.1, 124.2, 124.6, 125.0, 125.55, 125.6, 125.7, 125.8, 125.9, 126.0, 126.6, 132.65, 132.80, 133.00, 133.35, 133.50, 133.75, 133.90, 134.30, 134.45, 134.60, 134.85 243.0, 250.2, 271.2, 281 5, 285.4, 285.5, 290.4, 290.8, 291.7, 300.7, 301.4, 313.4, 317.5, 319.9, 322.5, 326.2, 335.6, 343.8, 350.2, 353.8, 355.8, 360.8, 363.0, 378.8, 379.2, 380.3, 385.4

COLORADO - DENVER (CENTER)
118.1, 118.9, 119.3, 120.1, 120.8, 124.1, 124.7, 125.0, 125.9, 126.5, 132.15, 132.20, 132.35, 132.50, 132.70, 132.80, 133.00, 133.55, 133.75, 133.85, 134.60, 134.85, 243.0, 250.2, 269.6, 278.3, 281.4, 281.5, 285.4, 285.5, 285.6, 290.8, 300.7, 301.4, 307.9, 319.2, 322.5, 324.7, 326.2, 338.2, 353.7, 379.1

DISTRICT OF COLUMBIA - WASHINGTON (CENTER)
119.2, 120.2, 123.9, 124.0, 124.3, 124.4, 124.5, 124.7, 126.4, 132.3, 132.4, 133.30, 133.65, 133.85, 137.88, 243.0, 269.2, 271.2, 279.6, 301.4, 318.2, 323.8, 326.2, 353.9, 363.0, 378.8, 385.4, 385.6,125.2, 125.8

FLORIDA - JACKSONVILLE (CENTER)
119.0, 119.7, 120.0, 120.1, 120.4, 123.6, 124.0, 124.3, 124.7, 125.5, 132.30, 132.50, 132.80, 133.95, 134.25, 134.30, 134.70, 134.85, 243.0, 269.0, 269.4, 269.6, 274.3, 275.1, 283.7, 284.6, 290.4, 291.7, 301.4, 307.2, 317.5, 318.2, 322.5, 323.8, 353.5, 353.8, 363.2, 378.8, 381.4, 133.40

FLORIDA - MIAMI (CENTER)
118.9, 120.3, 120.9, 124.0, 124.1, 124.2, 124.5, 124.7, 125.1, 125.2, 125.8, 132.60, 132.95, 133.75, 134.35, 134.95, 243.0, 269.0, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 285.4, 285.5, 285.6, 291.6, 301.4, 311.8, 319.9, 340.6, 351.9, 355.8, 360.3, 120.5, 123.6

GEORGIA - ATLANTA (CENTER)
118.8, 118.9, 119.2, 120.0, 120.3, 120.8, 120.9, 121.2, 124.9, 125.0, 125.2, 125.5, 126.4, 126.5, 132.10, 132.20, 132.75, 132.90, 133.10, 133.35, 133.60, 134.40, 134.55, 243.0, 250.2, 250.4, 269.6, 278.3, 281.4, 285.6, 290.3, 300.7, 301.4, 307.9, 311.8, 317.6, 319.9, 324.7, 326.2, 335.6, 343.8, 353.7, 353.8, 360.6, 360.7, 379.2, 119.4

ILLINOIS - CHICAGO (CENTER)
118.2, 119.4, 119.7, 120.2, 120.5, 120.6, 120.9, 121.2, 123.6, 124.0, 124.2, 124.5, 124.6, 124.7, 125.1, 126.5, 132.60, 132.85, 133.70, 133.90, 243.0, 250.2, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.2, 311.8, 317.6, 318.2, 323.2, 353.5, 353.8, 360.8, 362.3, 378.8, 379.1, 382.2

INDIANA - INDIANAPOLIS (CENTER)
118.2, 118.8, 119.3, 119.7, 120.1, 120.9, 123.8, 124.1, 124.8, 124.9, 125.2, 125.3, 125.4, 125.6, 126.0, 126.3, 132.10, 132.60, 133.45, 133.75, 134.35, 269.6, 271.2, 275.1, 278.3, 281.5, 285.4, 290.4, 291.7, 301.4, 312.6, 318.2, 319.8, 338.6, 342.2, 352.0, 353.5, 353.7, 380.1, 385.4, 385.6

LOUISIANA - NEW ORLEANS (CENTER)
118.4, 118.9, 120.3, 123.6, 124.0, 124.1, 124.3, 124.7, 124.8, 125.1, 125.4, 132.60, 133.00, 133.30, 133.65, 133.85, 134.75, 243.0, 271.2, 274.3, 279.6, 281.5, 281.7, 283.7, 290.8, 291.6, 300.7, 301.4, 307.9, 313.4, 323.8, 327.1, 350.2, 380.1, 385.4

MASSACHUSETTS - BOSTON (CENTER)
118.4, 119.0, 119.8, 120.3, 120.6, 124.2, 124.5, 124.8, 124.9, 125.0, 125.2, 125.8, 125.9, 126.0, 126.6, 132.10, 132.65, 133.75, 134.45, 134.85, 134.95, 243.0, 250.4, 269.2, 269.6, 275.1, 291.6, 301.4, 307.9, 319.2, 324.7 342.2, 352.0, 353.7, 353.9, 354.1, 378.8, 379.1, 379.2, 380.3, 118.2, 250.2

MICHIGAN - DETROIT (CENTER)
118.8, 118.9, 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 125.9, 126.1, 126.4, 133.55, 133.85, 134.30, 134.65, 134.80, 243.0, 269.0, 269.2, 269.6, 275.1, 281.4, 290.4, 301.4, 310.4, 317.5, 319.9, 326.2, 335.6, 343.8, 351.9, 354.1, 360.7, 362.2, 363.0

MINNESOTA - MINNEAPOLIS (CENTER)
118.4, 119.4, 120.3, 121.0, 123.8, 124.2, 124.4, 124.6, 124.7, 125.3, 125.4, 125.5, 125.9, 132.10, 132.40, 132.60, 133.40, 133.65, 134.25, 134.45, 134.55, 134.65, 134.75, 243.0, 250.2, 250.4, 264.4, 269.2, 269.4, 269.6, 274.3, 275.1, 278.3, 281.4, 281.5, 283.7, 284.6, 291.7, 300.7, 301.4, 319.2, 324.7, 343.6, 352.0, 360.7, 363.0

MISSOURI - KANSAS CITY (CENTER)
118.2, 118.8, 118.9, 119.0, 119.2, 119.4, 119.6, 119.7, 120.2, 120.4, 121.2, 123.6, 123.8, 124.2, 125.0, 125.1, 125.3, 125.4, 125.6, 125.9, 126.4, 132.25, 132.50, 125.2 132.80, 132.95, 133.45, 133.50, 134.30, 134.70, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 283.7, 285.4, 290.3, 290.8, 291.6, 301.4, 307.2, 306.3, 310.4, 311.8, 312.6, 317.7, 318.2, 323.2, 323.8, 326.2, 335.6, 350.2, 354.1, 355.8, 380.3, 381.4, 382.2, 385.4, 385.6, 121.0

MISSOURI - ST. LOUIS (CENTER)
118.4, 118.8, 120.3, 120.4, 120.6, 120.8, 121.0, 124.1, 124.3, 124.4, 124.8, 124.9, 125.2, 125.5, 125.7, 125.9, 126.4, 126.6, 132.55, 132.65, 132.90, 133.40, 133.80, 134.60, 243.0, 269.0, 269.4, 271.2, 275.1, 278.3, 281.5, 283.7, 290.4, 291.7, 301.4, 307.9, 313.4, 317.5, 319.2, 322.5, 324.7, 343.6, 343.8, 353.7, 353.8, 360.7, 363.1, 379.2, 379.9, 380.1

MONTANA - GREAT FALLS (CENTER)
119.8, 123.9, 124.6, 125.8, 126.5, 132.65, 132.95, 133.95, 134.55, 243.0, 250.4, 281.4, 284.6, 291.7, 301.4, 307.2, 312.6, 323.0

NEW MEXICO - ALBUQUERQUE (CENTER)
119.0, 119.7, 120.0, 120.6, 121.2, 123.7, 124.7, 125.3, 126.0, 126.4, 132.20, 132.30, 132.65, 133.05, 133.40, 133.65, 134.50, 134.75, 243.0, 250.2, 269.2, 269.4, 281.4, 281.5, 284.6, 290.4, 291.6, 301.4, 306.3, 307.2, 310.4, 311.8, 317.6, 319.8, 319.9, 353.8

NEW YORK - NEW YORK (CENTER)
119.6, 119.8, 120.0, 120.1, 120.2, 123.6, 123.8, 124.1, 124.3, 124.8, 124.9, 125.1, 125.3, 125.4, 125.5, 125.6, 125.9, 126.0, 126.3, 126.4, 132.30, 132.60, 132.95, 133.55, 133.80, 137.88, 243.0, 250.4, 269.6, 278.3, 285.5, 290.4, 300.7, 301.4, 306.3, 317.5, 317.6, 319.9, 323.8, 327.1, 335.6, 343.8, 353.5, 355.8, 360.7, 362.3, 363.1, 381.6,285.6,317.7,134.80,283.7,313.4

OHIO - CLEVELAND (CENTER)
118.6, 119.2, 119.6, 120.2, 120.8, 124.0, 124.1, 124.2, 124.3, 124.4, 124.6, 125.0, 125.2, 125.7, 125.8, 132.20, 132.45, 133.95, 243.0, 269.4, 283.7, 284.6, 285.5, 301.4, 306.3, 307.2, 311.8, 317.7, 318.2, 319.8, 323.0, 340.6, 350.2, 353.7, 379.2, 379.9, 380.3

PENNSYLVANIA - PITTSBURGH (CENTER)
118.4, 118.9, 119.2, 120.4, 120.6, 120.9, 125.1 126.0, 126.1, 126.6, 126.8, 132.25, 132.30, 137.88, 243.0, 275.1, 281.5, 285.6, 290.8, 301.4, 319.2, 322.5, 324.7, 343.6, 379.1, 307.9

TENNESSEE - MEMPHIS (CENTER)
118.2, 119.3, 120.1, 120.5, 123.6, 123.8, 124.1, 124.2, 124.3, 124.6, 124.7, 125.8, 126.0, 126.1, 126.5, 132.10, 132.30, 132.35, 132.50, 133.55, 134.45, 134.90, 243.0, 250.2, 269.4, 275.1, 281.4, 285.4, 290.4, 300.7, 301.4, 306.3, 307.2, 310.4, 311.8, 318.2, 319.9, 323.0, 323.2, 378.8, 381.4, 125.4, 121.0, 118.6

TEXAS - EL PASO (CENTER)
118.9, 119.3, 120.1, 124.2, 124.4, 125.4, 133.10, 133.35, 133.95, 134.45, 243.0, 250.4, 269.0, 269.2, 271.2, 275.1, 278.3, 281.4, 301.4, 323.0, 363.1, 124.1

TEXAS - FORT WORTH (CENTER)
119.4, 120.3, 120.5, 120.9, 124.3, 124.6, 124.7, 125.4, 125.5, 125.6, 126.0, 132.10, 132.40, 132.45, 132.75, 133.00, 133.30, 134.55, 134.65, 243.0, 250.2, 250.4, 269.2, 269.4, 283.7, 285.5, 285.6, 291.7, 300.7, 301.4, 306.3, 323.2, 326.2, 343.6, 351.9, 353.7, 360.6, 363.1 379.1

TEXAS - SAN ANTONIO (CENTER)
118.2, 119.4, 119.7, 120.1, 120.5, 121.0, 121.2, 124.0, 124.2, 124.4, 124.5, 124.6, 124.7, 125.2, 125.8, 132.15, 132.90, 133.75, 133.90, 134.35, 134.70, 134.80, 134.95, 243.0, 269.0, 269.2, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 285.4, 290.4, 291.4, 291.6, 291.7, 300.7, 301.4, 311.8, 319.8, 322.5, 326.2, 335.6, 363.1, 125.4, 125.9

UTAH - SALT LAKE CITY (CENTER)
120.3, 120.6, 121.3, 123.6, 124.2, 125.1, 125.3, 125.8, 126.6, 132.25, 132.55, 132.70, 132.75, 132.85, 133.15, 133.25, 134.25, 134.70, 134.90, 243.0, 269.0, 269.2, 269.6, 274.3, 275.1, 278.3, 285.6, 290.4, 291.6, 301.4, 310.4, 311.8, 317.5, 319.8, 351.9

VIRGINIA - NORFOLK (CENTER)
118.5, 118.6, 118.9, 120.3, 124.1, 124.9, 132.30, 132.55, 137.88, 269.4, 284.6, 301.4, 319.8, 323.0, 342.2, 360.6, 383.8, 125.5, 124.9, 125.7, 353.7

WASHINGTON - SEATTLE (CENTER)
118.9, 119.2, 120.3, 121.2, 124.2, 124.4, 124.5, 124.6, 125.0, 125.1, 125.3, 132.45, 132.80, 133.05, 133.45, 133.50, 133.65, 133.90, 134.35, 134.65, 134.95, 243.0, 278.3, 281.5, 283.7, 285.4, 285.5, 290.4, 291.7, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 313.4, 317.6, 319.2, 324.7, 343.6

WASHINGTON - SPOKANE (CENTER)
121.5, 125.2, 125.7, 126.0, 134.75, 243.0, 250.2, 269.2, 275.1, 291.6, 301.4, 352.0

LEGEND

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: ALBERTVILLE ARPT: 150' lgtd tmpry twr erected approx 1 mi SE at lat 34-16-12, long. 86-12-36. Will be dismantled about Aug 15. (3-5)

ANNISTON RADIO: About June 6, VOR will be shut down until aprx June 11- class chg to L-VOR and freq chg to 108.8 mc. (5-4)

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples. About June 13, TACAN will be shut down until aprx June 23 - eqpmt installation. (5-16)

BIRMINGHAM ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

**BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200'-1/2.

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4; Rmks: Unattended. Trees E. (4-7)

GADSDEN ARPT: 150' unlgtd tmpry twr erected approx 7 mi NE at lat 34-04-00, long. 86-01-31. Will be dismantled about Aug 15. (3-5)

MOBILE RADIO: VOR radials 018° clocksise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)

MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MOBILE-BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable - acct severe scalloping. (7-10)

MOBILE-BROOKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)

ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-18)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W (282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-15)

WETUMPKA, ELMORE FLD: E/W rnwy clsd, paving.

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Power Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)

BUCKEYE RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 23 - reconstr and freq chgs: 110.6 mc/ channel 62.

CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DRAKE RADIO: About June 27, VOR will be shut down - freq chg to 110.4 mc. & class to L-VORW. Following route structure and MEAs will be in efct: Unusable Awys: V12-1518 EED-INW; V291 DRK-Canyon Int.; V12S PRC-INW. Unusable Reporting Points: Canyon, Cornville, Mt. Hope, Perkins, and Sheridan Ints. Usable Awys: (Tmpry redesignated with published MEA's and MCA's unless otherwise indicated.) V257 PRC-BCE via PRC 348° radial & BCE 168° radial; MEA PRC-Floyd Int. 11,000' N, 10,000'S; V105E PRC-PGS via PRC 359° radial and PGS 113° radial; PRC-Drake Int. 13,000'N, 8000S MCA PRC 12,000'N Drake Int-PGS 13,000' MEA. V12S-1520 EED-PRC MEA 10,000'; V62-1520 PRC Clints Well Int. 12,000' MEA; V105 PRC-Hackberry Int. 11,000'; V95 Clints Well Int-INW. 12,000'S, 9000' N MEA. Usable Reporting Points: Anita Int. - PRC 348° radial & TBC 241° radial; Clints Well Int. - PRC 080° radial & INW 210° radial; Drake Int, -PRC 359° radial; & PGS 113° radial; Floyd Int. -PRC 348° radials & PGS 081° radial.

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.

**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA: Space Surveillance Stn at lat 33-06-31, long. 112-01-46 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either aovid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112°-35'W. (6-1)

**PHOENIX, AIRHAVEN: Reopened to all tfc. Caution rnwy ruf, soft spots. (6-3)

PHOENIX, DEER VALLEY ARPT: 5000' extension E end E/W rnwy clsd. (5-5)

PRESCOTT RADIO: May 19, TACAN shut down until aprx June 19 - reconstr. (5-19)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-Density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern cont daily. (6-4)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

**TUCSON, DOWNTOWN ARPT: Delete; private fld. (5-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vcnty San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 & 30.

WINSLOW RADIO: TACAN operg on test basis; channel 81. About June 15, VORTAC will be comsnd. TACAN channel 81. Class: M-BVORTAC. About July 11, VORTAC and DME will be shut down until aprx July 26, freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. (5-13)

WINSLOW MUNICIPAL ARPT: Rnwy 17-35 open days. (4-26)

YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch end of rnwy 21R lctd at int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Lgts on rnwy 3L-21R only. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator.

ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Closed for construction. (5-16)

EL DORADO RADIO: DMET operg test basis; channel 111. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. About June 30, VOR will be shut down until aprx July 5 freq chgs: VOR to 108.2 mc/ TACAN channel to 19. (5-26)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps, N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

[redacted]: FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)
FT SMITH RADIO: About June 22, TACAN will be shut down until aprx July 1-eqpmt installation. (5-12)
FT SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
FT.SMITH MUN ARPT: 140'AGL(685'AMSL) lgtd oil drilling derrick being erected 9015' E of apch end and 2210' S of the cntrline extended of rnwy 25. (5-30)
LITTLE ROCK, ADAMS FLD-TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy -2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)
NORTH LITTLE ROCK MUN ARPT: Clsd, constr. (5-20)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA RADIO: TACAN operg on test basis; channel 118. (9-15)
TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)
TEXARKANA ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.
CALIFORNIA: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000';040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
BAKERSFIELD RADIO: About June 13, TACAN will be shut down until aprx July 12,-reconstr.
BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx July 1, relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (5-17)
**BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19) Rnwy 12-30 open, length 5700' x 150', 60,000' lbs single wheel loading. 900' overrun end of rnwy 30. (5-19)
BIG SUR RADIO: DMET operg on test basis; channel 87. (2-23)
BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow. (4-27)
BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)
BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15)
**BUTTOWN WILLOW -KERN COUNTY # 15 ARPT: Low intensity rnwy lgts comsnd April 4.
CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
**CATALINA ARPT: FEE. 2-way rdo rqrd. Rgt tfc rnwy 22, experienced pilots only. Dangerous drop off both ends of rnwy. Caution downhill on rnwy 4.
CHINO ARPT TOWER: Twr unmanned; on standby basis; indef. (7-16)
CHINO ARPT: Caution hvy acft intermittent flat tests on rnwy 3-21. (4-12)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed.
CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 NW. One oil strip 2000' x 40'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)
CRESCENT CITY RADIO: About Jul 1, rcvr 3023.5 kc will oper on req. (5-13)
**DAGGETT ARPT: 20'lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of cntrline of rnwy 3 and 940' N cntrline rnwy 7. (3-30)
EL CENTRO RADIO: TACAN operg test basis; channel 86. (9-21) June 10 VORTAC will be comsnd. TACAN channel 86. Class M-BVORTAC. (5-31)
ELSINORE, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (8-4)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FELLOWS RADIO: About July 20, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870'MSL. Montrg category (3). Class: M-VORW. (5-26)
FILLMORE RADIO: VOR usable 285°-315° 25 nmi, from 315°-355° 30 nmi. TACAN montrg category (3).
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi. (5-16)
**FREMONT, CENTER FLD: Caution-extsv glider activity conducted every Wed thru Sun.

CALIFORNIA: FRESNO RADIO: DMET operg test basis; channel 76. (4-25) About June 22, LFR and VOR idents will be chgd to FAT. (5-31)
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) Soon, ILS LMM and MM will be shut down until aprx July 5-relctn to 0.68 smi from the approach end of rnwy. (4-8)
FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag. var.: 16°23' E. Elev: 2350'MSL. Montrg category (1) Ctld from Fresno CS/T. Class: M-BVOR. (3-28)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe grass area btn rnwy & S parralel txwy durg summer months acft restricted to rnwy and txwy. (6-4)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
GORMAN-RADIO: About June 6, VORTAC will be shut down until aprx June 21-Freq chg to 116.1 mc/TACAN channel chgd to 108. (5-5) Durg this period, following route structure & MEAs in efct: Unusable Awys: V137 Cuyama Int-PMD; V299 Chatsworth Int- BFL; V299W FIM-GMN. Unusable Reporting Points: Castaic, Grapevine, Whitman, Sandberg, Shafter and Victory. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V23 Saugus Int-BFL, MEA 9000'. (5-13)
HAYWARD MUN ARPT: All VFR flgts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area,twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)
**LaMESA ARPT: Perm clsd. (5-17)
LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trenching & conduit installation. (6-2)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
LONG BEACH RADIO: About July 5, TACAN will be shut down until aprx Aug 5, reconstr.
**LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct perm bldg.
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 400' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down. (4-4) Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX. (5-4)
LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Min ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R. (6-3)
LOS ANGELES INTL ARPT: Rnwy 7R-25L open from new threshold lctd 600' W of E end to all acft with following exceptions-no pure jet E tkofs or E lndgs at anytime. No pure jet W tkofs from 1400 to 0300 GMT Mon thru Fri unless holiday s and from 1400 to 2230 GMT on Sat. Usable length aprx 9400'. No W overrun this rnwy acct constr. Men & eqpmt working on 2000' extsn. Caution advised acct unlgtd twrs lctd on rnwy 25L cntrline btn RR tracks & easterly rnwy end and rnwy constr work in progress of 2000' extsn W end rnwy 25L. E tkofs permitted on rnwy 7R under same conditions as above. Sequence flashers and threshold lgtg rnwy 25L and westerly extsn under constr. Constr 8' blast wall in progress threshold rnwy 25L. Portions rnwys 7R-25L avbl for taxiing ctc ctl twr for instrns. Rnwy 6-24, 8925' long clsd, maint avbl emgcy req from SR-SS under VFR to the following types acft: all single and twin eng proptype acft, Electras and Viscounts. Durg periods when rnwys 7L-25R are clsd or acft emgcy conditions exist rnwy 6-24 avbl in

CALIFORNIA: both directions to all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward E & tkof to W only. Use caution men eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. Rnwy 7L threshold lgts removed red flasher lgts mark end rnwy 7L. Rnwy 7L has rnwy ident strobe lgts lctd both sides threshold 7L operated at req of ctl twr. All acft making low passes over or taking off rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline this rnwy to the shoreline, all acft are to remain S of the flashing green bcn site lctd on the dunes aprx 1.0 mi beyond the W end. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs only on 20 min notice when N or S wind component exceed 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754'. Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi terrain & p-line along S arpt bndry. Use extreme caution unmrkd ditches & ruf ground along edges runway. No runway marking. (5-13) Men, eqpmt working N edge txwy K from tunnel to rnwy 16-34. (5-20) Installation of hi-intensity apch lgts completed. (5-24)

LOS ANGELES, VAN NUYS ARPT: Rnwy 8-26 clsd. Men & eqpmt working adj N edge of W 1000' of rnwy 8-26. Open ditch, taxi with caution. Work in progress, baled hay btn rnwys & txwys. (5-6)

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on June 12, July 10, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8) About June 17, VORTAC will be comsnd. TACAN channel 72. Class: L-BVORTAC. (5-23)

MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 & V23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

MONTEREY, PENINSULA ARPT: Rnwy 28, downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

MOUNTAIN VIEW-MOFFETT NAS: RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1)

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution. passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions.

NEEDLES RADIO: May 9, TACAN shut down until aprx June 29 - reconstr. (6-3)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Int'l Arpt passing in the proximity of Hayward Arpt. (4-26)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15) June 6, TACAN shut down until aprx July 6- reconstr. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020° - 050°, 8000'. (1-17)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi

CALIFORNIA: at MEA excp 340° -030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350° -040°, 7000' at MEA. (5-30) About Aug 2, freq 121.7 mc will be chgd to 121.9 mc.

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (7-19)

OCEANSIDE RADIO: About June 20, TACAN will be shut down until aprx July 20 - reconstr.

ONTARIO INTL ARPT TOWER: Apr 25, ILS shut down until aprx June 17 - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi LMM voice comms on 215 kc inop. (5-24)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc. Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000' MSL & above S of V-64 to Fall brook. Hrs of opern: cont daily. (6-4)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

OXNARD, VENTURA COUNTY ARPT TOWER: Soon apch ctl will be implemented on freqs 124.7, 319.2 mc; and twr will oper 24 hrs. (5-2)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

RED BLUFF RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr.

RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RICE RADIO: TACAN operg test basis; channel 124. (4-25) About June 17, VORTAC will be comsnd. TACAN channel 124. Class: H-VORTACW. (5-16)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000' MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8/21.

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013° - 033° and 064° - 077°. (3-18)

**RIVERSIDE MUN ARPT: Lndgs to S prohibited on N/S rnwy.

SACRAMENTO RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W medridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

**SAN DIEGO, MONTGOMERY FLD: Efctv immediately tfc patn alt chgd from 1000' MSL to 1200' MSL. (4-19)

★ SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. ILS OM and LOM relocated to lat 37-34-20, long. 122-15-31. (6-6) About Aug, twr gnd ctl freq will be chgd to 121.8 mc (6-2) About June 10, freq 121.4 mc will be comsnd. (6-4)

CALIFORNIA: SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization byAir Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt operg. Apch lgt termination bar not operg. Rnwy 28R threshold mrkd by four green threshold lgts on each side of rnwy. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, painted international orange, set up on test basis next 25 days on concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. Hi-intensity apch lgt sys and sequenced flasher inop for constr purposes. Aprx 1200' S end of txwy A and full length of S edge of concourse E to int with txwy A clsd from 0730-1700 PST Mon-Fri-mrkd. Deep excavation all along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing trubojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Gates 15 and 16 concourse B clsd, gates 33 and 36 concourse D clsd.

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the HamiltonFld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA ANA - ORANGE CO ARPT TOWER: About June 15, freq 121.7 mc will be comsnd; freq 121.8 mc will be decmsnd. (5-29)

SANTA ANA-ORANGE COUNTY ARPT: Work in progress apch end rnwy 21, days.

SANTA BARBARA RADIO: About June 30, LF rng and Z mrkr will be perm discontd.

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. Acft use txwy only.

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long 121-49. Lctn, near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facil avbl; Remarks: Warning,a rise at the NE end of the rnwy. (9-14)

STOCKTON RADIO: TACAN operg test basis, channel 107. (11-2) Soon, VORTAC will be comsnd. TACAN channel 107. Class: H-BVORTAC. (5-19)

SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)

THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13) About June 21, LF rng will be perm decmsnd. (6-6)

TWENTY-NINE PALMS RADIO: TACAN operg test basis; channel 89. (5-21) About June 10, VORTAC will be comsnd. TACAN channel 89. Class M-VORTACW. (5-29)

UKIAH RADIO: DMET operg on test basis, channel 70.

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000'MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000'MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V-117 on V08 awy; (4) at or below 12,000'MSL on V-137 arwy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) all Federal awys above 24,000'. (10-24)

WOODSIDE RADIO: DMET operg test basis, channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200'-acct scalloping. (4-6)

COLORADO: AKRON RADIO: About July 18, FSS will be relctd to new quarters in Akron-Washington Co. Arpt. No interruptions to svc. (6-2)

**AKRON MUN ARPT: Abandoned. (4-22)

AKRON, WASHINGTON COUNTY ARPT: Closed, rnwy surfacing. (6-2)

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS RADIO: About July 11, VORTAC will be shut down until aprx July 26- freq chg to 112.5 mc/ Channel 72. (6-2)

COLORADO SPRINGS,PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only. About June 7, PAR will be comsnd. (5-10) Svc will be provided rnwy 35 only, avbl 24 hrs daily. (5-18)

COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and lcl fld conditions. (6-2)

DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft ope rg from Stapleton Fld Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500 154°-180° and below 16,000'; 181° thru 243°. VHF/DF bearings reliable in these areas. May 26, ILS lclzr & glide slope shut down until aprx June 14 - reconstr. (5-26)

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side of threshold, controlled by twr. Tkof rnwy 8L durg dalgr hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. Rnwy 12-30 clsd all operns acft in excess of 98,000 lbs GWT. (4-26)

GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°.

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.

GUNNISON RADIO: DMET operg test basis, channel 96. (6-24) Soon. VOR will be shut down until aprx June 11 - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo. Int. to Pueblo, Colo; V1514 Hanksville, Utah to Pueblo, Colo. Unusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. About June 24, VORTAC will be comsnd. TACAN channel 96. Class: L-BVORTAC. (6-3)

HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.

KREMMLING RADIO: DMET operg test basis, channel 85. (6-22) About June 18, VORTAC will be comsnd. TACAN channel 85. Class: M-BVORTAC. (5-18)

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kansas VOR; on S by V1516 btn Liberal and Tobe, Colo VOR: on W by V169 btn Tobe and La Junta, Colo. Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. elev: 7107', 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended. circle town for svc. (8-17)

MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)

MEEKER RADIO: DMET operg test basis, channel 104. (6-29) About June 11, VORTAC will be comsnd. TACAN channel 104. Class: M-BVORTAC. (5-18)

PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00, E long. 104-21-22; S lat 38-18-00, W long 104-22-50. (5-25)

PUEBLO RADIO: About July 11, VORTAC will be shut down until aprx July 26. Durg this period, following route structure & MEAs in efct: Unusable Awys: V19E PUB-IOC; V19 PUB-LVS; V197 PUB-LVS; V210S PUB-ALS. Unusable Reporting Points: Pinon, Ordway, Mustang, Haystack, Rattlesnake, Walsenburg, Earl, Ludlow, Border & Calumet. Usable Awys: (Tmpry redesignated as follows with published MEAs & MCAs unless otherwise indicated:) V81 PUB Int- COS via COS R152°, 8000'; V81 TBE-PUB Int. via TBE R314°, 8000'; V19 PUB Int- Peyton Int via IOC R169°, 10,000'; V10-1514 LAA-PUB Int via LAA R262°, 7000'; V244-1514 PUB Int-Coaldale Int via LAA R262°, 17,000'; Coaldale Int-GUC via GUC 080°, 17,000'. Usable Reporting Points: Pueblo-LAA R262° and COS R152°-MRA 8000'; Bloom-TBE R314° & LAA R240°; Gordon- LAA R240° & TBE R286° Coaldale-GUC R080° & DEN R193°, MRA 17,000'. (6-3)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.

TRINIDAD, DILLINGHAM RANCH ARPT: New airport reported. 23 smi ENE from Trinidad, Las Animas County Airport one NE/SW dirt runway 4200' long. No lighting. (4-7)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3)
GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS BRADLEY FLD TOWER: About July 1, radar dptr ctl svc will be inaugurated. Hrs: Continuously. (6-1)
**WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (5-4) Arresting barriers on rnwys 6 and 24 for mil use only.
DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are req to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600 and 18,000'. (4-27)
DIST OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 61.
WASHINGTON RADIO: TACAN operg test basis; unmonitored in vcnty Washington Monument Ident: FAA; channel 17. (1-20)
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14)
WASHINGTON(CHANTILLY,VA)DULLES INTL ARPT: All lndgs prohibited, arpt under constr.
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR freq 112.3 mc unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Jul 1, freq 134.64 mc will be decmsnd. (4-25)
WASHINGTON -NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)
WASHINGTON, MT. VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt. (12-17)
FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)
BROOKSVILLE MUN ARPT: 250'(253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)
CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emgcy lndgs at Patrick AFB down-range aux bases: Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayaguez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at military bases without prior approval is in violation of CAR and Air Force regulations (Reference AFR 55-20). Also, frequent reports of civil flying into Restricted Area R-162 and Warning Areas 497-A, B, and C lctd in the vcnty and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute violation of CAR. (5-26)
COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW/SE rnwy under constr. Use caution E end. (8-25)
CRESTVIEW ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6)
FLORIDA: CRESTVIEW, EGLIN AFB SPECIAL NOTICE: KVPS extsv drone operns activities will be confined to dalgt VFR conditions in the area bounded by the following coordinates: 30-20, 86-10; to 31-00, 86-10; 31-00, 86-35; 30-20, 86-35; 30-20, 86-10. Altitude involved, within Federal awys will be 700' to 3000' MSL. Maintain listening watch with Crestview for flt advisories concerning this operns. (5-5)
DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)
**FT. LAUDERDALE, BROWARD COUNTY INTL ARPT: 100' rdo twr, lctd lat 26-05-22, long. 80-08-55 aprx 3/4nmi NNE, obstn mrkd & lgtd. (5-12)
★GAINESVILLE RADIO: Freq 3023.5 kc discontd. Too late for ANFA page. (6-3)
HOLCPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)
**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)
JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.
JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1) About June 13, ASR will be shut down until aprx June 20 - relctn. eqpmt. (5-20) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-23)
JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)
**KEYSTONE HEIGHTS, KEYSTONE ARPK: 330'(510'MSL) lgtd twr erected 3.8 nmi E (91°T) at lat 29-50-03, long. 81-58-43.
LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)
LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)
MARIANNA RADIO: About July 11, VOR will be inop until aprx July 15. (5-23)
MIAMI SPECIAL NOTICE: Effective May 16, 1960, 0459Z ARTC dptr ctl svc for acft departing Miami and Homestead areas, entoute ATC svc utilizing radar separation standards and civil jet radar flt following svc S of a line thru La Belle and West Palm Beach not avbl until July 1960. (5-12)
MIAMI-INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)
MIAMI-INTL ARPT SPECIAL NOTICE: All flts operg within an area of 10 nmi radius at ngt at alts of 3,000' or below, shall extablish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equipped with additional freq: apch ctl 118.1 mc, 123.7 mc or 123.9 dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)
MIAMI-INTL ARPT: Caution extsv ditching, paving and constr; men, eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW tcwys. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc departure delays in excess of 15 mins may result; IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. (3-9)
Threshold rnwy 9L relctd 800' E, usable length 8600', clsd to lndgs dalgt hrs unless otherwise advised by aprt ctl twr. Rnwy 27R normally clsd to jet operns. Men & eqpmt working on 1100' extsn to W end 9L. Caution on run-up pad btn 9L and 12, vehicular tfc. Extsv txwy constr in progress. NW/SE txwy btn rnwys 9L and 12 clsd from NW end to pt 3500' SE, txwy clsd connecting NW/SE txwy to rnwy 12 and N mil ramp. (6-1)
**NAPLES SPECIAL NOTICE: Flight Test Area described as follows: Lat 25-50, long. 81-48; to 26-04, 81-48; 26-04, 81-29; 25-50, 81-14; 25-50, 81-48. Time: dalgt hrs. Alt: to 12,000'. Users: Lake Aircraft Corp., Sanford, Maine. Expires: July 1, 1960. (2-4)
**NAPLES-AMERICA ARPT: 660'(670'MSL) lgtd twr erected 6 nmi SE(142°T) at lat 26-03-09, long. 81-42-08. 250'(258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21)
ORLANDO RADIO: DMET operg test basis; channel 59.
ORLANDO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

FLORIDA: ORLANDO MUN ARPT: Rnwy 7-25 clsd. (5-12)
★ PAHOKEE RADIO: June 3, M-BVORTAC comsnd. TACAN channel 71. Too late for ANRA.
**PALATKA, KAY-LARKIN MUN ARPT: Unicom 122.8 mc comsnd; storage, minor A&P rprs avbl. (6-3)
**PANAMA CITY, FANNIN ARPT: Major services avbl. Caution, lndg, tkof, rnwy 14-32; constr of new txwy; men, equipment on fld days. (9-1)
PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of warning area W470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)
PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R30 and V22 at 11,000'MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R30 and V22. Suggest pilots operg VFR, fly around or over these areas at 2500'MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8) Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760'MSL. Extsv helicopter trng operns at Ellyson Fld to 350'MSL, EXERCISE EXTREME CAUTION.
PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
**PENSACOLA MUN ARPT: 613' (580'MSL) lgtd twr erected 5 nmi WSW (250°T) lat 30-26-43, long 87-17-01 now lowered to 210' (273'MSL). (4-15) Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)
PENSACOLA-SHERMAN FLD NAS RADAR AIR TRAFFIC CONTROL: About July 7, freqs 132.3, 134.64, 137.88, 136.8 mc will be discontd. (5-31)
RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227' (240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long 80-03-20. (10-20)
ST PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold mrkgs. (3-28)
SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys. (12-17)
SEBRING AIR TERMINAL: 235' (377'MSL) lgtd twr being erected 10 nmi S (187°T) lat 27-17-45, long 81-21-14. (5-12)
TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**TALLAHASSEE, DALE MABRY ARPT: 669' (909'MSL) lgtd twr erected 14.5 nmi NNE (27° T) at lat 30-39-46, long 84-12-36 now increased to 1010' (1249'MSL). (4-26) Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)
TALLAHASSEE MUN ARPT: New arpt under constr, aprx 2.5 SSW lat 30-23, 84-21; elev 60' unusable.
TAMPA INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-17)
TAMPA-INTL ARPT: Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking twin Beechcraft and smaller acft, dalgt hrs only. Caution, soft when wet. (5-9)
TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)
UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)
VENICE MUN ARPT: 250' (255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE (151°T) lat 26-51-46, long 82-18-46. (4-21)
VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)
WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flt trng not permitted without Port Authority approval. (1-14)
GEORGIA: ALBANY ARPT: Bndry lgts inop.
★ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER: May 31, freq 269.6 mc chgd to 342.2 mc Birmingham, Ala, peripheral site. June 6, freq 120.4 mc chgd to 123.9 mc Franklin, N.C. peripheral site.
ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int and that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000'MSL or above due interference between ATL and AGS lclzrs. (2-17)
ATLANTA ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)
GEORGIA: ATLANTA ARPT SPECIAL NOTICE: Rnwy visual rng 2600' minimum authorized for tkof and lndg rnwy 9 provided components of the ILS, hi-intensity rnwy lgts, apch lgts, condenser discharge flashers, middle and outer compass locators and all related airborne eqpmt are in satisfactory operg condition. Descent below 1224'MSL shall not be made unless visual ctc with the apch lgts has been established or the acft is clear of clouds. This NOTAM cancelled upon publication of revised procedure. (6-1)
**ATLANTA ARPT: Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 or 338.2 mc. (2) Acft from E through SW use 118.1 or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc and listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out. (3-23) Efct July 7, acft from W through NE use 123.7 or 338.2 mc. (6-2)
ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 and txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)
BAINBRIDGE, COMMODORE-DECATUR ARPT: Clsd, constr until further notice.
BRUNSWICK RADIO: About July 28, VOR will be shut down until aprx Aug 2, freq chg to 109.8 mc and class chg to L-BVOR. (5-26)
CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)
MACON RADIO: About July 28, VORTAC will be shut down until aprx Aug 2, class chg to M-BVORTAC; freq chg to 114.2 mc/TACAN channel to 89. (5-26)
McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)
MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Intsv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z week days, also week ends and holidays excp by prior approval. (4-21)
NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)
ROME RADIO: LFR operg as unmontrd facil. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use. (11-20)
SAVANNAH-HUNTER AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 will be chgd to 126.2 mc. (5-16)
SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000', acct interference. (9-27) About July 18, freq 126.18 mc will be chgd to 126.2 mc.
SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F86 type jet acft operg from Travis Fld. Contact Savannah twr for flt advisory service. (1-21)
SAVANNAH, TRAVIS (CHATHAM) FLD: Transmissometer comsnd. (3-11) Ceilometer vcnty ILS MM. (5-16)
SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)
TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)
**WINDER, 4, ATL-LGA ARPT: 1017' (2049'MSL) lgtd twr erected 10 nmi SSE (168°T) lat 33-49-24, long 83-37-45. (3-17)
IDAHO: BOISE RADIO: June 7, TACAN shut down until aprx July 7, reconstr.
BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi. Soon, lcl ctl freq 118.5 mc will be chgd to 118.1 mc. (6-1)
BOISE AIR TERMINAL SPECIAL NOTICE: ANG artillery firing June 6-16, sunrise-sunset, Mon-Fri; additional firing June 7 and 8, 0300-0600Z ground-13,000' level. Lctd aprx 18 mi SSE in rectangular area bgng SW corner lat 43-07, long 116-13; N to 47-17, 116-13; thence 43-17, 116-01; to 43-07, 116-01 to point of beginning. (6-5)
**BOISE AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution men and eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg and overrun paving on NW and SE end of rnwy 10R-28L, rnwy will be clsd at times. (4-29) Rnwy 7-25 clsd to all tfc excp taxiing.
**DUBOIS MUN ARPT: Formerly carried Dubois Arpt, site 23, SLC-GTF. (5-10)
IDAHO FALLS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
MALAD CITY RADIO: TACAN operg test basis; channel 121. (12-4) About June 11, VORTAC will be cmsnd. TACAN channel 121; class H-BVORTAC. (5-16)
MULLAN PASS RADIO: LFR operating as H facil with voice indef. (11-23) About August 15, VOR/DME will be shut down until aprx August 30, reconstruction and freq chang to 116.2 mc/channel 82. (5-23)

Port Authority approval. (1-14)

GEORGIA

ATLANTA ARPT: Bodily injury ...

ATLANTA ARPT, TRACON CONTROL CENTER: May 31, freq 269.8 mc chgd to 342.2 ...

... PALM BEACH INTL ARPT: Jet acft flt trng not permitted without ...

IDAHO: POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'MSL) not mrkd or lighted. (12-6)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Exstv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twr and one ant pole extending 30' AGL (775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.

CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR.

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 10, freq 269.0, 327.1, 307.0, & 291.6 mc will be decmsnd. (5-18)

CHICAGO MIDWAY ARPT: Rnwy 27R-9L clsd for tkofs and lndgs due to wind conditions and gate position set on rnwy immediately in front of numeral 27R, area can be cleared within 1 hr for tk-ofs and lndg operns. (4-14) Rnwy 18R to rnwys 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary. (4-27)

CHICAGO-O'HARE INTL ARPT TOWER: ILS glide slope inop. Lclzr may be unreliable if constr eqpmt operg within 1000' lclzr antenna. Apr 25, ILS lclzr, glide slope, (rnwy 14R) shut down until aprx July 1 - relctn power & ctl cables. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (5-12)

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use ctn all times acct extsv constr all areas.

DANVILLE, VERMILLION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)

GILBERTS SPECIAL NOTICE: May 23- June 22 Flight Test Area described as follows: bgng at town Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72, E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'. (5-23)

**HARVEY, RUBINKAM ARPT: Abandonded. (5-18)

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)

JOLIET SPECIAL NOTICE: May 19 to Aug 19 within a radius of 75 mi acft maintg 500' AGL towing by cable a detector element performing airborne radiation measurement survey, durg dalgt hrs under VFR conditions. (5-25)

JOLIET RADIO: About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)

MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)

MOLINE RADIO: TACAN 180° radial unusable. (5-18)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty.

NORTHBROOK RADIO: TACAN test operns inop until aprx July 3. (5-3)

PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

**DUBOIS MUN ARPT: For merly carried Dubois Arpt, site 21, 5[illegible] (12-10)

IDAHO FALLS RADIO: About July 1, freq 3023.5 kc will oper on req (5-11)

MALAD CITY RADIO: TACAN opers test basis, chan[illegible] (12-1)

MULLAN PASS RADIO: [illegible]

ILLINOIS: PEORIA, GREATER PEORIA ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. About June 17, ILS (rnwy 30) will be comsnd. Lclzr freq 109.9 mc. Ident: PIA. Lctd 1000' from NW end of rnwy. Elev: 631.2' MSL. Glide slope freq: 333.8 mc. Lctd 500' SW of centerline and 1250' from apch end of rnwy not including 1000' overrun Elev 644' MSL. MM lctd on projected centerline and 3480' (0.66 smi) from apch end of rnwy. Elev: 640.24'MSL LMM freq 201 kc. Ident: IA. Om lctd on the projected centerline 31,929 (6.05 smi) from apch end of rnwy LOM freq 219 kc. Ident: PI. Glide slope angle: aprx 2.6°. (5-12)

PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr.

PECTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.

POLO RADIO: June 6, VOR shut down until aprx June 27 - modernization.

See page 74 for substitute route structures & MEAs durg shutdown. (5-17)

**PONTIAC, CHIEF CITY ARPT: Abandoned. (5-9)

QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown point. (5-12)

ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. 40' lgtd twr erected 225' W of rnwy 36. (5-26)

SPRINGFILED SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb Springfield, Ill., terminiation pt. (11-3)

SPRINGFILED, CAPITAL ARPT SPECIAL NOTICE: Procedure No. ILS-4, Amdt. 4, eff 16 Apr 1960. Correct transition to read: "From Int. R-097 SPI-VOR & 250° -070° brg SPI LOM." Correct A-dn mins for more than 2-eng acft to read 600-2. (6-3)

SPRINGFILED, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.

STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.

WAUKEGAN MEML ARPT: Clsd constr & rprs.

**WILMINGTON SPECIAL NOTICE: Flgt Test Area described as follows: Wilmington to 13 S Joliet; SW along RR to Dwight; E along RR to Reddick, Ill; NE along RR to Symerton, Ill; W along paved road to Wilmington. Hrs: dalgt. Alt: From surface to and including 5000' Efctv thru June 24, 1960. (5-25)

WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW rnwy usable with caution. Use UNICOM 122.8 mc prior to lndg. (12-1)

**WOOD DALE, MOODY-WOODDALE ARPT: Lndgs on prior permission or by ctcg ORD twr 300' rgt tfc patn rnwys 10, 14, 18, 23.

INDIANA: AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.

EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

EVANSVILLE, DRESS MEML ARPT: Ctn, constr in progress; men & eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.

FT. WAYNE RADIO: About June 20, TACAN will be shut down until aprx Aug 1 - modernization. (5-19)

FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

FT. WAYNE, BAER FLD SPECIAL NOTICE: Use extreme caution passing vcnty Baer Fld. Jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice VFR flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6,000' or above & visibility 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (12-3)

INDIANA: **FORT WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop. (5-23) Three new hangars erected on W ramp lctd 1300' N of rnwy 9-27 & E of the N/S txwy. Ctl twr unable to see acft on final apch for rnwy 9 when within 1500' of apch end at alt of 100' above ground or below, 900' of N/S txwy obscured by hangars. (6-3)
FRANKLIN ARPT: 900' of apch end rnwy 18 clsd; constr, mrkd. (9-1)
HUNTINGBURG ARPT: E/W turf area under constr; caution men, eqpmt on entire lndg area 24 hrs. Ngt operns by prior req only. Ctc UNICOM for fld conditions and gnd tfc.
INDIANAPOLIS RADIO: About June 13, TACAN will be shut down until aprx July 25-modernization (5-19)
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: About July 2, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)
INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touch down. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 10, freq 284.6 mc will be decmsnd. (5-18)
INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SE end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy (3-25)
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
**MULBERRY, STARI ARPT: Permanently clsd. (4-22)
RENSSELAER, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)
SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable-due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
SOUTH BEND, ST. JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited main daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg fromRbn at 2000' & 3000'MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)

IOWA: BETTENDORF ARPT: 982'(1649'MSL) lgtd twr being erected 2.3 nmi E (103°T) at lat 41-32-50, long. 90-28-36. (3-30)
CEDAR RAPIDS RADIO: About June 27, VOR will be shut down until aprx July 11-modernization. Durg this period, following substitute route Structure & MEAs in efct: V67 ALO VOR via ALO R141°-*Temp Vinton, Iowa Int(ALO R141 & TNU R060), 2500'. (*Flag 3200'). Temp Vinton, Iowa Int via ALO R141° - Temp Cedar Rapids Iowa Int (ALO R141 & 261° brg CID "H facil), 3000'; V172 TNU VOR via TNU R078- Temp Cedar Rapids, Iowa Int. (ALO R141 & TNU R078), 3000'; Temp Cedar Rapids, Iowa Int. *via CID H facil brg 082° & PLL R-265-Charlotte In., 3000'. (*Changeover point from CID H facil to PLL remains unchgd. V233 Temp Cedar Rapids, Iowa Int(ALO R141 & 261 brg CID H facil)-Big Rock Int. *via CID H facil brg 092° and CVA R275, 3000'. *changeover point remains unchanged. (5-26)

IOWA: CEDAR RAPIDS MUN ARPT-TOWER: About June 10, freq 291.6 mc will be decmsnd.
CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
DES MOINES RADIO: About July 1, freq 3023.5 kc will operg on req. (5-13)
DESMOINES MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
**DESMOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil of 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
DES MOINES, NORTH FLD: Rnwy lgts inop-due to thawing and poor rnwy condition.
**EMERSON, DURBIN ARPT: Abandoned. (5-3)
GUTHRIE CENTER ARPT: Closed. (3-25)
IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6) About June 6, VOR, DME and DMET will be shut down until aprx June 27-freq chg to 111.0 mc. (5-6) See page 75 for substitute route structures & MEAs durg shutdown. (5-6)
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel-80 oct avbl on request.
MASON CITY RADIO: May 23 TACAN shut down until aprx July 4-modernization. (5-23)
NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
SIOUX CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2600'MSL. Tetrahedron not controllable. Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr, or 360° overhead apchs to a all rnwys. (5-4)
STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR- Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275): Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275)-TNU VOR. V100 FOD VOR-Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR- Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275): Tmpry Waterloo Int- MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR-15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.
WATERLOO MUN ARPT TOWER: About June 17, ILS (rnwy 12) will be comsnd. Lclzr freq 109.9 mc. Ident: ALO. Lctd 1000' from the SE end of rnwy. Elev: 864'MSL. Glide slope freq: 333.8 mc. Lctd 400' NE of cntrline & 650'from apch end rnwy. Elev: 869'MSL. Glide slope angle aprx 2.6°. MM lctd 3250'(0.62 smi) from apch end rnwy. Elev: 871'MSL. LMM freq 201. Ident: LO. OM lctd 230' NE of cntrline & 27,445' (5.20 nmi) from apch end rnwy. Elev: 881'MSL. LOM freq 382. Ident: AL. (5-12)
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WHAT CHEER, KRUSE'S AIRPARK: : New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200'; turf; P-line N and E.
WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; Fuel F2. (3-10)

KANSAS: ANTHONY RADIO: About June 6, VOR will be shut down until aprx June 20- freq chg to 112.9 mc. (5-5) See page 74 for substitute route structures & MEAs durg shut down. (5-6)
CHANUTE RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd- repairs. N/S & NW/SE sod rnwys soft & hazardous when temperature above freezing. (5-13)
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing main t hangar & 120' from E edge of ramp area, fenced and lgtd.
HAYS MUN ARPT: New airport reported. Lat 38-51-00. 99-16-30, lctd: 3.0 ESE Elev:1998' 2 turf strips 16-34, 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts 16-34 SS-SR, rotg bcn, clear & green. 100/130 oct fuel, maj rprs, unicom. Usable durg dry wea. Old Mun Arpt clsd.

KANSAS: KANORADO, WINTER ARPT: 142.9' AGL(4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)

KANSAS CITY, FAIRFAX MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)

★MANHATTAN RADIO: June 1, FSS comsnd Mun Arpt to render hourly awy w reporting & associated FSS svc. Freqs: tsmtg: 120.7, 121.5, 122.2, 126.7, 243.0, 255.4, 272.7 mcs. rcvg: 121.5, 122.1, 126.7, 243.0, 255.4, 272.7 mc.

MANKATO RADIO: DMET operg test basis; channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 n mi WSW(266°T) at lat 39-49-48, long. 100-42-04. (9-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flgts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230 Z daily Mon thru Fri. (5-12)

OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)

OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.

OTTAWA MUN ARPT: Bcn inop. (4-5)

PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)

PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)

RUSSELL RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

STAFFORD ARPT: Rnwy lgts inop. (5-2)

SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)

TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500 feet MSL. Forbes tfc patn altitude 2,600 feet MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)

TOPEKA, PHILLIP BILLARD MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 5, ILS glide slope will be shut down until aprx July 11 - modernization. (6-2)

TOPEKA, PHILIP BILLARD ARPT: Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable.

**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mud holes, roughness & badger holes. (2-1)

WICHITA MUN ARPT TOWER: About June 20, ILS glide slope will be shut down until aprx June 26 - modernization. (6-2)

WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)

**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces-sod unsafe. (10-12) Min alt of 4000' MSL or higher for VFR enroute flgt vcnty of arpt unless in ctc with ICT RAPCON or twr. (4-12) Commissioning of sequence flashers installed in conjunction with the apch lgt system May 21. (5-20)

WINFIELD-ARK. CITY-STROTHER FLD: Caution work in progress on rnwys & txwys-days. (4-4)

KENTUCKY: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)

CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)

FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)

GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd: 3/4 mi N; 2-strips-3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tie downs. (10-12)

**HARRODSBURG, MERCER ARPT: New airport lat 37-48, long 84-51. Sod strip - 3000'. 80 & 100 oct fuel. Mechanic service. Rnwy lgts operg SS-2400E, others hrs on request; fone 1355 or 638. (11-12)

LONDON RADIO: DMET inop indef (3-15). About June 10, VORTAC will be comsnd. TACAN channel 116. Class: M-BVORTAC. (4-21)

LOUISVILLE RADIO: About Jul 7, TACAN will be shut down until aprx Aug 6-modernization

KENTUCKY: LOUISVILLE, STANDIFORD FLD: Soon, sequenced flashg lgt system will be comsnd rnwy 1; the system will operate in conjunction with configuration A apch lgtg system & will consist of 26 units at 100' intervals starting at the apch end of the system.

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

PADUCAH RADIO: VOR unusable from 283° clockwise to 345°

WEST POINT AIRPARK: Closed until further notice. (4-4)

LOUISIANA: ABBEVILLE MUN ARPT: 210'(219'MSL) lgtd twr being erected 11.8 nmi SSW (207°T) at lat 29-47-03, long. 92-11 42. (4-11)

ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N S strip - sod 3300' x 150' No lgts. Fuel: 80 and 90 octane. A&E mechanic days. Remarks: P-line N end of Strip and lake S. (11-24)

ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)

BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)

BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)

BATON ROUGE-RYAN ARPT: Constr on ramp N of cntr txwy, cntr txwy and new txwy 300'S of and parallel to rnwy 13-31 SE and NW of cntr int. Trucks will cross 500' off apch end rnwys 4 and 35. Eqpmt and trucks cross ramp S of trml bldg and use cntr txwy. Eqpmt parked on fld S of rnwy 13-31 and clear of all rnwys - lgtd at ngt. Rnwy 17-35 clsd S of cntr int. 2700' of rnwy 17-35 avbl N of cntr int dalgt hrs. Men & eqpmt working up to edge of rnwys 4-22 and 13-31 at int 400' E side of ramp clsd and barricaded 100' avenue avbl in front of trml, and cntr txwy clsd until aprx June 19. S txwy btn rnwys 4-35 clsd to acft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4 S of hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (5-18)

FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; Lat 30-46, long. 90-10; one sod strip E/W-2600 x 150' (2-23)

JENNINGS ARPT: About July 1, bcn & rnwy lgts will be inop, due constr of hi-way. (5-16)

LAFAYETTE ARPT: 1130' of S end rnwy 1-19 clsd to all operns, mrkd by yellow line days and thres old lgts ngts.

★LAKE CHARLES-CHENNAULT AFB/MUN: ILS glide slope elev at end rnwy: 15.77' MSL. This corrects Airgi Vol 15, No. 6, dated May 24, 1960.

LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.

MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5) May 31. ILS lclzr & glide slope shut down until aprx Jun 20 - lclzr ant modification.

NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)

NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any item listed in Part 49 of CAR are prohibited from lndg without permission. First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area, pilots tkof rnwy 31, do not use blind area unless necessary. (3-7) All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. (5-27)

NEW ORLEANS, MOISANT INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31)

OPELOUSAS, ST LANDRY PARISH ARPT: 328'(393'MSL) lgtd twr being erected 1.8 nmi SE(154°T) at lat 30-32-07, long. 92-05-04. (3-28) Bcn inop.

PATTERSON, WILLIAMS MEML ARPT: 350' (351.5' MSL) lgtd twr being erected 6.5 nmi ENE (86°T) at lat 29-43-00, long. 91-12-30. (4-26)

SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int-053° BAD H facil & E course SHV LFR; Forbing Int-233° BAD H facil & S course SHV LFR. (6-6)

SHREVEPORT, GREATER SHREVEPORT ARPT TOWER: May 16, ILS shut down until aprx June 12 - lclzr antenna modification.

LOUISIANA: THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-20)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4-eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A7, R25, Gl and Maine and N.H. borders and V93; (b) SW of Bangor, area enclosed by awys R58, B84 and coastline; (c) E of Bangor, area S of R58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000'MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 300', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. High brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE. (11-20)
LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'. (4-17)
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA. (4-7)
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy and bndry lgts 16-34 inop. (5-2)
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PORTLAND MUN ARPT TOWER: May 31, ILS shut down until aprx June 10, lclzr freq chg to 109.9 mc and glide slope freq chg to 333.8 mc. (6-1)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
ROCKLAND MUN ARPT: Rnwy lgts inop. (5-14)
SANFORD MUN ARPT: Rnwy 14-32 and 8-26 clsd June 12, 26; July 17, 24; Aug 14, 28; Sept 11, 25; Oct 9; drag races, rain date folg Sunday. (4-29)
MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt lat 38-58-22, long 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAS; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown, acct roughness. (6-29) June 20, ILS lclzr and glide slope will be shut down until aprx June 29, modernization of eqpmt. (6-2)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at executive trml Pan Maryland Awys. Load and unload stops only at pier C avbl for 3 min. Acft rqrg customs use pier B then move to executive trml for static parking. Clsd 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960, fld will be perm clsd. (6-3)
GRANTSVILLE RADIO: DMET operns tmpry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.
**LAYTONSVILLE, DAVIS ARPT: 100 oct fuel now avbl; unicom.
OCEAN CITY ARPT: New arpt reported; lat 38-19, long 75-07; lctn 2.0 SW; elev 12'; 1 NW/SE, 3500 x 75' turf strip; unicom 122.8 mc avbl; no repairs or lgtg; 80/100 octane fuel avbl. Arpt to open May 28, 1960.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr check point unusable. (4-22)
MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MEW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: June 1, ARSR-1 and IFF bcn shut down until aprx July 31, modernization. (6-1)
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: About June 7, ILS glide slope will be shut down until aprx Oct 20, arpt constr. About June 15, ILS lclzr and glide slope will be shut down until aprx June 24, eqpmt modernization. (6-2)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter taxiway unlgtd. Use extreme caution when taxiing thru AF ramp area including S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900'MSL for acft with patn speed below 110 mph; 1300' MSL for conventional and multi-eng jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft equipped with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) Soon , neon apch lgts will be shut down due constr. (4-29)
**BOSTON, LOGAN INTL ARPT: Caution, scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft equipped with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Mil turbo-jet acft lndg or tkof rnwy 4L-22R and turbo-jet tkof rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution seagulls on and adjacent to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lights 2502' from rnwy end; bars consisting of 3 white lights on both sides of rnwy, with bars spaced at approximately 100' intervals btn threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Transmissometer comsnd. Men, eqpmt working in S apron area hvy constr in progress all taxiing acft must exercise caution due limited taxiing areas and obstns. (12-4) Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. Transient acft must exercise caution due limited taxiing areas and obstns. No transient parking avbl in limtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2)
CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)
HAVERHILL, RIVERSIDE ARPT: New arpt reported lat 43-46-23, long 71-02-00; lctn 2.0 E; longest rnwy (3-24) 1900' turf; fuel; hangars; repairs avbl; remarks: rgt patn lndg and tkof to E.
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndg and tkof, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc unicom. (3-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
MARTHA'S VINEYARD RADIO: About June 24, VOR will be comsnd; freq 108.2 mc; ident MVY; lctd lat 41-23-46, long 70-36-48; elev 63'MSL; mag var 14°55' W; montrg category (1). Non-scheduled voice bcsts montrg and ctl from Otis AFB; class L-VOR. (5-19)
MIDDLEBOROUGH ARPT: New arpt reported; lctd 4 mi NW; lat 41-56, long 70-58; elev 61' one sod strip E/W 2000'; minor rprs; lgts avbl prior req; hangar and fuel avbl. (5-13)
NANTUCKET RADIO: DMET operg test basis; channel 74. (2-25)
NANTUCKET MEML ARPT: 55' tmrpy unlgtd ant pole 400' W of lndg area. (5-18)
ORANGE SPECIAL NOTICE: ADF procedure NA pending cancellation 6/18/60, reference Airguide May 24, 1960, issue Vol. 15, #6. (6-3)
ORANGE MUN ARPT SPECIAL NOTICE: During dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on weekends from gnd to 12,000'; gliding daily lnd and air tows.
ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100'MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area: Mar 21 thru Oct 28, 1960, estabd within the following area: beginning at lat 45-41, long 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00; Max firing 35,000'MSL. Time of use:daylgt hrs. Controlling agency: The Commandant, Ninth Naval District. (3-2)

[redacted]: **ADRIAN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: An area within a circle with a 10 mi radius from the center of Adrian Arpt. Hrs: sunrise and sunset. Alts: from gnd elevation to 15,000'. User: Winston J. Smith and Ernst Anrig. Expires July 14, 1960.

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

ALPENA SPECIAL NOTICE: Activation of temporary ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collins and extending 2 mi either side of 005-185°T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line beg at 45-22N 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-55N, 84-11-30W to pt of beg. Ctl twr call sign "Collins Twr". Hrs of opern 1100Z to 0300Z daily. Operating freqs: primary mil 236.6 and 126.1d mcs. Lcl ctl 351.2 mcs. Gnd ctl 275.8 mcs. Emgcy 243.0 and 121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Revg 120.1 and 122.5 mcs. Acft without rdo comms will be ctld by standard lgt gun signals. UHF DF hrs of opern 1100Z to 0300Z daily, call sign "Collins DF homer", operating freq 305.4 mcs. Request UHF DF svc thru Collins twr. Durg those periods of un-manned twr, acft flgt planning for Phelps-Collins arpt, Alpena, Mich. should use extreme ctn in vcnty of arpt. June 25 thru July 9 extsv jet flts, extremely hvy durg dalgt hrs. (5-21)

**ANN ARBOR MUN ARPT: Use rnwys and txwys only. (4-27)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145 -155° clockwise-due scalloping and, or roughness. About June 6, TACAN will be shut down until aprx July 16-modernization

BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E W rnwy usabeable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

CADILLAC MUN ARPT: Open to ngt operns. (5-19)

DETROIT, CITY ARPT TOWER: About June 10, freq 323.8 mc will be deemsnd. (5-16) About July 12, VHF DF freq 126.1d mc will be chgd to 126.2 mc.

DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29)

DETROIT, METROPOLITAN WAYNE CO ARPT TOWER: About July 12, freq 126.1d mc will be chgd to 126.2 mc. (4-26)

**DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old rdwy clsd to frdgs & tkofs. Bldg constr in front of and along side main trml bldg.

DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. About June 10, freqs 285.4 & 290.3 mc will be deemsnd. About June 9, ILS lclzr and glide slope will be shut down until aprx June 30 - major maintenance. About July 12, VHF DF freq 126.1d mc will be chgd to 126.2 mc. (5-26)

EMPIRE ARPT: N S rnwy clsd, resurfacing. (11-4)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Revg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.

FLINT, BISHOP ARPT TOWER: May 1d ILS lclzr and glide slope shut down until aprx June 8 - major maintenance. (5-21)

FLINT, BISHOP ARPT: Due to deterioration of twr cab windows,twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown. (3-22)

FRASER, McKINLEY ARPT SPECIAL NOTICE: Flgt Test Area (approx. 10.5 nmi NW) efctv May 1, 1960 described as follows: lat 42-41, long. 83-08; to 42-48, 83-01; 42-50, 83-15 to pt of bgng. Acft will oper along a corridor of 337° T from arpt to area. Hrs: sunrise to sunset. Alt: 1000' and 4000' AGL. Users: Joseph T. Benich & Florian E. Spiewak. Expires June 28. (4-11)

GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference.

GRAND RAPIDS, KENT CO ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)

GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)

GULLIVER ARPT: Closed, constr. (12-6)

HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

[redacted]: IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

JACKSON, REYNOLDS MUN ARPT: Caution, approach end runway 31 crossed highway S of field. Cross road at 50 feet or above due hazardous surface vehicles. Aircraft taking off runway 13 SE, veer 40° right after safe altitude to avoid dense residential area. Caution runway 9-27 loose asphalt and holes usable as taxiway. Construction in progress on terminal building and control tower, located E of W, N S taxiway and N of S, E W taxiway and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under const at terminal site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Tower transmissions on 245 kc serviceable approximate 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS IMM limited to usable distance of 9 nmi to interference. (11-9)

LUDINGTON, MASON COUNTY ARPT: 250'(855'MSL) lgtd stack being erected 2.1 nmi SSW (223°T) at lat 43-56-26, long. 86-26-24. (4-7)

MASON, JEWETT ARPT: N S strip clsd all operns; deep ruts at int of N S and E W strip, use caution. (5-26)

MT. CLEMENS, MACOMB ARPT: Caution, constr W end rdy; 2200' E end rnwy 9-27 open.

MUSKEGON-CO. ARPT TOWER: Soon, ILS will be commissioned. Localizer frequency 109.9 mc with voice. Ident MKG. Lctd 106' from NW end rnwy 32. Glide slope freq 333.8 mc. Located 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle: approximate 3.0°. Elev 623' MSL. IMM freq 201 kc, ident: KG. MM. LMM lctd on projected centerline and 3511' (5.6 smi) from apch end rnwy 32. Elev 630' MSL. LOM freq 219 kc., ident: MK. OM. LOM lctd on projected centerline and 22,647' (4.3 smi) from apch end rnwy 32. Elev 630' MSL. (5-9)

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lights on poles 3' above twr. (11-2)

PECK RADIO: DMET operating on test basis; channel 96; not synchronized with VOR ident.

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, construction equipment operating approach end runway 9. Caution, landing on E W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution landings S, clear automobile traffic on road at North end.

**PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern boundary. (12-3) (Formerly carried under Wayne, Michigan.)

PONTIAC, ALLEN'S ARPT: Caution, 1969' E end rnwy 29 under constr. (1-12)

ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.

SAGINAW, TRI CITY ARPT: Use runways only. Rnwy lgts on request. (3-23)

SALEM RADIO: TACAN operating on test basis; channel 125; not synchronized with VOR ident. (6-9)

STURGIS, KIRSCH MUN ARPT: Use NE SW rnwy only. (6-17)

TRAVERSE CITY MUN ARPT: 254'(1250'MSL) lgtd tower being erected 4.6 nmi W (292°T) at lat 44-46-11, long. 85-41-22. (4-25)

**UTICA, WINGS ARPT: Permanently closed. (5-19)

[redacted]: ANOKA ARPT: 150'(1062'MSL) lgtd tank being erected 2.3 nmi SSE (171°T) at lat 45-05-56, long. 93-12-47. (4-12)

AUSTIN RADIO: Feb 6, State owned VOR voice feature inoperative. (3-16)

BARNESVILLE MUN ARPT: Closed due to soft ind. (4-23)

BEMIDJI MUN ARPT: NW SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made between taxiways and runways, area being used for testing. (12-3)

COOK MUN ARPT: NE SW rnwy closed. (5-29)

DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)

DULUTH MUN ARPT TOWER: ILS BC unusable fpr apchs. About July 12, frequency 126.1d mc will be chgd to 126.2 mc.

**DULUTH MUN ARPT: Caution crossing airport perimeter roads landing runway 3-21. Transmissometer commissioned. Temporary threshold lights installed 500' W of E end runway 27 construction.

MINNESOTA: ELV ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt.
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution, constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.
MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) May 6, ILS lclzr and glide slope (ident MSP) shut down until aprx June 15, 1961 - lclzr modification. (5-6)
MINNEAPOLIS, ST. PAUL INTL(WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MORA MUN ARPT: Rnwys soft after hvy rain, NW end of NW/SE rnwy soft, 1800' usable.
NISSWA, HEYWOOD GULL LAKE ARPT: Closed until further notice. (9-21)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ROCHESTER, LOBB FLD MUN ARPT: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs.
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.
ST. PAUL, HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)
STANTON, CARLETON ARPT: 320'(1530'MSL) lgtd twr being erected 8 nmi S(183°T) at lat 44-20-38, long. 93-01-03. (5-13)
THIEF RIVER FALLS RADIO: State owned L-VOR operg on test basis; Freq: 108.4 mc. Ident: TVF. Lctd lat 48-04-02, long. 96-11-05. Montrg category (3). Voice avbl on 122.1 mc 0800-1900. (5-25)
WINONA RADIO: VOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)
BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
BROOKHAVEN MUN ARPT: 290'(810'MSL) lgtd twr being erected 2.5 nmi S(187°T) at lat 31-33-40, long. 90-24-14. (4-24)
CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng being conducted 7000'MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline Rvr. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR operns on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)
GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 1000-1800 daily. (5-12)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12)
GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.
GULFPORT AFB RADIO: USAF H facil operg Jun-Aug. Freq: 269 kc. Ident: GFM. Ctl twr operg 0600-2200, daily from June 8 thru June 26. Freqs: tsmts & rcvs 121.5, 121.3, 126.18, 236.6, 243.0, rcvg only: 122.5 mc. (6-1)
JACKSON RADIO: About July 6, TACAN will be shut down until aprx July 16 - eqpmt installation. (5-27)
JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27) About June 13, ILS will be shut down until aprx June 25 - antenna modification.
LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)
MERIDIAN RADIO: About July 5, TACAN will be shut down until aprx July 16- eqpmt installation. (5-12)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd, 2800' on S end of rnwy 14-32 tmpry open. (5-27)
MERIGOLD ARPT: 341'(488.6' MSL) lgtd twr being erected 21 nmi E(92°T) at lat 33-50-05, long. 90-18-58. (5-13)
RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (4-1)
TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S(196°T) at lat 34-30-34, long. 90-25-58. (5-12)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'; 80 oct fuel avbl; no acft maintenance; soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)
BUTLER RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
★ CAPE GIRARDEAU RADIO: June 1, FSS comsnd. Tsmtg 120.7, 122.2 mc; rcvg: 122.1 mc; tsmtg & rcvg: 126.7, 121.5, 243.0, 255.4, 272.7 mc. Ctlg the Farmington VOR. (4-21)
CAPE GIRARDEAU MUN ARPT: 1677'(2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (5-4) NW/SE sod strip clsd. (9-8)
DOGWOOD RADIO: About June 10, VOR will be comsnd. Freq: 109.4 mc. Ident: DGD. Lctd lat 37-01-23, long. 92-52-37. Montrg category (3). Class: L-VORW. About Aug 10, VOR voice feature will be added & montrg category chgd to (I). Ctlg FSS-Springfield. (4-20)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
JOPLIN MUN ARPT: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. TACAN operg test basis; channel 73, not synchronized with VOR ident. (1-1)
★ KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29) June 1, freq 279.6 mc chgd to 301.4 mc at Emporia, Kans. peripheral site, and freq 301.4 mc chgd to 279.6 mc at Hutchinson, Kans. peripheral site. About June 10, freq 310.4 mc will be chgd to 290.4 mc Omaha, Nebr. peripheral site.
KANSAS CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 10, freq 269.2, 250.4 mc will be discontd. (5-18)
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
MAPLES RADIO: DMET operg on test basis; channel 89.
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
** MOSBY, THREE CITY ARPT: Abandoned.
ST. JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vcnty of Rosecrans Meml Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving and buckling. (3-25)

MISSOURI: ST LOUIS RADIO: About July 1, Freq 3023.5 kc will oper on req. (5-13)
ST LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: About June 29, freq 307.9 mc will be chgd to 269.6 mc at St Charles peripheral site. (6-2)
ST LOUIS, LAMBERT-ST LOUIS MUN ARPT TOWER: Caution-lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
ST LOUIS, LAMBERT-ST LOUIS MUN ARPT: Due non-visibility twr unable to ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)
SPRINGFIELD MUN ARPT TOWER: About June 10, ILS(rnwy 1) will be comsnd. Lclzr freq: 109.9 mc. Ident: SGF. Lctd 1000' from NE end of rnwy. Elev 1251.4'.MSL. Glide slope freq 333.8 mc, lctd 400' E- SE of centerline & 750' from apch end rnwy. Elev 1261'. Glide slope angle aprx 3.0° MM lctd on projected centerline 3150' (0.60 smi) from apch end rnwy. Elev: 1284' MSL. LMM freq 230 kc. Ident: GF. OM lctd 75' W-NW of centerline & 21735' (4.11 smi) from apch end rnwy. Elev 1292' MSL. LOM freq 290. Ident: SG. (5-12)
VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)
VICHY RADIO: About June 20, TACAN will be shut down until aprx Aug 1-modernization.
**WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102', Lctn 2.5 NW, two sod strip NW/SE 2300', 1800' N/S strip. Fuel 100/130 oct.(4-7)
MONTANA: BABB RADIO - SPECIAL NOTICE: Durg period June 24 thru June 30, btn hrs 0600-2030 M, FAA will provide a tmpry ATC twr and FSS at Babb Arpt for national Governor's Conference being held at Glacier Park. Tsmtg & rcvg freq: 118.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual signal tfc lgt. Fly all tfc patns E of arpt. (4-26)
★BILLINGS, LOGAN FLD TOWER: ILS lclzr course width adjusted to 4°. (5-27)
BILLINGS, LOGAN FLD: Two ctl twr structures on fld, active twr now lctd on top of new admin bldg, not obstn lgtd. Twr on top of west hangar discontinued. Due to non-visibility twr unable to ctl tfc on concrete ramp in front of admin bldg, also in areas btn hangars E of admin bldg. Caution advised in non-visibility areas. (5-20)
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)
CHESTER ARPT: Clsd-constr, bcn remain lgtd. (4-5)
CUT BANK RADIO SPECIAL NOTICE: During period June 24 thru June 30, btn hrs 0600-2230M, FAA will provide a tmpry ATC twr and FSS at Cut Bank Arpt, for National Governor's Conference being held at Glacier Park. Following freqs avbl: Tsmtg & rcvg: 119.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual tfc signal lgt.
DILLON RADIO: About July 5, TACAN will be shut down until aprx Aug 5- reconstr. (5-9)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)
GREAT FALLS AIR ROUTE TRAFFIC CONTROL CENTER: About June 15, radar arrival ctl svc will be comsnd within 80 nmi. Normal clearance limits: Great Falls VOR, LF rng, or LOM and Malmstrom TACAN. (6-3)
GREAT FALLS INTNL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26)
GREAT FALLS MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
**HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel, rnwys 5-23 & 7-25 restricted to 10,000 lbs GWT. (4-5)
LIVINGSTON RADIO: May 16, TACAN shut down until aprx June 16-reconstr. (5-17)
MEADOW CREEK USFS ARPT: Clsd all operns thru May 31, constr. (4-27)
MILES CITY RADIO: About June 27, TACAN will be shut down until aprx July 27-reconstr.
MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Sky-divers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U.S. Forest Service Practice areas-alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 and 29 clsd;rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR and LF rng. About June 13, LFR Z mrkr will be shut down until aprx June 25-modernization.

MONTANA: WHITE SULPHUR SPRINGS-WHITE SULPHUR ARPT: Clsd all operns thru May 30, constr. (4-27)
NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts and new constr. All rnwy lgts inop. Fone for other info.
**BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7-14)
**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.
COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)
FAIRMONT-STATE ARPT: NE/SW rnwy clsd. (6-29)
GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW(301°T) at lat 41-01-43, long. 100-21-24. (3-14)
GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55-37, long. 98-20-32. (3-14)
HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)
HOLDREDGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld.
LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S(187°T) at lat 40-42-02, long. 99-47-18. (3-16)
NORTH PLATTE RADIO: May 23, TACAN shut down until aprx July 4-modernization.
OMAHA MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) ILS glide slope unusable from MM to touchdown-due glide slope roughness. (5-3)
OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Efctv Jul 1, arpt name will be chgd to Eppley Airfld. (4-12) Caution, const in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)
ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)
SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, taxi strips. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (8-27)
**SOUTH SIOUX CITY, MARTIN FLD: New arpt. Lat 42-27, long. 96-28; lctd 2 mi W; elev: 1100'; 2 rnwys, NW/SE 4000' x 100' oil mat, SW/NE 2200 x 75' grass; trees on S end. rnwy lgts on req, maj rprs, storage, unicom, 80-87 & 100 oct fuel avbl. (5-2)
THEDFORD ARPT: New arpt reported, aprx 3 mi E: 1 sod strip, 2800' long. Fuel avbl. (2-4)
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 nmi at MOCA.
ELKO RADIO: TACAN operns suspended until aprx June 20-TMC installation. (5-5) About June 13, LF rng will be shut down until aprx June 17-twr modernication. (5-11) About June 10, VORTAC will be comsnd. TACAN channel 92. Class: M-BVORTAC. (6-4)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg . Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GABBS ARPT: Lgts inop. (3-22)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop. (3-10)
LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: Continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclock-wise around the Nellis AFB control zone to the N crs LFR, direct to the NE corner of Caution Area C436. Alts of 8000' and 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nev. to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11W to 36-55N, 114-26W & bounded on the SW by a line 38-45N, 114-15W to 35-58N, 115-30W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1) Frequent violations reported or Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding aircraft.

NEVADA: All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)

LAS VEGAS RADIO: VORTAC coverage restricted to awy radials and trml apchs use only.'

**LAS VEGAS. THUNDERBIRD FLD: NE/SW rnwy ruf, use in emgcy only. N/S rnwy perm clsd. UNICOM 122.8 mc avbl.

LOVELOCK RADIO: About July 18, TACAN will be shut down until aprx Aug 17- reconstr & channel chg to 112. About Aug 2, VOR will be shut down until aprx Aug 17 - freq chg to 116.5 mc. About Aug 10, DME channel will be chgd to 85. (5-27)

MORMON MESA RADIO: About June 15, VOR/DME will be shut down - freqs chg. During this period, following route structure and MEAs will be in efct: Unusable Awys: V8, Searchlight Int - MM; V21E, LAS-MMM; V237, White Hills Int-MMM: V21, V21W, V1508 & V1529, MMM MLF: V8N, MMM-Gunlock Int. Unusable reporting points: Willow Beach, Temple, Mead and Lakeview. Usable Awys (tmpry redesignated with published MEA's & MCAs unless otherwise indicated) V105E LAS-PGS, 9000'; V8N, V21E, V1508, V1510, V1529 LAS-MMM Int., 15,000' NE, 6500' SW; V8, V21E; V1510 MMM Int-Harrison Int., 15,000'; V8N Gunlock Int-BCE, 16,000' MEA. Usable Reporting Points - Boulder City Int. LAS 105° & 244° brg to Goodsprings "H" Gunlock Int. ECE 239° & SW course of ENP LFR (MRA 16,000'): Mormon Mesa Int. BCE 225° & PGS 318° (MRA 15,000'). TACAN operg test basis, channel 23. (4-23) About June 29, VORTAC will be comsnd. TACAN channel 90. Class: L-VORTACW. (5-17)

NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patsn requiring rapid vertical maneuvering btn 15,000' and 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng. (5-17)

RENO RADIO: About June 13, LF rng will be shut down until aprx July 17- twr modernization.

**RENO MUN ARPT: Due to non visibility twr unable to ctl tfc on ramp area in venty of hangars at N end of arpt. (6-4)

TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detronations 0900. Mon thru Thurs

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151. acft in flgt call Concord rdo).

CLAREMONT MUN ARPT: Rnwy lgts inop.

CONCORD RADIO: DMET operg test basis, channel 113. (3-30)

LEBANON RADIO: VOR unusable 50° clockwise to 70°; 105°-115°, beyond 30 nmi. (12-6) About June 6, VOR will be shut down until aprx June 27 - grading. Durg this period, the following substitute route structure & MEAs in efct: V141 BTV VOR-CON VOR substitute BTV VOR direct BTV LF rng B4 CON LF rng, MEA as published; V151 LEB VOR-EEN VOR substitute B45, MEA as published. (5-2)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25 men, eqpmt on fld; grass lndg strip clsd, deep ruts.(11-27) Tetrahedron unlgtd & inop. (3-15)

NEW JERSEY: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' alt ben ACY and BDR daily in both directions Mon thru Fri. The route will be from Atlantic City direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn when track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR to Idlewild. From Idlewild VOR the route will be 030° radial of IDEL VOR to Mineola Int direct Glen Cove Rbn then track out brg of 020 until intercepting brg of 141° from Westchester Co LMM/PN260/ then direct Westchester County. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial of Wilton VOR than mag heading 081° to intercept 147° radial Wilton VOR then heading 102° to intercept 232° radial of Bridgeport omni to Bridgeport. (5-21)

ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd.

ATLANTIC CITY (POMONA) NAFEC ARPT TOWER: Feb 18, ILS lclzr opr rg tmpry at 500' from NW end rnwy 13-31; lat 39-27-02, long. 74-33-28. About July 1, freq 132.30 mc will be decmsnd. (4-25) About June 17, freq 142.74 mc will be decmsnd. (5-20)

ATLANTIC CITY (POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv fld maint. (4-9)

BASKING RIDGE, SOMERSET HILLS ARPT: Caution all tricycled gear acft; holes with mud and water due to unseasonable wea; watch out for occasional helicopter flts.

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17, 340° M to a point at lat 40-58, long. 74-22; thence 315° M to the Delaware River. Time: sunrise-sunset. Alt: sea level to 9000'. User: Curtiss-Wright Corp., Caldwell, N.J. Expires Aug 15, 1960.

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (5-5)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° MOCA. (4-18) DMET operg test basis; channel 98. (6-2)

COYLE RADIO: DMET: operg test basis: channel 81. (11-20)

★ LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 396 kc (NEL) on req and durg IFR. No approved apch for homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19) Navy Asbury Park FM decmsnd. (5-24)

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.

NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° About June 29, ATCRB svc will be shut down until aprx Sept 14 relctn. About June 29, VHF/DF will be shut down until aprx July 29- relctn. (6-2)

NEWARK ARPT: MILITARY: Clsd to mil acft excp offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wind acft operg at trml. NATCC preferential rnwy system in effect. Earth mounds 20' above rnwy 29 elev 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' hi cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended. Men, eqpmt on fld. (5-17)

RED BANK ARPT: VOR rcvr gnd check pt unusable. (9-3)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.

SOLBERG RADIO: About June 22, TACAN will be shut down until aprx July 21 -station modernization. (5-5)

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

STILLWATER RADIO: TACAN test operns tmpry suspended.(3-23) About June 10, VORTAC will be comsnd. TACAN channel 101. Class: M-BVORTAC. (4-21)

**TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excpt with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt operns only. North, center & west txwys redesignated B, C, & D respectively. (5-9)

TRENTON, MERCER CO. ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sinkholes in sod. Men, eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible.from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)

WILDWOOD, CAPE MAY COUNTY ARPT: Extensive banner towing during June, July, August and September.

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution, extsv jet operns during VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR traffic required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper frequencies are directed to land elsewhere. Civil acft without lndg permit (AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of military airfields. (3-28)

(7 June 1960)

[redacted]: ALBUQUERQUE SPECIAL NOTICE: Cratering-uncased explosives: "test will be conducted 0700M-1000M daily excpt Sat & Sun. These ctld firings are conducted only durg VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque Kirtland AFB hi-density trml area: (1) All E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° & not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000' MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68, and V68S. (6-18)

ALBUQUERQUE, KIRTLAND AFB ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000 from inbnd heading 185° thru 335°.

ALBUQUERQUE, KIRTLAND AFB ARPT: Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for a tmpry periof due to wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing a rnwy with a barrier in a raised position will be at the pilots discretion. (12-31)

ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59, elev: 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM Lctd lat 36-29-30, long. 104-52-18. Mag. var.: 13°10' E. Elev: 654'MSL. Montrg category (1). Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)

CLAYTON RADIO: About June 6, VOR will be comsnd. Freq: 114.1 mc. Ident: CAO. Lctd lat 36-23-18, long. 103-12-30. Mag var.: 12°30' W. Elev: 4980'MSL. Montrg category (3). Class: M VORW. (5-20)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area 15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16) About July 1, rcvr 3023.5 kc will oper on req. (5-13)

★CROWN POINT RADIO: June 1, VOR comsnd. Freq 114.2 mc. Ident: CPT. Lctd lat 35-53-00, long. 108-15-28. Mag. var.: 13°T E. Elev: 6305'MSL montry category (1) Class: M-VORW. Rcvd to late for inclusion ANRA page.

**ENGLE SPECIAL NOTICE: CAUTION-DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

**FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23; rnwy 6-24 abandoned, mrkd with crosses.

FT WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from 28 Mar thru 30 June, daily Mon-Fri 0730M to 1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long. 108-36, on S by lat 35-26, and on W by long. 108-38.

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg on test basis; channel 120. (9-2) Soon, VORTAC will be comsnd. TACAN channel 120. Class: H-BVORTAC. (6-2)

RATON RADIO: About July 15, VOR will be discontd. (5-12) Unusable Awys: V19 LVS-Rattlesnake Int.; V19E LVS-RTN; V452 DHT-RTN. Unusable Ints: Earl & Border. (5-25)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

★TAOS RADIO: June 1, VOR comsnd. Freq 117.6 mc. Ident: TAO. Lctd: lat 36-36-29, long. 105-54-18. Montrg category (1). Mag var: 13° 24' E. Elev: 7850'MSL. Class: M-VORW. Too late for inclusion ANRA.

TEXICO RADIO: About June 13, VOR will be shut down until aprx June 25-freq chg to 112.9 mc and class chg to M-VORW. (5-17) During this period, following route structure and MEAs will be in efct: Unusable Awys: V20 ROW-Vega Int.; V102 ROW-LBB Int.; V1520 CNX-CDS; V278 TXO-GTH; V60 62 TXO-Hale Int. Unusable Reporting Points: Vega, Moser, Plainview, Hale, & Dora. Usable Awys: (Tmpry redesignated with published MEA's and MCA's unless otherwise indicated." V60 TXO Int- TCC via TCC 125° radial 7600'; V60S V62S TXO Int- LBB via LBB 305° radial, 7000'; V62 TXO Int -ACH 095° radial 14,500'; V81 LBB AMA, 5500'; V14 Kenna Int.-PEP Int., 8000'. Usable Reporting Points:

[redacted]: Texico-AMA R 218, TCC 125°; LBB 305°, 9200' MRA.

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

ZUNI RADIO: About July 25, VORTAC will be shut down until aprx Aug 9-freq chg to 113.4 mc./channel 81. (6-7)

[redacted]: ALBANY MUN ARPT-TOWER: About July 18, ILS lclzr & glide slope will be shut down until aprx- July 28. Moderization. (6-2)

BATAVIA ARPT: Parachute jumping at alt up to 12,000' dalgt VFR conditions with ceiling from gnd level 2200 up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. (5-11) Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt. TACAN operg test basis; channel 88. (7-1)

BINGHAMTON, BROOME CO. ARPT TOWER: About June 13, ILS lclzr and glide slope will be shut down until aprx July 28-modernization. (5-5)

BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500, and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr. (8-25)

CICERO ARPT: Closed transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.

**ELMIRA, CHEMUNG COUNTY ARPT: Lgtd & mrkd 20' steel twr containing remote wind eqpmt erected in grass area 600' SE cntrline rnwy 6-24, 300' N cntrline rnwy 10-28 and 125' SW cntrline of txwy. (5-19)

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

ISLIP, MCARTHUR FLD SPECIAL NOTICE: ILS Procedure-Rnwy 6, Amdt. 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-20)

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (11-6)

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

**LAKEVIEW ARPT: Reactivated. Lat 42-42, long. 78-54; lctn: 1.5 mi E; elev: 750'; one hard surface N/S rnwy 2600 x 50'. 80 & 100 oct fuel avbl, flares on req. P-line S.

LIDO RADIO: H facil unusable beyond 12 mi-acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution-hi-performance test jet acft in corridor btn Republic Aviation Corp., Farmingdale, L. I and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 andG-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or La-Guardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK: NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. (4-25)

NEW YORK, FLUSHING ARPT: Constr work 400' S of arpt; aprx 80' obstn crane and pile driver. Caution lndg N, tkof S over this area. Apartment bldg aprx 90' AMSL will be constrd. (3-2)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr: Two concrete lndg pads, 80 x 80'; elev 7'. 91 100 oct fuel; 2-way rdo (unicom) rqrd with 30 min notice. Remarks: caution, ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.

NEW YORK-INTL (IDLEWILD) ARPT TOWER: ILS glide slope unusable below 300'MSL acct roughness. About July 1, freqs 132.30 and 134.34 mc will be decmsnd. (4-25)

NEW YORK-INTL (IDLEWILD) ARPT: Surface detection equipment (ASDE) located lat 40-38-37, long 72-46-56 shut down for modernization. Radio equipped sweeper machine operating all active areas. May 6, apch lgt system with sequence flashers serving rnwy 22R decommissioned, concurrently apch lgt system configuration A with sequenced flashers serving rnwy 22L comsnd, including semi-flush lgts at green threshold bar in rnwy lgts which may be obscured during adverse wea conditions. Due non-visibility twr unable to ctl tfc on txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; taxiways O and I btn and including those portions of txwys P & Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off apch end of rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE of apch end rnwy 31L, obstn lgtd and flagged. Pavement dip and rolling action on surface of rnwy 13R-31L lctd 5400' from the apch end of rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long 73-48. Two lgtd twrs aprx 390' MSL. (12-3)

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting apch ctl on 118.9 mc regardless of wea. VHF DF coverage at 40 nmi: 330°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-230°, 2500'; 230°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0mc avbl lcl gnd ctl and PAR. ILS glide slope and DME inop. ILS lclzr operg 1800-0900 daily. Disregard lclzr signals 0900-1800. Apr 18, substitute lclzr operg on pavement of clsd rnwy 4-22, at lat 40-46-18, long 73-52-53; 1120' NE of SW end rnwy pavement. Brg 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy and txwy marking barricades. (4-21) About July 1, VHF/DF and PAR will be shut down until aprx Aug 12, relctn. (3-2)

NEW YORK, LA GUARDIA ARPT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to lnd rnwy 13 and when ceiling and/or visibility less than 1000' or 3 mi. Sequence flasher lgts may be turned on at pilot's request or by controller when visibility warrants. When apch & flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 13-31 usable 5914 x 150' btn SR-SS; 4900 x 150' SS-SR with overrun 1000' on NW end of rnwy. Rnwy 4-22 clsd excp for taxiing via designated txwys to and from MAT. Txwy 1 and W run-up pad clsd, mrkd, txwy lgts inop. (4-21) Constr all areas, hvy eqpmt operg daily. Acft follow all cntrlines due current chgs; txwys max wing span 125'; greater wing span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of domestic trml bldg ramp, btn hangars 1 and 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of domestic and Marine trmls; veh icle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area E of taxiway 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at water's edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2 & 4. 3" deep water puddles all depressions in paved surfaces, during and after rain. (5-13)

NIAGARA FALLS MUN ARPT TOWER: About June 17, freq 142.74 mc will be decmsnd.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a point 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 143°M passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

ROCHESTER, HYLAN ARPT: Rnwy 14 clsd.

ROCHESTER-MONROE CO ARPT TOWER: May 28, ILS lclzr relctd to point 1130' from W end rnwy 10-28 at lat 43-07-22, long 77-40-45; elev 546'MSL. ILS lclzr and glide slope inop daylight hrs Mon-Fri until aprx Aug 1, mlen and eqpmt vcnty lclzr. (5-30)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days, and tmrpy battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Mlen, eqpmt off W end rnwy 28 days excp Sat and Sun. (5-5)

SCHENECTADY CO. ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000'MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE RADIO: TACAN azimuth inop, suspended indef; distance portion operg test basis. (5-27)

SYRACUSE, HANCOCK ARPT TOWER: About July 6, ILS lclzr and glide slope will be shut down until aprx July 15, eqpmt modernization. (5-19)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

UPPER ST REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360° About July 1, rcvr 3023.5 kc will oper on req. (5-13)

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14) About July 6, ILS lclzr and glide slope will be shut down until aprx July 16, modernization. (6-2)

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis; channel 71. (4-6)

ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns.

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-28)

CHARLOTTE, DOUGLAS MUN ARPT: 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12)

COFIELD RADIO: DMET operg test basis; channel 109. (5-18) About July 28, VORTAC will be shut down until aprx Aug 3, freq chg to 113.7/channel 84. See page 74 for substitute route structure and MEAs. (5-25) About Aug 3, VOR class will be M-BVORTAC.

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN test operns tmpry suspended. (3-24)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface-3000', ctc Pope twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N-S strip; caution S end soft when wet. (4-6)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

GREENSBORO-HIGH POINT ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

HATTERAS FLT STRIP (BILLY MITCHELL ARPT): New arpt reported; lat 35-13-45, long 75-37-20; lctn 4 mi NE; elev 15'; one NE/SW paved rnwy 2400 x 75'; no lgts or svcg.

HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline and 1000' from end rnwy 19 on E side, unlgtd. (8-26)

KINGSTON RADIO: Soon, VOR will be comsnd; freq 109.6 mc; ident ISO; lctd lat 35-22-12, long 77-33-30; montrg category (I); ctld and montrd from New Bern FSS; class L-BVOR. (5-12)

LIBERTY RADIO: About June 30, VOR will be comsnd; freq 111.2 mc; ident LIB; lctd lat 35-48-18, long 79-37-21; montrg category (I); ctlg FSS Raleigh-Durham, class L-BVOR.

LUMBERTON RADIO: May 4, VOR shut down.

LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

[redacted]: MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW(247°T) at lat 34 45-37, long. 79-26-19. (5-13)
MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)
RALEIGH-DURHAM RADIO: DMET operg test basis;channel 122. (9-25)
RALEIGH-DURHAM ARPT TOWER: About June 13, ILS lclzr & glide slope will be shut down until aprx July 4 - modernization. About July 18, 126.18 mc will be chgd to 126.2 mc. About June 13, dptr ctl freq 236.0 mc will replace freq 274.3 mc at the Fayetteville peripheral site. (5-10)
RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE(116°T) at lat 35-50-00, long. 78-42-40. (5-6)
ROCKY MOUNT RADIO: About June 13, VOR will be shut down until aprx June 27 - counterpoise repairs. See page 75 for substitute route structure & reporting points.(5-23)
SOUTHERN PINES, PINEHURST -SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734'MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)
WILMINGTON RADIO: About June 30, VOR will be shut down until aprx July 5 - class chg to H-BVORTAC; freq chg to 117.0 mc/TACAN channel chg to 117. (5-26) See page 74 for substitute route structure & MEAs durg shut down. (5-23)
WILMINGTON, NEW HANOVER CO ARPT: 133' MSL (102'AGL) lgtd radar twr being erected 400' NW of trml bldg.
**WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-22, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960.
WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
FARGO RADIO: About June 10, Glyndon, Minn Fan Mrkr will be discontd. About May 31, TACAN will be shut down until aprx July 12 - modernization. (5-6)
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; reaommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (fone Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
JAMESTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91'(1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

[redacted]: AKRON RADIO: About July 9, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10 long 81-23-15. (5-23) DMET operg on test basis; channel 21. (3-14)
AKRON-CANTON ARPT TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. (8-19)ILS BC unusable. (1-14) About June 20, ILS lclzr and glide slope will be shut down until aprx June 29 - eqpmt modernization. (5-19) ILS glide slope unusable below 200' AGL acct roughness. (5-24)
AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. (3-15) Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. (3-10) Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone;avoid tfc patn of Akron Mun Arpt. About June 1, a sequence flashg lgt system will be comsnd rnwy 1; will operate in conjunction with existing configuration A apch lgt system and will consist of 21 units at 100' intervals starting at apch end of system. (5-9)
AKRON MUN ARPT: Tetrahedron unctlbl. Obst lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163° T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)

[redacted]: BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-20)
CHADRON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface.
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. (4-24) May 6, ILS MM & LMM shut down rnwy constr. (5-9)
**CINCINNATI, GREATER CINCINNATI ARPT: Neon apch lgt lane rnwy 36 perm decomsnd. (5-6) Rnwy 36 under constr Minimums of 400-1 will apply. (5-12)
★CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: Soon, additional enroute radar ctl svc will be provided. This svc will apply to acft arriving Hopkins, Lakefront, Cuyahoga Co and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N-S line thru CLE LF rng will be Amherst Int and New London Int. Arrivals from E of a N/S line thru CLE LF rng will be cleared to Richfield Int and County Int. Freqs: Acft arriving from W - 120.8 mc primary; 125.8 mc secondary. Acft arriving from E - 124.6 mc primary; 125.7 mc secondary. (4-30) June 6, freq 350.2 mc cmsnd Mansfield peripheral site. Too late for ANRA Page.
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW SE rnwy. E W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. July 1, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44 19. (5-16)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. Constr 300' N of N end of N concourse surrounded by constr barriers, flagged days, lgtd ngts. (4-9)
COLUMBUS-SPECIAL NOTICE: Box type kites aprx 5 10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000'. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)
COLUMBUS PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)
COLUMBUS, PORT COLUMBUS ARPT: N-S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy. Rnwy 27 clsd Mon-Sat btwn apch end westward to rnwy 18-36 durg hrs 0800-1800E & during VFR conditions due to installation of threshold lgts. Tkofs & lndgs from int of rnwy 27 & 18 permissable. (5-16)
DAYTONA SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3 4 until further notice due to obstructions in apch area. (5-16)
DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N-S rnwy. (3-3)
DAYTONA, SOUTH DAYTON ARPT: N-S rnwy clsd. (8-24)
DAYTON, WRIGHT-PATTERSON AFB-SPECIAL NOTICE: Extreme caution - extsv tfc in VFR corridor between AFB & R-109 crossing awys Red 8, Blue 87, Amber 6 & Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B 52) assigned Wright Air Development Center will conduct dylgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17, to 36-57, 81-06; to 36-00,82-00; to 35-13, 83-47; to 34-51, 84-21 to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target - Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)
★FINDLAY RADIO: VOR/DME relctd to lat 40-57-18, long. 83-45-21. Elev: 821' MSL.
**GALLAWAY, COLUMBUS SOUTHWEST ARPT: Rnwy lgts operg on req only after 2200, lgtd tetrahedron same sked. (5-27)

OHIO: HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped; when using ctc arpt on UNICOM 122.8 mc. (6-3)

**MANSFIELD MUN ARPT: No signals SS-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'; occasionally condensation on twr windows will reduce twr visibility and ctl svc will be discontd for tmpry periods. (4-13) Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots discretion. (4-14) Tetrahedron unlgtd, uncontrollable. (5-12)

MARION MUN ARPT: Gliders operg, Sats & Suns 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.

PORT CLINTON MUN ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking and taxiing due constr of new hangar & trml bldg; men, eqpmt & structures in area.

RAVENNA ARSENAL(APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri. within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)

**SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42;40-15, 83-26; 40-07, 83-45;40-10, 84-19 the pt of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.

TOLEDO MUN ARPT: Clsd Suns. 0800E-1800E to all excp local base acft; drag races in progress. (5-4)

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)

**XENIA, PORT XENIA ARPT: Reinstated. Lat 39-41, long. 83-32; lctn: 3.5 E; elev: 1050' one sod E/W strip, 2000 x 300'; maj rprs and 80 oct fuel avbl.

YOUNGSTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

**YOUNGSTOWN, AUSTINTOWN ARPT: Perm clsd. (5-25)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

OKLAHOMA: BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)

ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student jet trng conducted within 75 nmi radius of Vance AFB from 9,000' MSL to flt level 260. Intensive VFR student jet tfc durg same period, from gnd to 10,000' MSL within 5 nmi radius of Vance AFB and Kegelman AF Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux remain at or below 2300' MSL. Contact Vance twr on 121.3 or 126.18 mc for tfc advisory. (5-19)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)

NORMAN, GOLDSBY FLD: 150' AGL(1303'MSL) obst painted & , lgtd oil derrick under const at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21, (11-17)

OKLAHOMA CITY, TULAKES ARPT TOWER: Effective June 15, twr hrs opern will be 0600-2200Z. (5-31)

OKLAHOMA CITY, WILL ROGERS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

**OKLAHOMA CITY, WILL ROGERS FLD: North 7400' rnwy 17-35 open for all operns; new 2400' S extsn rnwy 35 and E txwy clsd all operns. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 perm clsd all operns. High intensity apch lgts decmsnd Mar 8. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (5-11)

SHAWNEE MUN ARPT: 120.5' AGL(1211.5'MSL) lgtd elevated water storage tank under constr E side of arpt. (7-10) 200' AGL(1281.8'MSL) lgtd church steeple under constr adj E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)

**STILLWATER, SEARCY FLD SPECIAL NOTICE: Flight Test Area described as follows: lat 36-27, long. 97-00; thence S to 36-18, 97-00; thence W to 36-18, 97-10;N to 36-27, 97-10; E to 36-27, 97-00. Time: dalgt hrs. Altitudes: between 1500 and 5000' above terrain. (2500 to 6000' MSL). User: Aviation Technology Dept., Oklahoma State University, Stillwater, Okla. Expires July 31, 1960. (4-14)

STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.

OKLAHOMA: TULSA RADIO: June 6, TACAN shut down until aprx June 16- eqpmt installation. (6-6)

TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2) Efctv July 1, tfc rnwys 17R & 21R will be rgt hand, clockwise. Flashg amber lgt not installed. (6-2)

OREGON: BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

CAVE JUNCTION SPECIAL NOTICE: Extsv forest svc parachute smokejumper trng will be conducted durg mos of June, July, Aug, and Sept. in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby, Ore., 4-1/2 mi E of Cave Junction, Ore. (6-4)

EUGENE RADIO: About July 5, TACAN will be shut down until aprx Aug 4-reconstr.

EUGENE, MAHLON-SWEET FLD: 124' twr 6.9 mi SE, obstn painted, but unlgtd. (5-17) No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS RADIO: About Aug 2, TACAN will be shut down until aprx Sept 2-reconstr. (5-16)

KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27) About June 17, VORTAC will be comsnd. TACAN channel 57. Class: M-BVORTAC. (5-20)

MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000';15°-30° at 10,000';30°-57° at 11,000';120°-210° at 13,500';315°-350° at 8000';350°-360°, at 8500';57°-75°, 30 nmi at 11,000';75°-120°, 30 nmi at 13,500';210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials; at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.

★PENDLETON RADIO: June 1, VOR shut down until aprx June 11-reconstr. Durg this period following route structure & MEAs in efct: Unusable Awys : V4 YKM-BKE; V112 DLS-PDT; V281 RDM-Rodna Int; V281E PDT-Pine City Int.; V298 PDT-MYL; V3V LMT-GEG; J16V, PDX-DLN. Unusable Reporting Points: Heppner, Eightmile, Ukiah, Pilot Rock, Weston, Gardena, Lamar, Dusty, McNary. Usable Awys: (Tmpry redesignated with published MEAs): V1533 from RDM VOR direct PDT LF rng direct MLP VOR. June 4, VORTAC comsnd, TACAN channel 94, Class: H-BVORTAC. Too late for inclusion ANRA page.

PENDLETON ARPT: Constr on apch lgts, men & eqpmt crossing aprx 75' E of rnwy 7L-25R; rnwy will remain open durg constr. (4-7)

**PENDLETON, WOODPECKER FLD: New arpt; lctd 2 mi NE; lat 45-42, long. 118-43. Elev: 1410. One NE/SW sod rnwy 2500' x 80'. Maj rprs, F4 fuel avbl. P-line W.

PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)

PORTLAND-INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210°, 4000' and 210°-275°, 10,000'. (5-10)

REDMOND RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13) About June 30, VOR/DME will be relctd to lat 44-15-11, long. 121-18-09 and freq chgd to 113.5 mc. Elev: 4101' MSL. (5-27)

THE DALLES RADIO: About June 6, TACAN will be shut down until aprx July 30-reconstr.

THE DALLES MUN ARPT: Drag races will be conducted June 19, July 17, Aug 14 and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)

UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr.

**WALLOWA, HILL'S AIRSTRIP: Abandoned. (4-15)

PENNSYLVANIA: ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)

ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)

PENNSYLVANIA: ALTOONA, BLAIR CO ARPT: Four additional 302' lgtd twrs being erected 10 nmi NNW (339°T) at lat 40-27-20, long. 78-23-50. (4-27) Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50'steel twr erected 1000' S of W portion rnwy 11-29 not obstn mrkd or lgtd. (7-10)

BEDFORD ARPT: S end N/S rnwy clsd, soft; ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)

**BEDFORD, WEIDMAN ARPT: New arpt; lat 40-04, long. 78-30; lctn: 2 mi N; elev: 1200' One NW/SE black top rnwy, 2200 x 70'; minor rprs and F4 fuel avbl.

BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)

CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)

CRESSON ARPT: E/W rnwy clsd. (9-2)

DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)

**DOYLESTOWN, SKYRON-BUCKS COUNTY ARPT: Formerly Doylestown Arpt. (6-1)

DU BOIS RADIO: Soon, H facil class will be chgd to BH. Voice ctl & montrg from Brookville FSS. (3-10)

DU BOIS-JEFFERSON COUNTY ARPT: New arpt reported; lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700 x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl. (5-25)

**DU BOIS MUN ARPT: Closed.

DUNCANNON, HACKENBERGER ARPT: NNW SSE strip soft, clsd winter and spring.

GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.

GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, ctc UNICOM. (1-21)

GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)

HANOVER, DEVENER ARPT: Clsd to all tfc, soft fld conditions.

HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350° 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)

HARRISBURG-YORK STATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. About Jun 5 rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 & 12-30 will remain open. (5-4)

HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)

INDIAN HEAD RADIO: DMET operg on test basis; channel 23. (4-14)

JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)

JOHNSTOWN, CAMBRIA CO. ARPT: Use rnwys and txwys only; sod areas soft. (4-5)

KUTZTOWN ARPK: Caution, men & eqpmt on N/S rnwy dalgt hrs. (3-30)

LANCASTER MUN ARPT: Caution, constr. (11-10)

**LINESVILLE, MERRY'S PYMATUNING ARPT: Reactivated; lat 41-40, long. 80-26; elev: 1200'; lctn: 1 mi NW; 2 sod rnwys, NNE/SSW 2250 x 400', WNW/ESE 1800 x 400'. 80-87 oct fuel & minor rprs; rnwy lgts avbl on req. P-line NNE.

MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.

MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld. (7-31)

**MONTGOMERYVILLE, HI LINE ARPT: Formerly carried as Montgomeryville Arpt. N/S rnwy clsd, constr; lgts inop. Grass rnwy parallel to main rnwy on W side, only rnwy open Caution, watch for constr eqpmt. (4-18)

MT. POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500' observe white cross closing fld durg course of jumping activities.

PHILADELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)

PHILADELPHIA INT ARPT TOWER: ASR surveillance apchs unavbl. ILS lclzr back course unusable. (1-29)

PENNSYLVANIA:

PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts. Mil jet acft arriving & departing fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)

PHILADELPHIA, NORTH PHILADELPHIA ARPT: Two 110' cranes operg 1800' W of int rnwys 6 & 15; flagged days, lowered ngts. (6-3)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)

PHILIPSBURG RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

PITTSBURGH SPECIAL NOTICE: Effective May 16, 1960, civil jet radar flt advisory service will be discontinued by the Pittsburgh Center for approx. 60 days. This service will be provided from the Claysburg, Pa. GCI site while operating on the following specified routes: J82V btn the CLE VOR and BUF VOR 123° radial; J80V between BAL VOR 360° radial and 50 nmi E of APE VOR; J78V between BAL 360° radial and 35 nmi NE of CRW VOR J71V between FRR VOR and 50 nmi E of APE VOR; J60V and V14V between BAL VOR 360° radial and CLE VOR J42V and J8V between FRR VOR and 35 nmi E CRW VOR J34V between CLE VOR and PIT VOR J12V between FRR VOR 360° radial and PIT VOR. Transmitting and receiving freqs: primary 126.8 mc alternate 133.2 mc emgcy 125.1 mc. (5-13)

PITTSBURGH RADIO: DMET test operns tmpry suspended. About June 13, VORTAC will be comsnd. TACAN channel 121. Class: H-BVORTAC. (6-2)

PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: May 16, ARSR-1 and IFF bcn shut down until aprx July 15 - modernization. (5-16) About July 1, freq 132.30mc will be decmsnd.

PITTSBURGH, ALLEGHENY CO ARPT TOWER: June 1, ILS lclzr and glide slope shut down until aprx June 11 - eqpmt modernization. (6-1)

PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.

POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)

**PROSPECT, PITTSBURGH SKY DIVERS ARPT: Formerly Carnahan Arpt. (5-16)

PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)

SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°, beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)

STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)

TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.

THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Until Oct 29, drag racing ctc UNICOM for clear rnwy. (3-18)

THORNHURST-RADIO: DMET operg on test basis; channel 108. (6-2)

TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12)

TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)

WAYNESBURG, GREENE COUNTY ARPT: Land on hard surface, limited constr. (4-29)

WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)

WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown - acct roughness. About June 13, ILS glide slope and lclzr will be shut down until aprx June 23 - modernization.

**WILKES-BARRE, WYOMING VALLEY ARPT: Rnwy lgts & svc not avbl 0400-1100Z. (5-31)

WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstn by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)

WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.

YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

[redacted]: COVENTRY ARPK: Closed to all transient acft. (1-22)
NEWPORT SPECIAL NOTICE: Flight Test Area described as follows: bgng 41-31-08, 71-18-05 thence N to 41-35-00, 71-16-05, E to 41-35-00, 71-13-08, S to 41-31-05, 71-13-08 to pt of origin. Hrs: dalgt. Altitudes: surface to 3,000'. Expires 28 June 1960.
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°
**PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs 23R. (8-15) May 19, sequenced flashers comsnd rnwy 5R to oper in conjunction with configuration A apch lgtg system; and consists of 26 units at 100' intervals starting at apch end of the system. Excavation W side of fld & edge of rnwy 23R and 5L aprx 2,000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R & 5L subject to close Mon thru Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. (4-22) Extreme caution, excavation S side of ramp 100 to 150' E of apch end rnwy 23R, mrkd & lgtd.
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW txwy clsd. Tie-downs lctd adjt to clsd portion of txwy, unmrkd. Open trench 2' wide, 500' long, extending from ramp to rnwy edges and lctd 30' NE and parallel to SW txwy; mrkd dalgt hrs only; men and eqpmt working 0800-1600 wkdays. (5-18)
WESTERLY, STATE ARPT: Thin layer of sand on rnwys. (10-31)
[redacted]: BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vcnty MCAAS all times, all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb, penetration maneuvers. (12-4)
BENNETTSVILLE, ROWE ARPT: 240'(350'MSL) lgtd twr being erected 3.2 nmi S(196°T) at lat 34-35-24, long. 79-41-08. (5-13)
CHARLESTON AFB?MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)
**CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash invcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross-wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4) Caution, when operg in SE quad of fld. Hi-speed, hi-performance jet acft departing on the 150° radial of CHS TACAN and climbing at a hi rate to alts of 30,000' and above when VFR wea exists. All acft should ctc twr or apch ctl when entering that area for tfc advisory.
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi. ILS glide slope shut down-modernization. (5-5) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
COLUMBIA ARPT: 205'(705'MSL) lgtd twr being erected 7.8 nmi SSE(177°T) at lat 33-48-47, long. 81-06-57. (4-16) Sequenced flashing lgt system at ALS stations 5 thru 30 serving rnwy 5 comsnd on test basis May 18, pending flt inspection. (5-19)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all wea opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (1-6)
DILLON COUNTY ARPT: New arpt reported, lctd 1.7 nmi N; elev: 120'; one rnwy, 3000' paved; rotating bcn and rnwy lgts; opers dusk-dawn. No svcg. (4-21)
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
FLORENCE MUN ARPT: Taxi strip btn rnwys 29 and 36 clsd.
GREENVILLE MUN ARPT TOWER: ILS glide slope usable to MM only. (2-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) About June 17, ILS lclzr and glide slope will be shut down until aprx July 17 - relctn of lclzr. (5-23)
**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)
HARTSVILLE MUN ARPT: 360'(602' MSL) lgtd twr being erected 4.1 nmi W(273°T) at lat 34-24-33, long. 80-09-22. (5-13)

[redacted]: MYRTLE BEACH ARPT RADIO: Efctv June 22, CM twr freq 121.3 mc will be decmsnd; freq 126.2 mc will be comsnd. (6-3)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl. (2-4)
**ROCK HILL MUN ARPT: New arpt. Lat 34-59, long. 81-04; lctn: 5mi NW; elev: 666'. One paved rnwy NE/SW, 3500 x 75'; rnwy lgts dusk-dawn, 80-100 oct fuel and maj rprs avbl. Bcn not operg. (5-4)
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
SPARTANBURG MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-27)
**TIMMONSVILLE, HUGGINS ARPT: NW/SE sod rnwy extended to 2350' (6-6)
[redacted]: ABERDEEN MUN ARPT: N/S rnwy clsd to all operns.
DUPREE RADIO: DMET operg on test basis; channel 115.
**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hvy eqpmt crossing N/S rnwy. (5-18)
HURON RADIO: DMET operg on test basis; channel 123.
MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE (163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extsv ILS-GCA apch activity it is suggested that VFR operns at or below 5,000' MSL btn Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution - extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for aprx 25 nmi climbing to 10,000' before starting turns. (2-2)
**SIOUX FALLS, ROSS FLD: Due non visibility twr unable to ctl tfc on SW txwy from ramp to apch end rnwy 3. (6-3)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.
YANKTON MUN ARPT: July 4, N/S strip will be clsd, entire fld will be clsd 2:00-4:00 PM, airshow. (6-1)
[redacted]: BRISTOL, TRI-CITY MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-9)
**BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer comsnd (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not open for svc, mrkd at apch ends. (1-4)
CHATTANOOGA-LOVELL FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-24)
**CHATTANOOGA, LOVELL FLD: Efctv June 1, inbnd flts rdo equipped acft ctc CHA apch ctl on 125.1 mc aprx 25 mi out for lndg instructions; CHA apch ctl will specify reporting point where flt will chg to CHA twr freq. (4-26)
CROSSVILLE RADIO: TACAN operg on test basis; channel 181. (12-15)
DYERSBURG RADIO: DMET operg on test basis; channel 115. (6-27)
JACK'S CREEK RADIO: Efctv June 22, all voice bdcst on VOR & LFR will be identified as "Jackson Area Radio". Acft calls to either Jackson Area Radio or Jack's Creek Radio will be answered by Jackson FSS. (6-3)
JACKSON, McKELLAR FLD: Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end; 4200' lgtd from this point S to end; 4200' this rnwy avbl excp during dalgt hrs; 4700' avbl lndg N or tkof S; work in progress dalgt hrs.
KNOXVILLE SPECIAL NOTICE: Effective immediately Knoxville LFR procedure transition Tallassee FM to Knoxville LFR is cancelled. (6-1)
KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE courses.
KNOXVILLE, McGHEE-TYSON ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About Jun 6, freq 123.9 mc will be chgd to 120.4 mc. (5-26) About July 11, ILS glide slope will be shut down until aprx Aug 1 - testing. (5-27)

TENNESSEE: MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int 15,000'; V9 MAW-Gilmore Int 11,000'; Gilmore Int-Dell Int V9 11,000'; V9E Ramsey Int-Driver Int 15,000'; Driver Int-Burdette Int 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000'MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500'MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500'MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000'MSL or above 3000'MSL. (2-9)

MEMPHIS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500'MSL 65 mi. (5-28)

MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1) About July 18, freq 126.18 mc will be chgd to 126.20 mc. (6-3)

MEMPHIS MUN ARPT: Caution, constr.

NASHVILLE RADIO: LFR freq 304 kc, caution, advised due to moderate to severe multiples on NW and SW courses. (4-28)

NASHVILLE, BERRY FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E W txwy and is perm clsd to tkof and lndg. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc contact Nashville apch ctl 119.9 mc civil and 383.8 mc mil, aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)

PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)

TRI-CITY RADIO: VOR radials 291°-324° unusable below 95'MSL beyond 20 nmi account of roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670'AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABILENE-DYESS AFB SPECIAL NOTICE: For VFR advisory service within 25 nmi of fld call Dyess twr or Abilene rdo. Pilots (civil and mil) are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4500'MSL durg VFR conditions due to hvy jet tfc in tfc pat which is W of airfld. If not possible contact Dyess twr or Abilene rdo for VFR tfc advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial and between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

ABILENE MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

ABILENE MUN ARPT: New 68' (1826'AMSL) ctl twr lctd 1000' W of N end of N/S rnwy; tfc will be ctld from the old twr until further notice. (6-6)

AMARILLO AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)

AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75'AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flts within a 2.5 nmi radius of Bergstrom AFB at or above 3500'MSL during VFR conditions due to hvy jet tfc in tfc patn. (4-15)

AUSTIN, MUELLER MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and tkof cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end txwy serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW tkof. 84' lgtd twr being erected 1300' from apch end and 525' rgt of cntrline of rnwy 34R. (2-24)

BEAUMONT, JEFFERSON CO MUN ARPT: 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW (345°T) lat 30-04-30, long 94-03-44. (3-25) 260' lgtd twr either side Neches River with trans lines between, being erected about 7 nmi ENE lat 29-58-59, long 93-54-03. (4-27) 160' (164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long 94-01-01. (5-19) Caution, constr of holding aprons near apch end rnwy 11 and 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy.

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4000, 5000, 6000, and 7000'MSL while crossing V66 and at 6000 and 7000'MSL while crossing V38 between the base and R553 in a corridor extending 10 nmi either side of the 170°M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A ligh volume of jet tfc will be operg in this corridor during dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000'MSL between R556 and R554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Texas. Suggest pilots operg S of Big Spring in vcnty of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R553, also, they should avoid alt levels used by jet acft in corridor btn R554 and R556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100'MSL, intsv jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-25) About June 15, freq 118.7 mc will be changed to 118.9 mc. (5-16)

**BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) 92' (114'MSL) lgtd radar twr erected 500' from ctl twr (245°T) lat 25-54, long. 97-26. (5-25)

CARRIZO SPRINGS, DIMMITT CO ARPT: 277' (967'MSL) lgtd twr being erected 5 nmi ENE (75°T) lat 28-33-35, long 99-43-12. (4-1)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon-Sat. Holding procedures 21,000-23,000' inbound brg 325°M. Penetrations and climbouts executed between 21,000-3000' in an area extending 30 nmi W of Cotulla between 245° and 310° from rbn. Low apchs executed btn 4000-3000' on brg 120°M from bcn within 10 nmi. VFR acft on V17 and LF direct flts over Cotulla may avoid this activity by operg between 5000-20,000' and by avoiding the described penetration area W of Cotulla. Below 3000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL (547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long 99-13-39. (7-1)

DALHART RADIO: TACAN operg test basis; channel 57. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

**DALLAS, FLYERS FLD: Abandoned. (4-15)

DALLAS, LOVE FLD TOWER: ILS LMM unusable -- interference. (2-23) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) About June 15, ILS LMM freq will be chgd to 211 kc. (5-27)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO RADIO: DMET operg test basis; channel 92.

EL PASO-INTL ARPT TOWER: About June 12, ILS MM will be shut down until aprx Dec 12, relctn. (6-1)

**EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. About June 15, first 500' apch end rnwy 22 will be clsd, rnwy extsn constr. Threshold bndry will be displaced to tmpry length, 8500' of rnwy will remain open and usable. Men, eqpmt working off apch end rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-2)

EL PASO-BIGGS AFB RADAR APPROACH CONTROL: May 12, apch ctl, ASR and all freqs excp 121.0, 121.5, 243.0, 363.8 mc, inop, major constr. (5-11)

FT STOCKTON RADIO: About June 13, TACAN will be shut down until aprx June 23, eqpmt installation. (5-12)

TEXAS: FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution-extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entery for tfc advisory svc. Civil freqs avbl. RAPCON & twr; 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)

FT. WORTH, CARTER FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

FT. WORTH, MEACHAM FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB.

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

HOUSTON INTL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. Hou apch ctl will specify when flgt willchange to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntrline of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr course to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-28)

**HURST, BELL HELICOPTER HELIPORT: Lctd lat 32-48-28, long. 97-09-45.

IRVING, JAP LEE ARPT: Const on N bndry; bldgs 40' AGL. (3-23)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

KELLY RADIO: Soon, LF rng will be decmsnd. (4-4)

LAREDO SPECIAL NOTICE: Int sv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc ; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extremecaution-due extsv jet trng. (1-22)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13 commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V 62S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving anddeparting Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corridor extending 5 nmi either side of U. S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operg VFR in vcnty of the described corridor areas avoid the alt levels use by jet acft. (4-4)

LUBBOCK MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW (198°T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31) Rnwy 3-21 clsd to acft in excess of 60,000 lbs, rnwy 12-30 clsd to acft in excess of 80,000 lbs gross tk-off weight, xcpt in cases of emgcy or cross-wind conditions which in the pilots judgment exceed the operator's specifications. (6-2)

MALAKOFF: New arpt reported; 3 mi E of hwy 31; 3,000' N/S sod strip; 35' p-line S end.

McALLEN, MILLER INTL ARPT: 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)

MIDLAND-AIR TERMINAL TOWER: About July 18, freq 126.18 mc will be chgd to 126.2mc.

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp & rnwy 4; twr unable to observe portions of both txwys . (3-4)

NACOGDOCHES, DEL RENTZEL ARPT: 440'(850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10. long. 94-37-51. (5-4)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W (292°T) at lat 36-25-03, long. 100-48-02. (5-8)

PORT ISABEL PADRE BEACH ARPT: New arpt reported. Lctd lat 26-04-11, long. 97-14-06; 2 turf strips, NW/SE 3200' & N/S 1800'.

QUITMAN RADIO: About June 20, VOR will be shut down until aprx June 25. Durg this period, following route structure in efct: Usable Awys: V18 DAL-SHV, DAL 088R & SHV 267° MRA 4400' MOCA 1800' MEA 4400'. V54 UIM-TXK, TXK 232° MRA 4500' MOCA 1700' MEA 4500'; V114N DAL-GGG, DAL 088R & GGG 305° MRA 4400' MOCA 1800' 4400' MEA. Following Ints & MEAs will be in efct: Fruitvale-DAL 104R & SLR 203° 2000'; Majors-DAL 070° and PNX 133°, 2000'. Tmpry cancellation: Harleton & Marshall VHF Int.

RAYMONDVILLE, FOX ARPT: 148' AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.

REFUGIO, ROOKE FLD: Clsd for resurfacing rnwys. (4-22)

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 3300' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

**SAGINAW, BELLGLOBE HELIPORT Located lat 32-51-38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

★SAN ANTONIO RADIO: LF rng decmsnd. Too late for ANRA page.

SAN ANTONIO, INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2mc.

SAN ANTONIO, INTL ARPT: Caution , txwy 15 unlgtd.

SAN ANTONIO, STINSON FLD TOWER: Twr clsd indef-repairs. (6-1)

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE of 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)

TULIA ARPT: 147' (3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.

**VERNON, WILBARGER COUNTY ARPT: Rnwy lgts on req only. (5-3)

WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700'MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) Configuration A apch lgt system with sequence flashers comsnd. (6-3) Efctv 0600Z June 11, E/W txwy will be perm clsd; all acft requiring the use of E/W txwy to park on W side of arpt, will be towed. (5-26)

WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.

UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000 MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)

[redacted]: DELTA RADIO: DMET operg on test basis; channel 123. (10-20) May 19, LF rng shutdown until aprx June 16-modernization. (5-19) Durg this period, following route structure & MEA in efct: Unusable Awys: Amber 2 - ENP LF rng to SLC LF rng; Blue 22 - DTA LF rng to Stansbury Int.

HANKSVILLE RADIO: Nov 23, DME shut down indefinitely-reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strips.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN-CACHE ARPT: N/S rnwy clsd, reconstr. Acft using other rnwys must maint alt of 30' when crossing over N/S rnwy. (9-14)

LUCIN RADIO: LF rng not monitored cont. (11-9)

MILFORD RADIO: May 19 TACAN shut down until aprx June 19-reconstr.

NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.

OGDEN RADIO: DMET operg test basis, channel 83. (10-20) About June 20, LF rng & additional voice feature will be shutdownuntil aprx June 24 - modernization. (5-11)

PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi . (1-27)

SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95°-135° from stn unreliable all alts.

**SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, txwys and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end & about 300' W of apch zone rnwy 34L, operg durg scattered-to-overcast sky conditions durg which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-14)

SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)

VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

[redacted]: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

**BURLINGTON MUN ARPT: Configuration A apch lgtg system serving rnwy 15 extended to the standard 3000' length with sequenced flashers. (4-28)

RUTLAND MUN ARPT: NW/SE rnwy clsd.

[redacted]: BLACKFORD RADIO: DMET operg on test basis, channel 53. (5-9)

BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)

CASANOVA RADIO: DMET operg on test basis; channel 33. (5-6) June 13, VORTAC will be comsnd. TACAN channel 33. Class: L-BVORTAC. (6-2)

DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)

ELKTON ARPT: New arpt reported. Lctd 2.5 mi W; elev: 1100'; 1 sod rnwy 1800'; 80/87 oct fuel avbl, maj scvg. P-line SW.

FLAT ROCK RADIO: TACAN shut down until aprx July 2- station modernization. (6-3)

FRANKLIN RADIO: DMET operg test basis, channel 43. (4-29)

FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)

HOLLINS RADIO: About July 7, TACAN will be shut down until aprx Aug 6-stn modernization.

HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS, gnd to 9000'.

LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)

LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)

LYNCHBURG SPECIAL NOTICE: Caution-extsv electronic high power blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 yrs. (5-10)

MIDDLEBURG: New arpt reported, lat 38-55-45, long. 77-43-30; lctn 2.5 mi SE; elev: 540'; [redacted]: one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)

MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL.

MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)

NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW txwy beyond N end of N/S txwy. 20' lgtd wind twr lctd aprx center of fld, 750' of rnwy 6-24 and 400' of rnwy 2-20. (2-12)

NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. (4-25)

NORFOLK MUN ARPT TOWER: About July 1, freq 132.30 mc will be decmsnd. (4-25) About July 6, ILS lclzr ident will be chgd to ORF. (6-2)

**NORFOLK MUN ARPT: May 19, sequenced flashers cmsnd rnwy 4 to operate in conjunction with config A apch lgtg system and consist of 26 units 100' intervals starting at apch end of the system. Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing opern in progress on fld durg dalgt hrs. (5-27)

PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required btn Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi -145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)

RICHMOND SPECIAL NOTICE: Caution-lcl mil trng flgts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000'. VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and or fast acft enter tfc patn at 1500', lgt and/or slow at 800'. For noise abatement DC3 and large acft make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)

RICHMOND, BYRD FLD: Visual mrkgs for clockwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. (4-26) Sequence flashing lgt system comsnd operg in conjunction with the existing configuration A apch lgt system on rnwy 6; consists of 25 units at 100' intervals starting at apch end of system. (5-9)

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and /or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)

WINCHESTER MUN ARPT: Aprx 1800' x 100' grade: strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hvy rain, usable area mrkd with white mrkgs. (4-26)

[redacted]: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span 1965' long*; China Creek span 1720' long*; Wapshila Creek span-1225' long; Birch Creek span 1930' long; Salmon Riv span-2055' long*; Snake Riv span 3746' long; Imnaha Riv span 3678' long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top and three 11/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29)

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc available. (10-15)

WASHINGTON: NEAH BAY RADIO: About June 13, LF rng will be shut down until aprx June 17- twr modernization. (5-12)
OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop. (2-19)
SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. (10-26) About June 20, LF rng will be shut down until aprx June 24-twr modernization. (5-10) Durg this period, LF rng will oper as H facil on freq 260 kc; voice & ident SEA. (5-31)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and IFF bcn unavbl.
SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)
SEATTLE-TACOMA INTL ARPT TOWER: About June 21, freq 118.5 mc will be chgd to 123.6 mc. (5-27)
SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 rqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern.
SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)
SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int. to Mullan Pass and V2N Hayden Lake Int. to Mullan Pass. (4-19)
★SPOKANE-FAIRCHILD AFB RADAR APPROACH CONTROL: Efct June 7, freq 262.5 mc chgd to 295.6 mc (on req). Too late for ANRA page.
SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)
**SPOKANE-INTL ARPT: Formerly carried Spokane, Geiger Fld. SW txwy btn rnwy 3 & 7 clsd.
TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution-hvy jet tfc in vcnty, from surface to 25,000'. (9-18)
WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)
CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23) June 4, TACAN shut down until aprx July 3-station modernization. (6-4)
CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope unusable from MM to touchdown. (5-24) June 7, ILS lclzr and glide slope shutdown until aprx June 15-modernization.
CHARLESTON, KANAWHA CO ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie down or overnight parking. (5-3)
CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (4-15)
ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (8-31)
MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration. About July 1, rcvr 3023.5 kc will oper on req. (5-13)
MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. (6-1)
PARKERSBURG RADIO: TACAN test operns tmpry inop.
PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days; red lgts ngt. Txwy parallel to rnwy 3-21 clsd.
WISCONSIN: GREEN BAY RADIO: About June 13, TACAN will be shut down until aprx July 25- modernization. (5-19)
GREEN BAY, AUSTIN STRAUBEL ARPT: Apch lcts on req until further notice.
LA CROSSE SPECIAL NOTICE: Effective immediately TerVOR-36, Amdt. 2 dated 11/1/58 straight-in day and ngt mins raised to 500-1 for all types of acft. (5-18)
LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120°-145° 20 mi, all other azimuths 25 mi. (5-16)

WISCONSIN: LONE ROCK RADIO: DMET operg test basis; channel 83.
MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24) About July 12, freq 126.18 mc will be changed to 126.2 mc. (4-26)
MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs, flares at ngt. (5-18)
MILWAUKEE RADIO: TACAN operg test basis; channel 111. (7-27)
MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down-relctn. (9-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About June 29, dptr ctl freq 124.10 mc will be chgd to 125.50 mc.
MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)
OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)
WAUKESHA COUNTY ARPT: NE SW rnwy clsd; sod removal in progress for leveling rnwy. (5-16) Model Acft radio controlled meet will be held July 16 & 17; E/W rnwy will be closed dalgt hrs of the contest; acft equipped with 122.8 mc rdo freq call for landing conditions on turf rnwy, other acft land at own responsibility. (5-27)
WAUSAU RADIO: June 6, VOR/DME shut down until aprx June 27- freq change to 111.6 mc. (6-6) See page 74 for substitute route structure & MEAs durg shutdown. (6-6)
WOODRUFF, LAKELAND MUN ARPT: N/S rnwy closed, constr. (10-26)
WYOMING: BOYSEN RESERVOIR RADIO: Soon, VOR voice will be discontd. (6-2) About June 8, voice ctl & montrg of 122.1 mc will be provided from Worland FSS. (5-20) About June 23, TACAN will be shut down until aprx July 23-reconstr. (5-12) VORTAC will be shutdown until aprx June 8. (6-2)
**CASPER-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/week during dalgt hours within the uncontrolled airspace bounded on the N by V-26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During training periods, these stations will include an advisory message at the end of each weather broadcast. (10-26)
CASPER RADIO: TACAN operating test basis; channel 109. Soon, VORTAC will be comsnd. TACAN channel 109. Class: H-BVORTAC. (5-5)
★CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5) ILS lclzr course width adjusted to 4°. (6-2)
CHEYENNE RADIO: May 17, VOR shut down until approximately May 31-reconstruction. During this period, following route structure and MEA will be in effect: Unusable Airways: V19 DEN-Wheatland Int.; V19E DGW-CYS; V89 DEN-CDR; V89E CYS-BFF; V138 RKR-SNY; V138S CYS-SNY; V138N RKR-CYS. Unusable Reporting Points: Tie siding, Buford, Egbert, Pine Bluff, Carpenter, Bear Creek, Nunn, Silver Crown, Millbrook, Meadows, Albin and New Raymer. Usable Airways: (Temporary redesignated as follows with published MEAs and MCAs unless otherwise indicated): V4N GLL-LAR, 11,000'; V207 GLL-BFF, 7500'; V89E GLL-CYS via GLL VOR R327° brg to CYS LF rng, 9000'; V118 LAR-CYS via LAR VOR R090° & 090° bearing to CYS LF rng, 11,000'; V132 AKO-CYS via AKO VOR R295° & 295° brng to CYS LF rng, 7300'. Reporting Points: Ft. Morgan-Colo. - DEN R070° and AKO R295°, MRA 8000'. (5-16)
CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of airport and ramp area within 100' radius of tower structure uncontrolled, not visible from tower. Caution, vicinity of field due to military jet aircraft operations and practice instrument approaches during hours 0700-2200 MST. Tower controlled jet arresting barrier in operation runways 8 and 26. (12-19)
CODY MUN ARPT: Rnwy 9-27 closed. (8-30)
DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

WYOMING: DUNOIR RADIO: DMFT operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-2)

EVANSTON ARPT: New arpt reported, 5 mi NNW; elev: 6600'; one dirt strip, N/S 2800' in length, soft when wet. (3-2)

LARAMIE RADIO: About July 1, freq 3023.5 kc will oper on req. (6-13)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. About June 13, TACAN will be shut down until aprx July 13 - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V6N FBR-CKW; V4 MLD-CKW; V4N and V6N RKS-CKW; V187 RKS-Yampa Int; J32 V, J84V SLC-RKS; J84V RKS-BFF. Unusable Reporting Points: Superior, South Pass, Sweetwater, Green River, Hiway, Dinosaur and Yampa. Usable Awys: V6 between FBR and CKW with an MEA of 11,000'. (5-13) About June 27, VOR will be shut down until aprx July 8 - reconstr. (6-3)

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' unlgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)

★SHERIDAN RADIO: May 27, VORTAC comsnd. TACAN channel 100. Class: H-BVORTAC. Too late for ANRA page. Coverage as follows at MEA: 270° clockwise to 140°, 40 nmi; 140° clockwise to 270°, 20 nmi. (5-27)

★WORLAND RADIO: June 1, FSS comsnd. Freqs tsmtg & rcvg: 121.5, 126.7, 135.9, 243.0, 255.4 mc. Tsmtg: 120.7, 122.2, 135.0 mc; rcvg 122.1 mc. Soon, freq 272.7 mc will be comsnd.

PUERTO RICO: SAN JUAN, ISLA GRANDE ARPT SPECIAL NOTICE: Effective 0400Z July 1, 1960 altimeter setting procedures within 100 nmi; are revised as follows: A QNH altimeter setting and a system of alts shall be used below 24,000' MSL. At and above 24,000' the standard altimeter setting of 29.92 inches/1013.2 millibars/and a system of flt levels shall be used. (5-17)

SAN JUAN-ISLA GRANDE ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. May 13, twr tmpry relctd on NW corner of old trml bldg - renovation of twr structure.

SAN JUAN, ISLA GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg, due non-visibility tmpry twr unable to observe tfc on S portion CG Navy ramp, extreme E end rnwy 9, apch area rnwy 27. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (5-13)

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgts. Due to extsn of eastern end rnwy & txwy, 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air, gnd channels - due terrain. (3-10)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
✓ Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T. 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ct.	125.5;122.5G;257.8

G - Guards

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

(7 June 1960)

WASHINGTON, D. C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D. C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570.49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down, "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N.Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D.C.	332 kc
Wichita, Kans.	332 kc

*Operating on test basis.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D.C. (Attention: W-200).

(This does not apply to hearing aids)

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 annually, a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 11 statute miles east of West Plains, Missouri at 36°45'N, 91°39'W excluding airways.

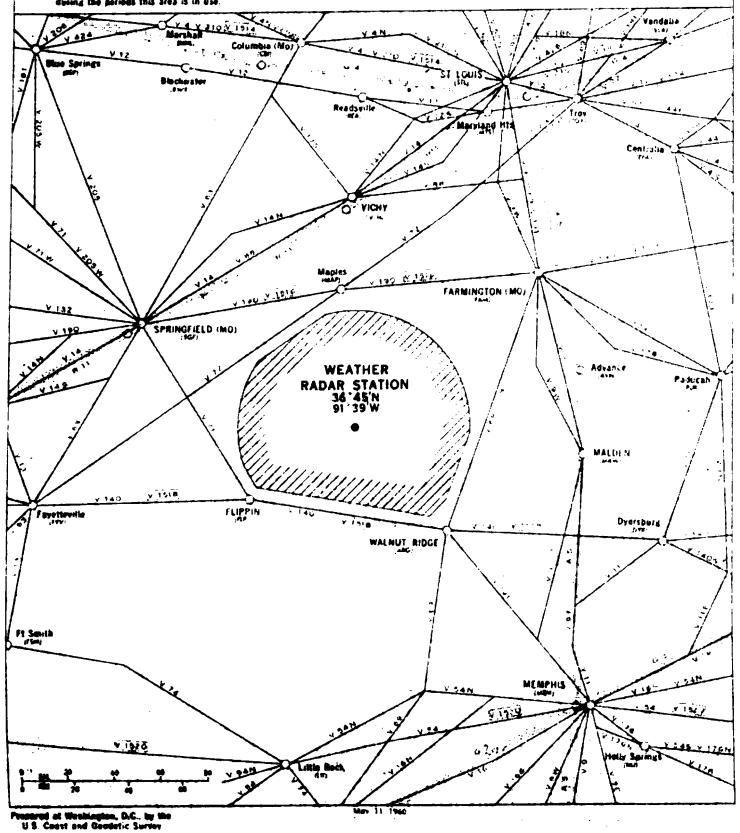
All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1300Z to 0300Z. Three Cessna 337 aircraft will operate VFR in the entire portion of the area at selected altitudes between the surface and 7,000 feet MSL generally within a selected group of five altitudes. One Beech 18 aircraft D IR will operate VFR or IFR throughout the area between the surface and 7,000 feet MSL generally within a selected group of five altitudes.

Flight operations will be conducted on days selected at random during the three and one half month period each year. Specific information concerning these operations will be issued by NOTAM on each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St. Louis, Mo. FSS — Springfield, Mo. CS/T — Malden, Mo. FSS — Walnut Ridge, Ark. FSS — Memphis, Tenn. ARTCC
Vichy, Mo. FSS — Farmington, Mo. FSS — Flippin, Ark. FSS — St. Louis, Mo. ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.



Prepared at Washington, D.C. by the U.S. Coast and Geodetic Survey

May 31 1960

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is May 22, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days	
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M,W, F. 2200-2400 M,W, F. 0200-0700 T, Th, S 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F 2200-2400 M - F 0200-0500 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;96-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

(7 June 1969)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	NOTE: 330-360 flt levels deleted effect. May 8. 240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
3	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
4	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
5	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
6	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
7	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
8	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
10	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16	240-290 1500-2000 M - F 2300-2400 M - F 0000-0700 T - S
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

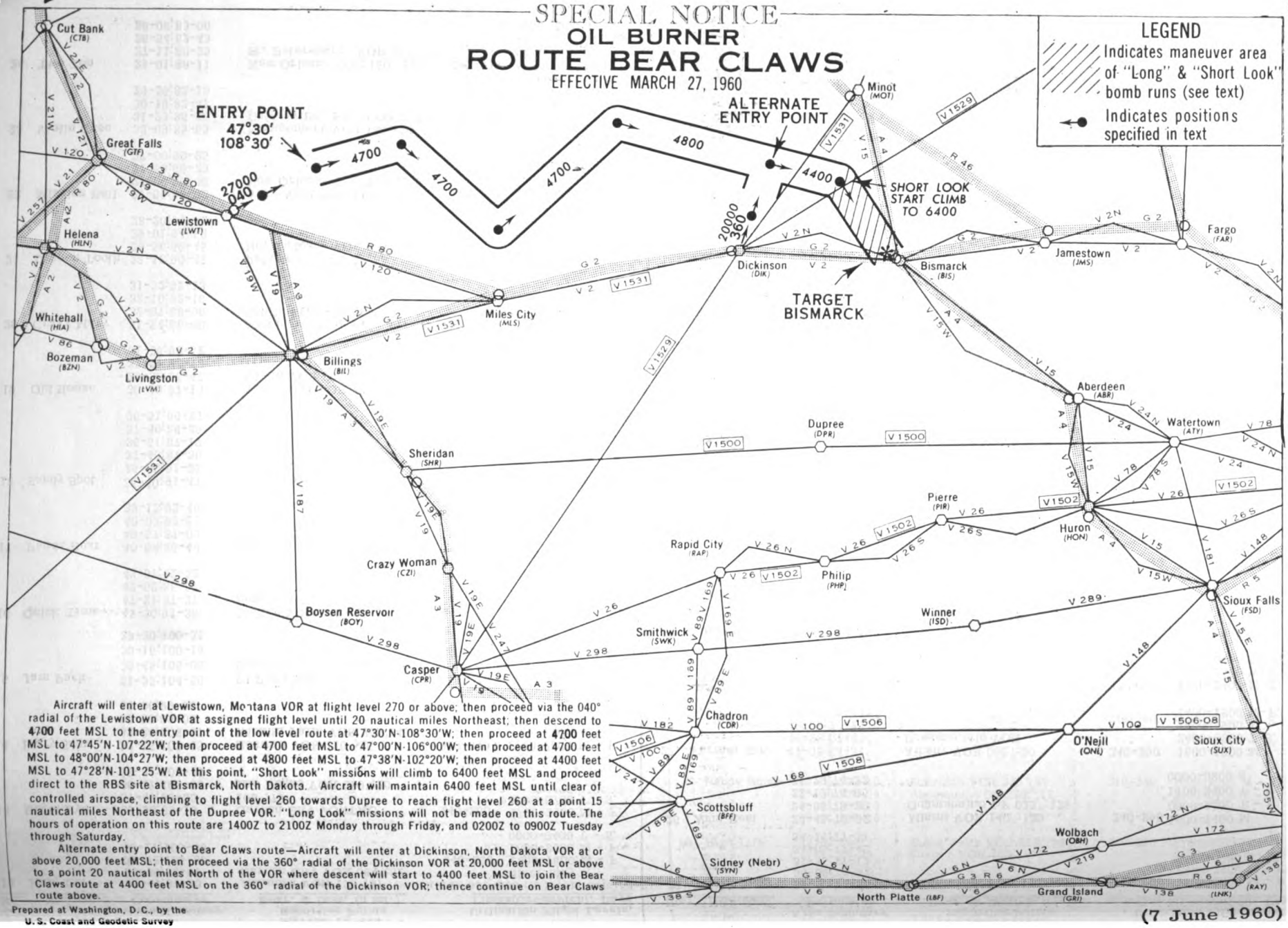
CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

SPECIAL NOTICE

OIL BURNER
ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(7 June 1960)

OIL BURNER
ROUTE TAR PAIL
EFFECTIVE JUNE 19, 1960

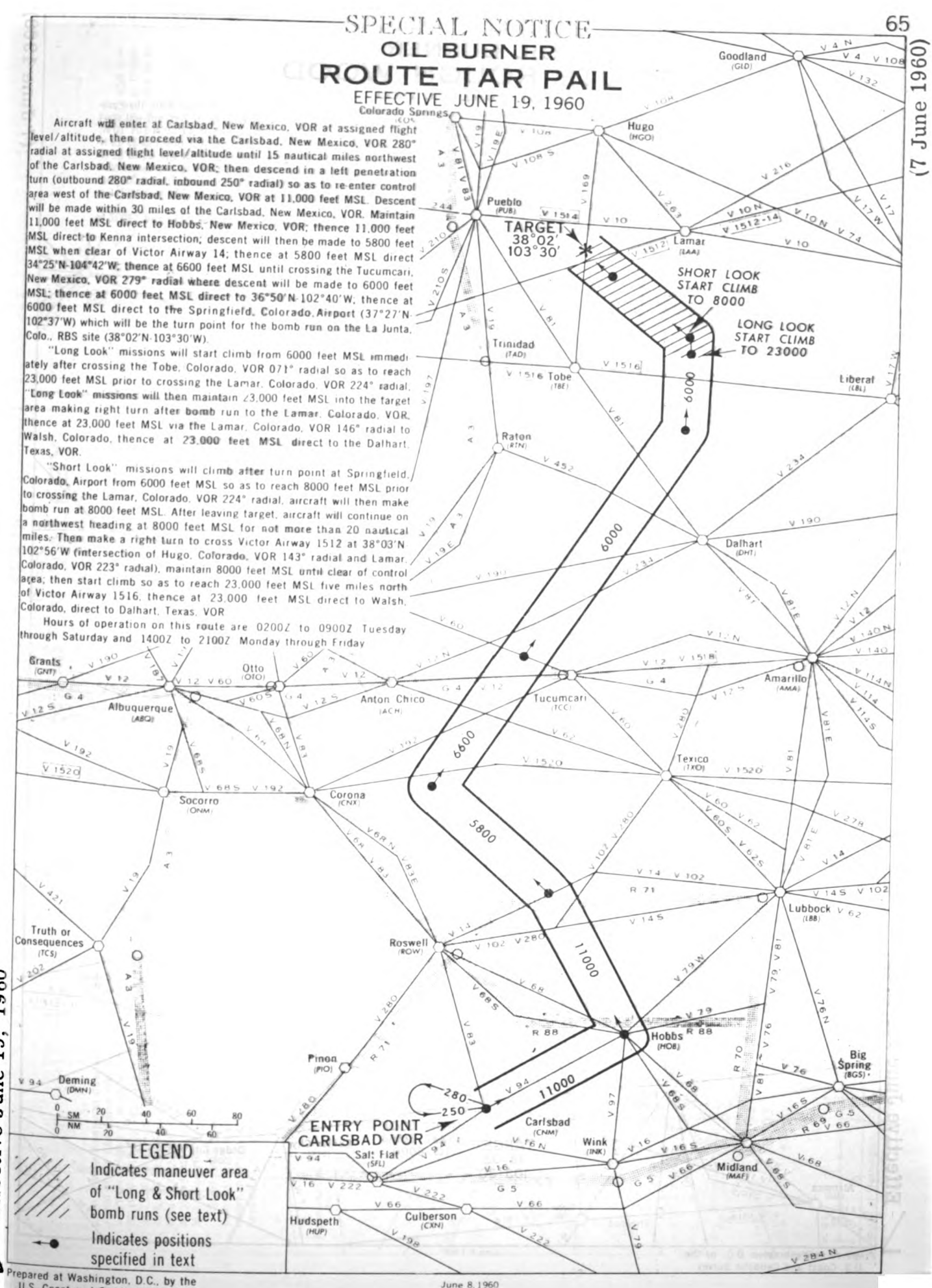
(7 June 1960)

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to re-enter control area west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Tucumcari, New Mexico, VOR 279° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 071° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial. "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N-102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516, thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Effective June 19, 1960

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

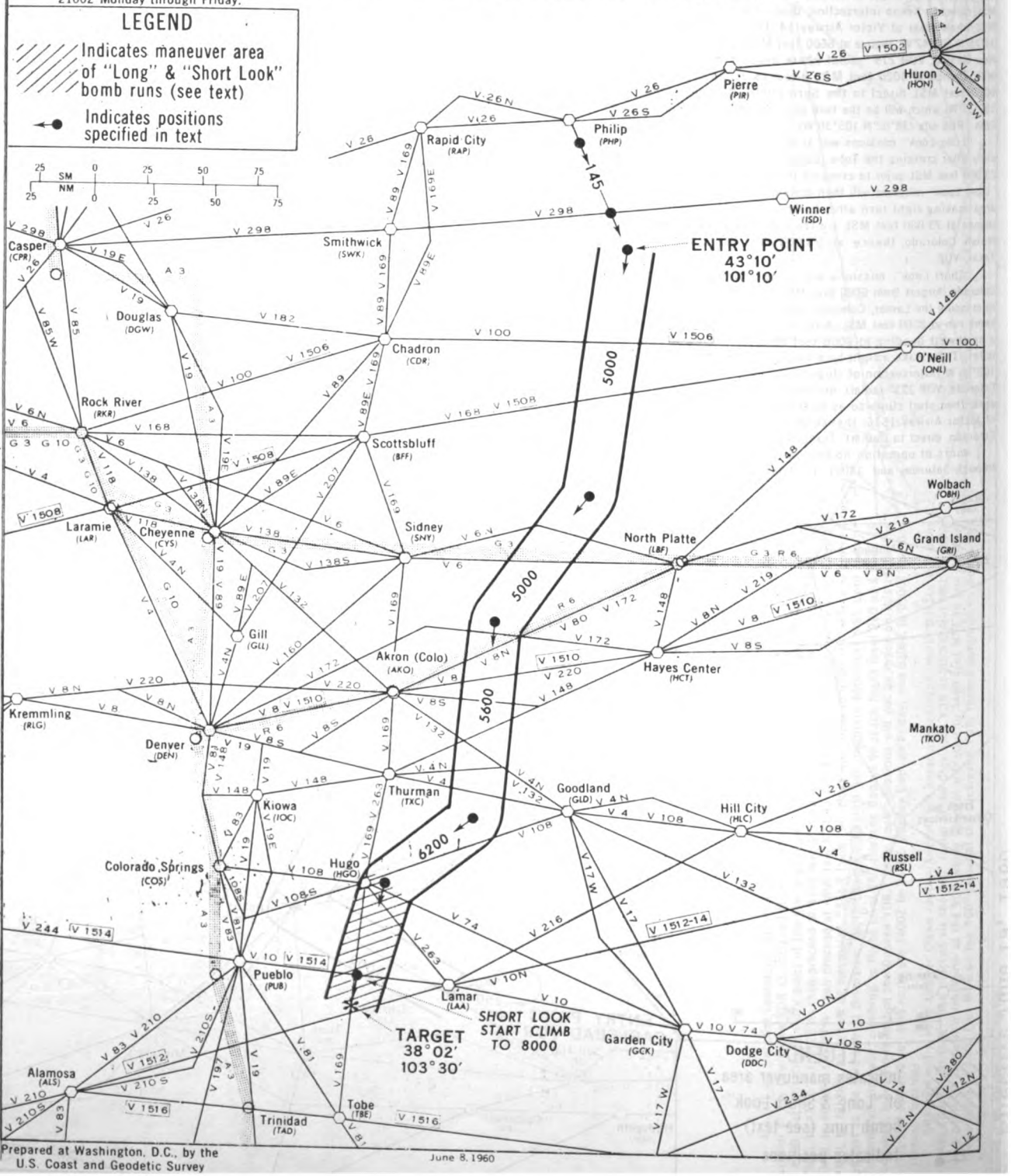
June 8, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE ROUGH WOOD
EFFECTIVE JUNE 19, 1960

Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL, proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W; then at 5,000 feet MSL direct to 40°40'N-102°20'W; then at 5,600 feet MSL direct to 39°19'N-102°29'W; then at 6,200 feet MSL direct to 38°52'N-103°13'W; then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial; maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169; then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Effective June 19, 1960.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

June 8, 1960

Effective June 19, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE GREEN VALLEY

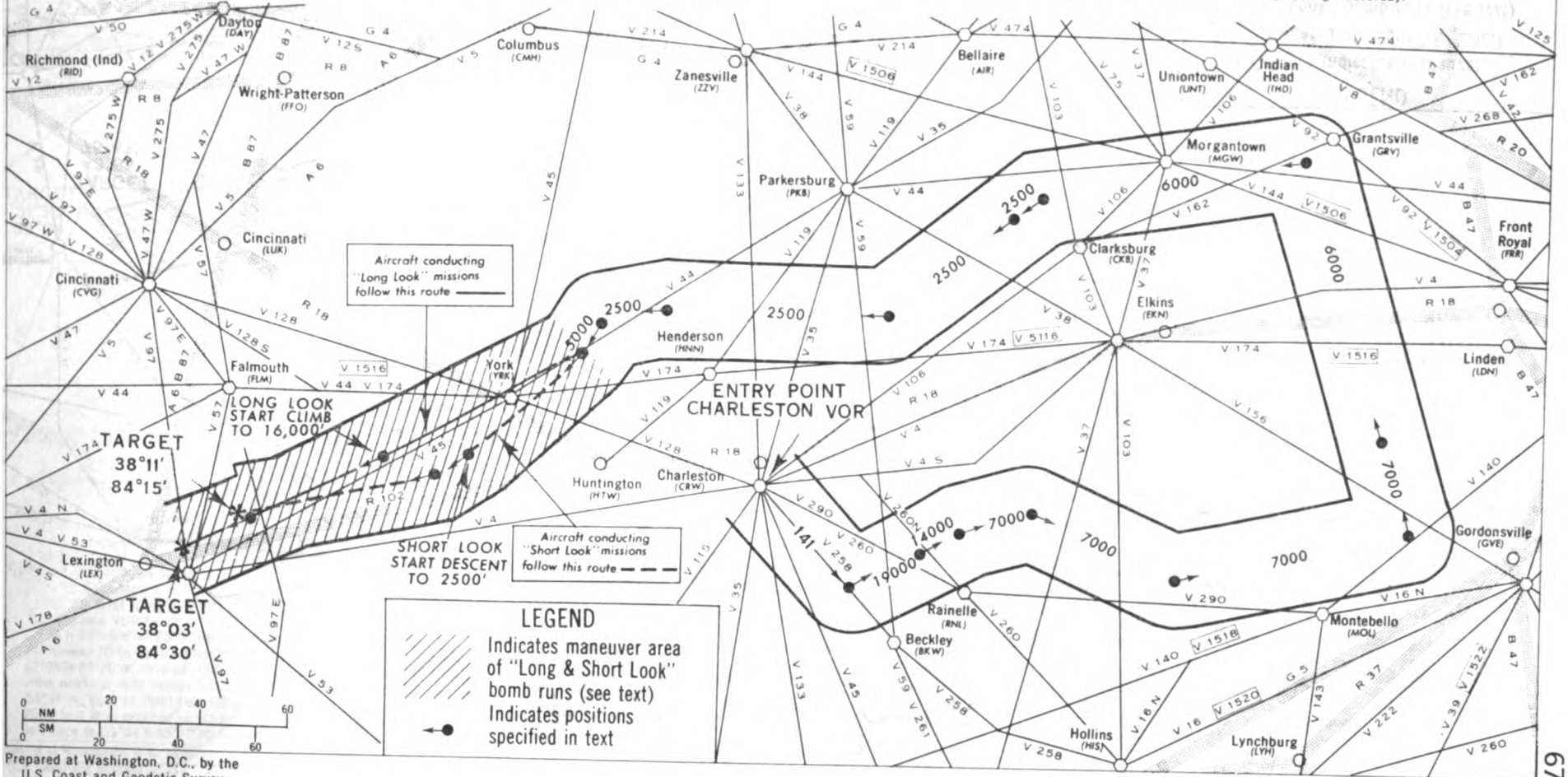
EFFECTIVE JUNE 19, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, descending to cross this point at 19,000' MSL. Aircraft will then proceed to 38°08'N-81°00'W at 19,000' MSL. Aircraft will then continue descent to cross 38°12'N-80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL; then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000' MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W, then at 6,000 feet MSL to 39°33'N-79°10'W; then to 39°25'N-80°27'W at 6,000' MSL; then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL; maintaining this altitude until after crossing Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

"Long Look" Missions will proceed from 38°49'N-82°38'W; maintaining 5,000' to 38°25'N-83°34'W; then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 332° radial, still at 16,000' MSL; then climb on the Lexington VOR 332° radial so as to cross Louivsille VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

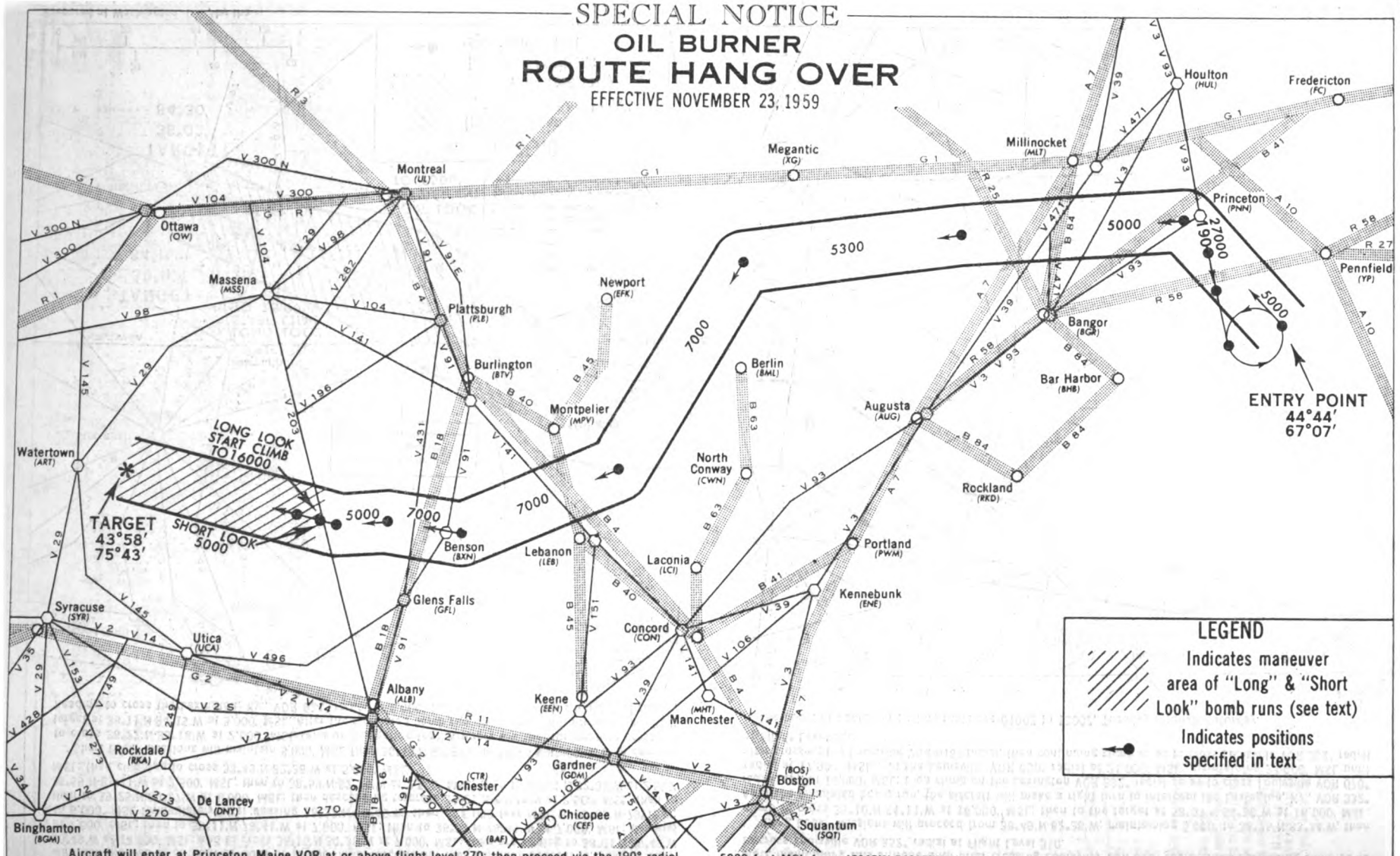
(7 June 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE HANG OVER

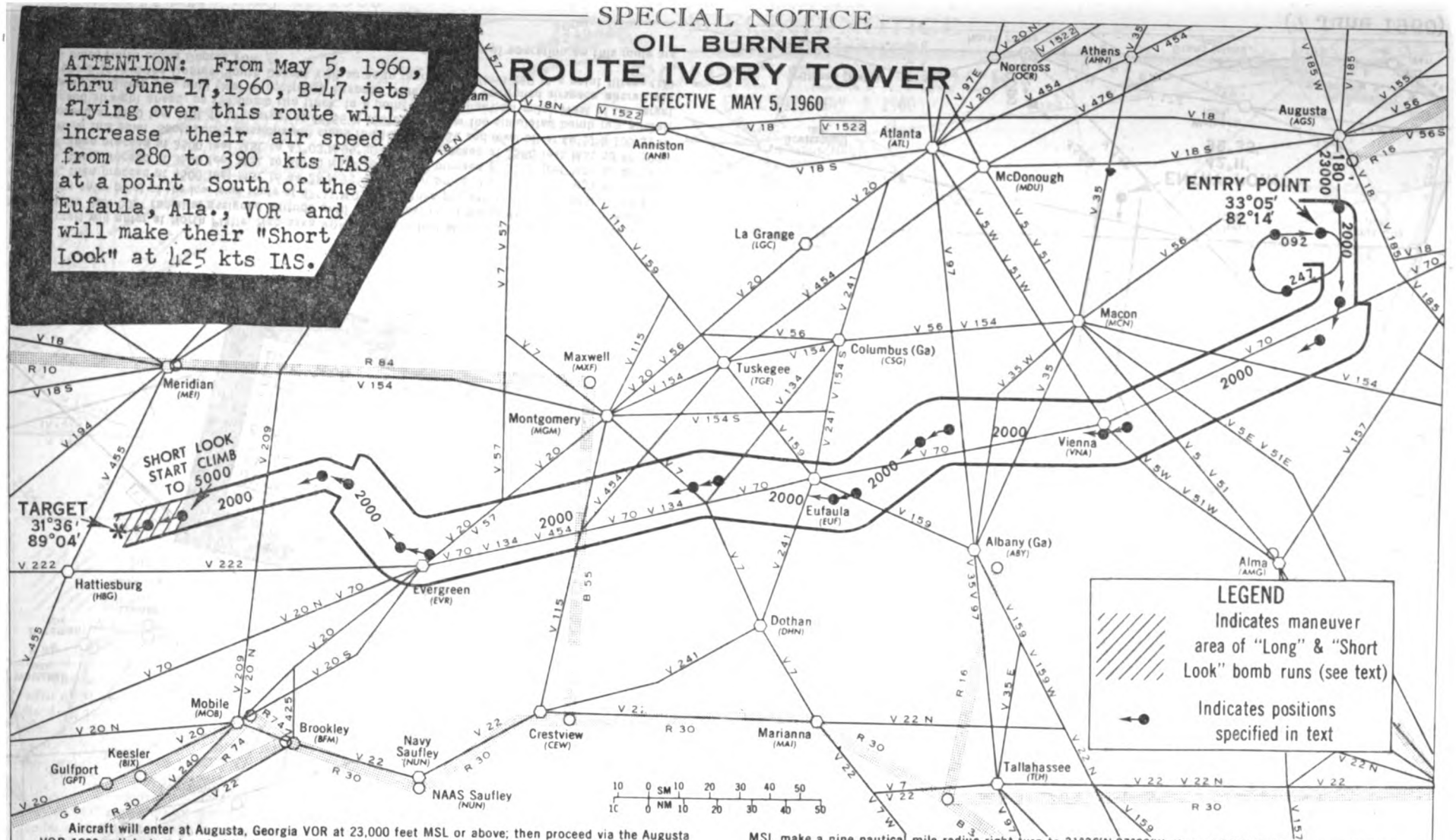
EFFECTIVE NOVEMBER 23, 1959



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U. S. Coast and Geodetic Survey

(7 June 1960)



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

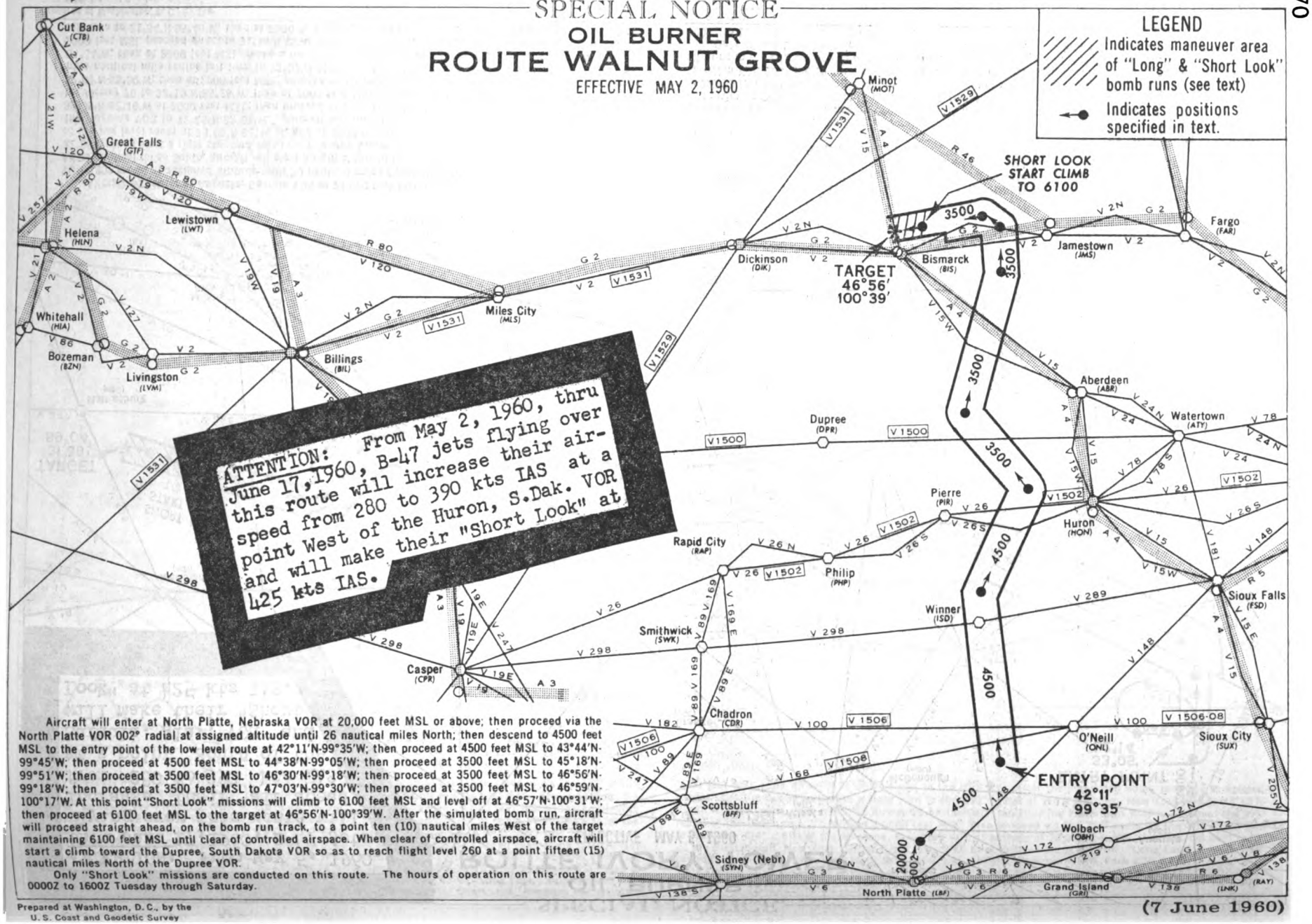
Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(7 June 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE MAY 2, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11′N-99°35′W; then proceed at 4500 feet MSL to 43°44′N-99°45′W; then proceed at 4500 feet MSL to 44°38′N-99°05′W; then proceed at 3500 feet MSL to 45°18′N-99°51′W; then proceed at 3500 feet MSL to 46°30′N-99°18′W; then proceed at 3500 feet MSL to 46°56′N-99°18′W; then proceed at 3500 feet MSL to 47°03′N-99°30′W; then proceed at 3500 feet MSL to 46°59′N-100°17′W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57′N-100°31′W; then proceed at 6100 feet MSL to the target at 46°56′N-100°39′W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

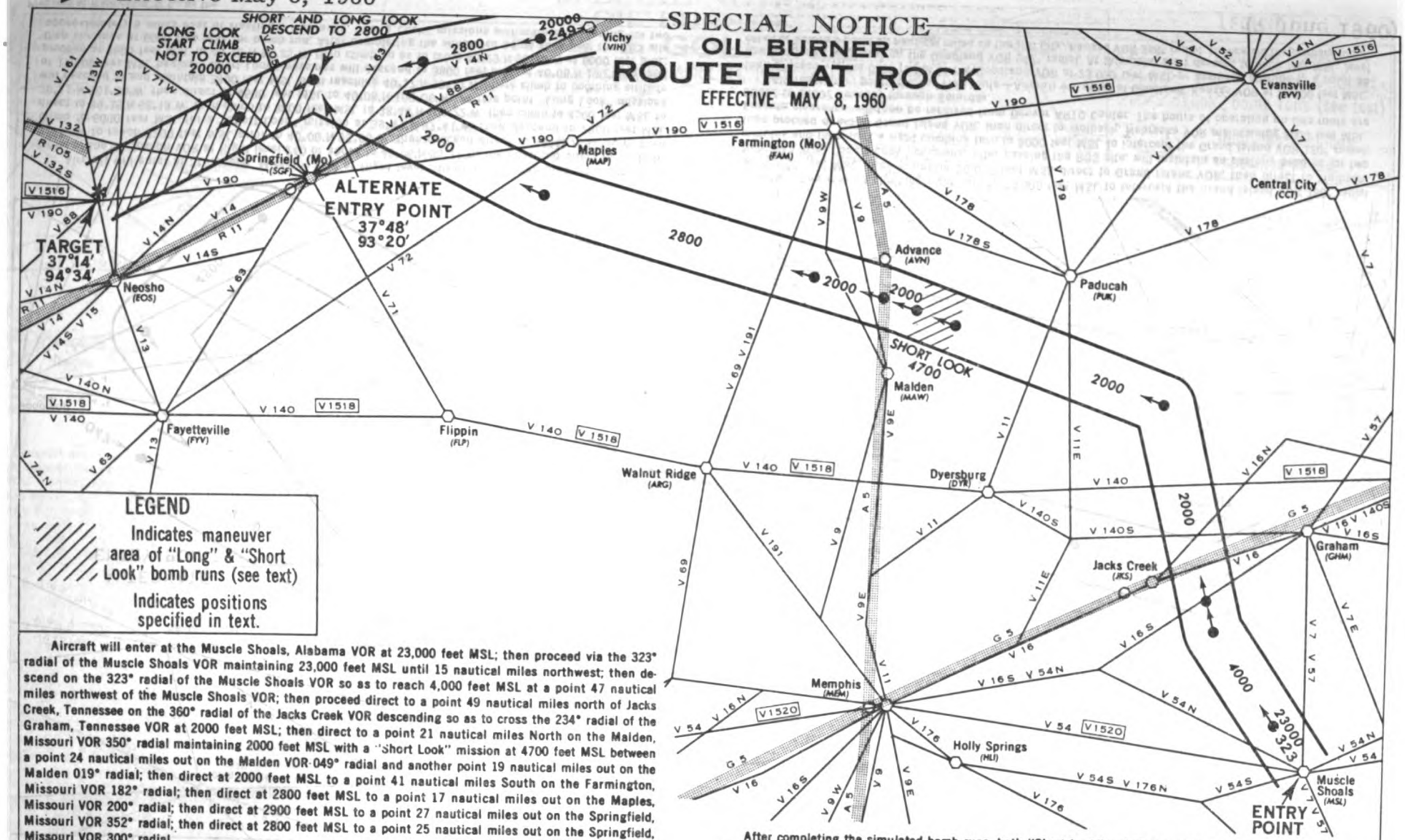
Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(7 June 1960)

Effective May 8, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14′N-94°34′W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

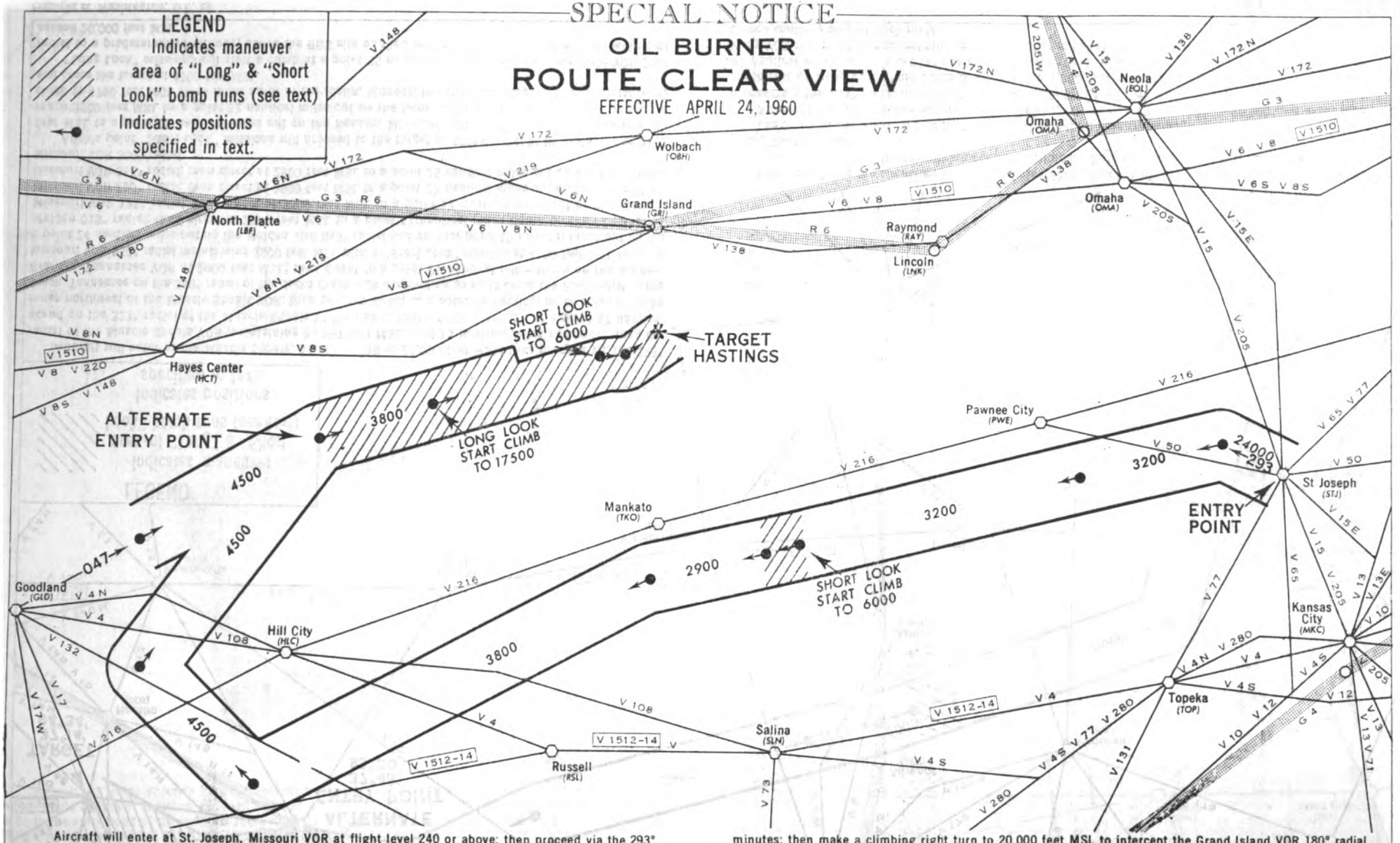
After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48′30″N-93°20′W thence continue on Flat Rock route.

Prepared at Washington, D.C. by
U. S. Coast and Geodetic Survey

SPECIAL NOTICE



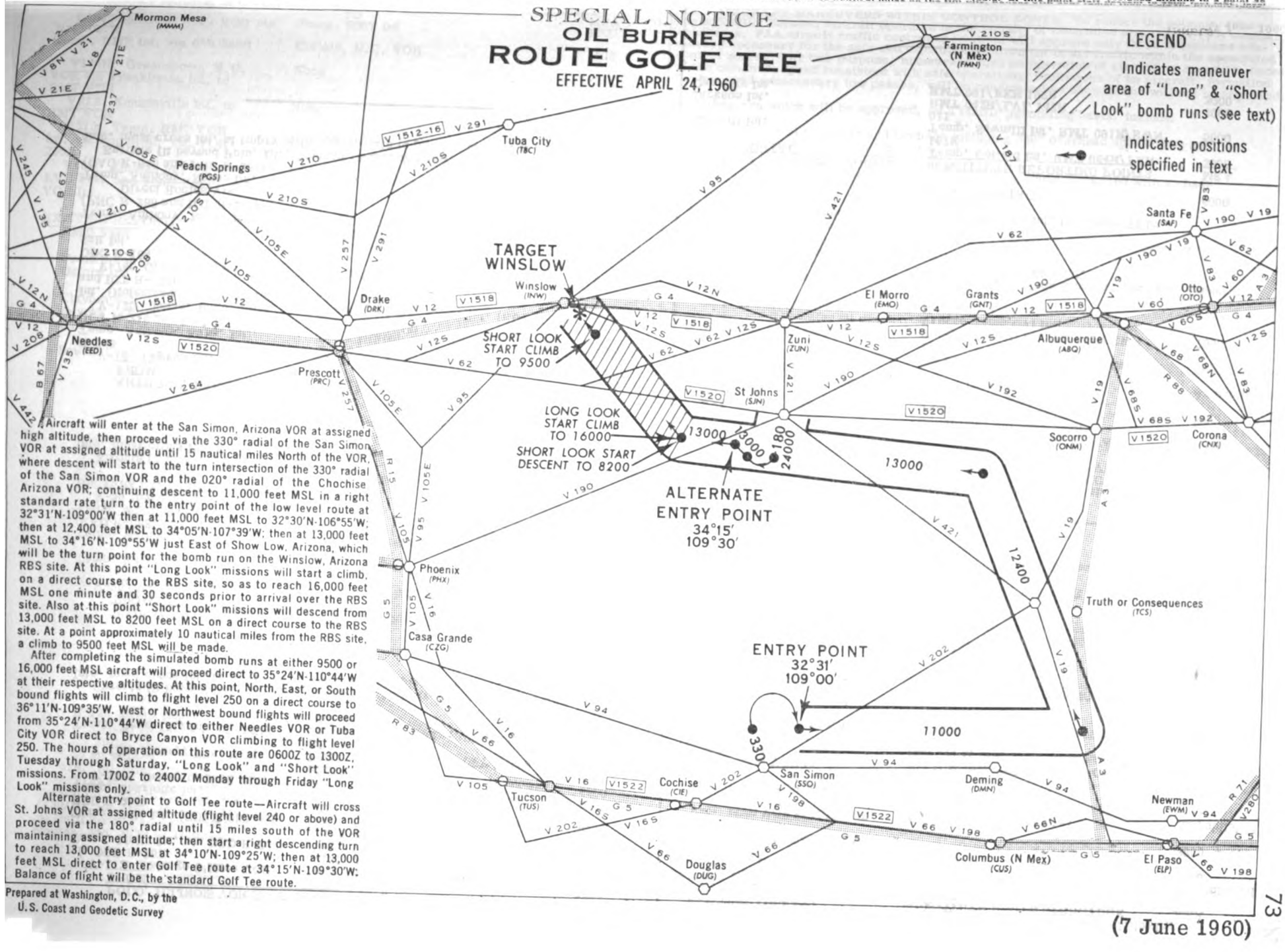
Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D.C., by the U. S. Coast and Geodetic Survey

(7 June 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W; Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

POLO, ILLINOIS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-172: Chicago O'Hare VOR via ORD R-267	Temp. Malta Int. (ORD R-267, RFD R-133, API R-288)	3000
Temp. Malta Int. via ORD R-267	Temp. Polo, Ill. Int. (ORD R-267, RFD R-216)	8000
Temp. Polo Int. (CID R-082 and RFD R-216)	Temp. Charlotte Int. (CVA R-318 and CID R-082)	8000
Temp. Charlotte Int.	Cedar Rapids VOR (via CID R-082)	3500
V-158: Dubuque, Iowa VOR	Temp. Polo, Ill. Int. (DBQ R-110 and RKF R-216)	6800
V-129: Rewey, Wis. VOR	Temp. Pearl City Int. (RWY R-138 and RFD R-273)	3000
Temp. Pearl City Int. via RWY R-138	Temp. Polo, Ill. Int. (RWY R-138, RKS R-216)	4500

Enroute flt beyond Polo, Ill. Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

WAUSAU, WISCONSIN VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-26, V-1500: Cadott Int.	Temp Edgar Int. (EAU R-088 STE R-314)	4000
Temp. Edgar Int.	Temp. Wausau, Wis. Int. (EAU R-088, STE R-348)	6000
Temp. Wausau, Wis. Int. (EAU R-088, STE R-348)	Temp. Whittenburg Int. (GRB R-285, STE R-035) (via GRB R-285)	4000
Temp. Whittenburg Int.	Wolf Int.	4000
V-55 Redesignate Big Falls Intersection Big Falls Int. (GRB R-270 and OSH R-333)		

Enroute flt beyond Polo, Ill. Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

ANTHONY, KANSAS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-12: Capron Int. via Gage R-048	Temp. Anthony, Kans. Int. (Gage R-048 and PNC R-288)	8000
Temp. Anthony, Kans. Int. (ICT R-216 and PNC R-288)	Temp Milton, Kans. Int. (ICT R-216 and PNC R-318)	3000
V-125: Temp. Rago, Kans. Int. (Hutchinson, Kans. R-182 and ICT R-240)	Temp. Anthony, Kans. Int. (HUT R-182 and PNC R-288)	3000
V-74: Greensburg Int. via DDC R-104	Salt Int.	4000
Salt Int.	Temp. Anthony, Kans. Int. (DDC R-104 and ICT R-216)	7000
Temp. Anthony, Kans. Int. (PNC R-288 and ICT R-216)	Ponca City VOR	4000
Direct Routes Via		
Temp. Anthony, Kans. Int. (GAG R-048 and PNC R-288)	Viola, Kans. "H"	3000

Enroute flt beyond Polo, Ill., Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

✓ WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Int. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As published
V-1:	None	----
V-157: ILM VOR to Kinston VHF Int.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 045M crs. to EWN VOR 236R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056/FLO 088R	8000
Kenansville Int.	Temp Kenansville Int. EWN 260R/RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R/FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R/143° M crs. to CLB Rbn	5500

✓ COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R/FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R/EWN 011	5000
Jackson Int.	RMT 042R/LVL 142R	3000
Oak City Int.	RMT 091/FKN 192R	3000

ROCKY MOUNT, N C VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V194: Raleigh, N.C. VOR via RDU 087R	Temp. RMT Int	4000
Temp. RMT Int. via CVI 246R	Cofield, N.C. VOR	4000
V194N: Greensboro, N.C. VOR via Franklinton Int. to RMT VOR	None	----
V213: Kenansville Int. to RMT VOR	None	----
V213: Temp. RMT VOR Int. via Hopewell, Va. VOR 205R	Hopewell, Va., VOR	8000
V157: Kinston Int. via LVL 174R and Temp RMT VOR Int.	Lawrenceville, Va., VOR	7000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
RMT VOR	Temp. Rocky Mt. Int. RDU 087R/ LVL 174R	4000
Franklinton Int.	None	
Oxford Int.	RDU VOR 020R/SBV 154R	----
Clayton VOR Int.	RDU VOR 120R/LVL VOR 200R	As published
Eureka VOR Int.	RDU VOR 120R/CVI VOR 228R	5000
Oak City VOR Int.	CVI VOR 215R/ECG VOR 269R	5000
Sawmill VOR Int.	CVI VOR 192R/ECG VOR 253R	As published
		As published

IOWA CITY, IOWA VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-6, V-8: New Sharon Int. via DSM R-079	Temp, Iowa City, Iowa Int. (CID R-154, DSM R-079, CVA R-255)	7000
Temp. Iowa City, Iowa Int. via CVA R-255	Cordova VOR	4000
V-38: Temp. Iowa City, Iowa Int. CID R-154 and MLI R-280	Buffalo Int. Via MLI R-280	2500
V-216: Richland, Iowa Int. via OTM R-042	Temp. Iowa City, Iowa Int. (OTM R-042 and CID R-154)	2500

Enroute flt beyond Polo, Ill, Wausau, Wis, Anthony, Kans. and Iowa City, Iowa tmpry Ints must cross Int at tmpry MRA appropriate to planned route of flt.

✓ MEA, MCA, MOCA, MRA, INTERSECTIONS AND REPORTING POINTS: (1) Until further advised effective immediately the MEA on V-25 from Red Bluff, Calif VORTAC to Klamath Falls, Oregon VORTAC is 13,500 feet and MOCA is 10,000 feet. (2) Effective 6/30/60 an MRA of 3000 feet is established at Plain City Int., Ohio on V-12, V-1512 and V-1514. (3) Effective 6/30/60 the following MEAs are established: V-1504, Big Piney, Wyo. VOR to Hudson Int., Wyo MEA 16,000 feet, MCA 12,500 feet Big Piney VOR, W-bound Hudson Int, Wyo to Casper, Wyo VOR MEA 13,000 feet, MOCA 10,000 feet. (4) Effective 6/30/60, the MEA on V-55E from Dayton, Ohio VOR to Ft. Wayne, Ind VORTAC is 2300 feet. (5) Until further advised effective immediately the MOCA on V-72 from Dogwood, Mo. VOR to Maples, Mo. VOR is 2900 feet.

✓ AIRCRAFT MANEUVERS WITHIN CONTROL ZONES: To reduce the potential for in-flight conflict between aircraft operated in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers considered necessary for the safe and expeditious movement of air traffic within the associated control zones. For this purpose, maneuvers such as operation of aircraft at speeds in excess of the minimum speed consistent with safe operational limitations of an aircraft, formation fly-bys, and unnecessary low passes, will be considered as unusual and will not be approved.

Maneuvers which will be approved, on a traffic permitting basis, include:

1. Normal take-offs and landings including 360° overhead approaches and those conducted in formation.
2. Practice instrument approaches including those conducted with a chase plane.
3. Touch-and-go landings.
4. Flight check activities such as short field take-offs and landings, engine out operations, checking of navigational aids, etc.
5. Simulated forced landing patterns including practice flame-out maneuvers.
6. Low passes for prearranged aircraft test or calibration purposes and visual equipment checks, such as gear checks, provided the flights are not conducted at an excessive speed.
7. Jettisoning of fuel tanks or other external stores.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:
(1) Page 15 add - Jacksonville (Imeson 111.0 mc).
(2) Page 15 add - *Nashville (Berry 111.0 mc).
(3) Page 15 add - *Tampa (International 111.0 mc).

VOR Receiver Check Points:
(1) Page 16 delete - Centralia, Illinois.
(2) Page 16 delete - Charlotte, North Carolina (Douglas).
(3) Page 17 add - Fort Mill, S.C.: -- 005°; above water tank on Douglas Municipal Airport, Charlotte, N.C.; 500'.
(4) Page 18 add - New Orleans, La.(Moisant VOR): -- 081°; over rotating bcn terminal building on New Orleans, La. Mun Arpt.
(5) Page 19 add - Picayune, Mississippi: -- 140°; over rotating bcn on arpt.
(6) Page 23 New Orleans, La.(Moisant Int'l): --change to: 237°; center of perimeter taxiway 100' S of rnwy 10.
(7) Page 23, Peoria, Illinois - change to: 098°; SW corner of service ramp E side of fld.
(8) Page 25, Truth or Consequences, New Mexico- change to: 155°; on SE/NW taxiway adjt to wind cone.

FAA and WB Telephone Numbers:
(1) Page 36, Tuscon, Arizona - change WB telephone number to: AX 4-2522*.
(2) Page 36, Fort Smith, Arkansas - change FAA telephone number to: MIssion 6-1791 and WB telephone number to: MIssion 6-5731*.
(3) Page 37, Fort Wayne, Indiana - change FAA telephone number to: SH 2644.
(4) Page 38, Gladwin, Michigan - change FAA telephone number to: GArden 6-9441.
(5) Page 38, Meridian, Mississippi - change WB telephone number to: 48-33725 and FAA telephone number to: 48-21243.
(6) Page 39, Reading, Pennsylvania - change WB telephone number to: FRanklin 6-4103*.
(7) Page 40, Lufkin, Texas - change FAA telephone number to: NE 4-3544.

Flight Test Area:
(1) Page 116 - Wichita (Municipal, Beech, Cessna Arpts & McConnell AFB) Flight Test Area - change expiration date to: April 15, 1961.

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation invloves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude 24,000' and above
I - Non-Radar Sectors 23,000' and below
Ir - Radar Sectors 23,000' and below
A - Center Area Discrete 23,000' and below

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	121.2		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Lometa, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

(7 June 1960)

Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	125.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		

132.025-134.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre, Pa.) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70*	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans.	133.45	121.00	H
(Kansas City ARTC)			
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60*	H
	134.65	120.65	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn.	132.35	120.20	H
(Memphis ARTC)	134.45	119.80	H
Grand Forks, N.D.	134.75	118.60	H
(Minneapolis ARTC)	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C. (Atlanta ARTC)	132.20	123.80	I
Greenville, Miss. (Memphis ARTC)	132.90	121.00	I
Henryville, Ind (Indianapolis ARTC)	132.50	124.40	I
Hickory, N.C. (Atlanta ARTC)	133.75	124.40	H
Hobart, Okla. (Fort Worth ARTC)	134.55	125.80	H
Holland, N.Y. (Cleveland ARTC)	132.75	126.50	H
Horton, Ore. (Seattle ARTC)	133.00	124.10	I
Houghton, Mich. (Detroit ARTC)	133.95	118.60	H
Houston, Texas (San Antonio ARTC)	133.65	125.00	H
Jackson, Miss. (Memphis ARTC)	133.55	124.80	H
Joplin, Mo. (St. Louis ARTC)	134.35	120.60	H
Julian, Calif. (Los Angeles ARTC)	132.10	125.30	I
Kingsville, Texas (San Antonio ARTC)	134.90	120.40	H
Kirksville, Mo. (Kansas City ARTC)	133.40	124.60	I
Klamath Falls, Ore. (Seattle ARTC)	133.40	124.60	I
Lafayette, La. (New Orleans ARTC)	134.55	120.40	H
Lake Charles, La. (New Orleans ARTC)	134.70	124.80	I
Lake George, N.Y. (Boston ARTC)	134.70	120.00	H
Lebanon, Mo. (St. Louis ARTC)	133.05	125.00*	H
Longview, Texas (Fort Worth ARTC)	133.65	125.00	H
Los Angeles, Calif. (ARTC)	133.80	124.10	I
Lubbock, Texas (El Paso ARTC)	134.20	119.60	I
Lufkin, Texas (San Antonio ARTC)	132.95	124.95	H
Magna, Utah (Salt Lake City ARTC)	133.35	118.40	H
Mansfield, Ohio (Cleveland ARTC)	134.80	119.20	I
Mason City, Iowa (Kansas City ARTC)	134.70	124.40	H
Mathews, Va. (Norfolk ARTC)	132.45	118.60*	H
Melbourne, Fla. (Miami ARTC)	132.50	125.80	I
Miami, Fla. (ARTC)	132.55	124.20	H
Midland, Texas (El Paso ARTC)	132.60	125.90	I
Miles City, Mont. (Great Falls ARTC)	133.75	125.80	H
Milwaukee, Wisc. (Chicago ARTC)	134.35	125.40	H
Mobile, Ala. (New Orleans ARTC)	134.95	125.00	H
Moontownship, Pa. (Pittsburgh ARTC)	133.10	124.60	I
Mountain View, Calif. (Oakland ARTC)	133.95	125.40*	H
Myrtle Beach, S.C. (Jacksonville ARTC)	133.95	119.80*	H
Nashville, Tenn. (Memphis ARTC)	132.60	124.30	I
North Mountain, Pa. (New York ARTC)	132.60	124.60	I
Ogallala, Nebr. (Denver ARTC)	133.30	124.20	I
Oklahoma City, Okla. (Ft. Worth ARTC)	132.25	126.80*	H
Omaha, Nebr. (Kansas City ARTC)	134.85	119.20	H
Orlando, Fla. (Miami ARTC)	133.40	124.70	I
Pellston, Mich. (Detroit ARTC)	134.80		I
Pensacola, Fla. (New Orleans ARTC)	133.50		I
Pierre, S.D. (Minneapolis ARTC)	132.95	118.80	H
Pine Bluff, Ark. (Memphis ARTC)	132.70	120.80	I
Pioche, Nev. (Salt Lake City ARTC)	132.10	125.40	I
Portsmouth, Ohio (Indianapolis ARTC)	132.95	125.00	H
Pueblo, Colo. (Denver ARTC)	132.95	125.60	H
Philipsburg, Pa. (New York ARTC)	132.85	126.60	H
Raleigh, N.C. (Washington ARTC)	133.85	126.60	H
Raton N.M. (Albuquerque ARTC)	134.80	118.60	I
Red Bluff, Calif. (Oakland ARTC)	134.75	126.10	H
Redmond, Ore. (Seattle ARTC)	134.45	124.80	H
Redwood Falls, Minn. (Minneapolis ARTC)	132.30	124.50	I
Rock Springs, Wyo. (Salt Lake City ARTC)	132.75	120.00	H
Rocky Mount, N.C. (Washington ARTC)	133.45	125.00	H
Saddle Peak, Calif. (Los Angeles ARTC)	132.80	126.60	I
	132.40	125.60	I
	133.05	125.50	H
	133.75	124.30	H
	134.35	125.00 *	H
	133.65	121.00	H
	132.55	124.40	H
	133.85	119.40	H
	132.50	123.90	I
	133.55	125.60 *	H
	134.75	119.00	H
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas (ARTC)	132.15	126.40	H
San Luis Obispo, Calif (Oakland ARTC)	134.95	125.80	H
Santa Barbara, Calif. (Los Angeles ARTC)	132.80	118.80	I
Savannah, Ga. (Jacksonville ARTC)	134.40	124.00	I
Scappoose, Ore. (Seattle ARTC)	132.50	119.80	I
Seattle, Wash. (ARTC)	134.70	124.60	I
Seligman, Ariz. (Phoenix ARTC)	132.80	125.30	I
Ships Bottom, N.Y. (New York ARTC)	133.90	124.10	I
Sioux City, Iowa (Kansas City ARTC)	134.95	120.60	H
Sioux Falls, S.D. (Minneapolis ARTC)	132.45	123.80	H
Spokane, Wash. (ARTC)	133.50	125.60	I
Springfield, Mo. (St. Louis ARTC)	132.45	120.10	H
Sunnyside, Utah (Salt Lake City ARTC)	133.55	118.80	H
Tallahassee, Fla. (Jacksonville ARTC)	132.80	125.60	I
Thermopolis, Wyo. (Salt Lake City ARTC)	132.80	121.00	I
Tonopah, Nev. (Oakland ARTC)	133.95	120.40*	H
Waco, Texas (Fort Worth ARTC)	132.85	125.30*	H
Washington, Iowa (Chicago ARTC)	133.35	125.70*	H
Wausau, Wisc. (Minneapolis ARTC)	133.15	126.50	H
Wichita Falls, Tex. (Fort Worth ARTC)	134.25	124.40	H
Winslow, Ariz. (Phoenix ARTC)	134.90	120.60	I
Woodstock, Conn. (Boston ARTC)	133.30	120.80	I
Yakima, Wash. (Seattle ARTC)	133.70	125.95	I
Zuni, N.M. (Albuquerque ARTC)	134.25	118.85	H
	132.75	126.10	H
	134.55	125.00	H
	132.70	126.00	I
	134.35	123.70	H
	134.40	125.50	H
	133.65	125.70	H

* - Old frequency to be retained as Function A.

(7 June 1960)

B-66 GUST SURVEY PROGRAM: Beginning on or after February 25, 1960, and terminating on or before June 30, 1960, the Douglas Aircraft Company will conduct an aircraft structural survey program. Flight operations will be conducted in a B-66 type aircraft, with USAF identification markings, at altitudes of 200, 600 and 1,000 feet above the surface, during daylight hours only and when the visibility is 5 miles or greater and the ceiling is 3,000 feet or greater.

Unless otherwise noted, all tracks will be flown at 360 knots true airspeed or less and will be approximately 30 nautical miles in length. FAA Flight Service Stations, within whose advisory service area a "gust survey" track exists will, prior to each flight, broadcast information that "B-66 Gust Survey" operations are in progress and the specific tracks to be flown will be enumerated. NOTAM's specifying date, time, place and duration of the operations will be disseminated.

During any special flight activities which require preoccupation by the pilot with cockpit duties that would prevent adequate vigilance outside the cockpit, competent observers in the aircraft, a chase aircraft or other equivalent arrangement will be provided and maintained to insure adequate vigilance for other aircraft.

Tracks to be flown by base of operations are listed below:

Kirtland Air Force Base, New Mexico

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11A	32-51-05 33-19-25	105-35-00 105-47-15	3 miles from Sacramento Lookout Sta. to 3.25 miles from Sierra Blanca Pk. (12003').
11B	32-54-00 33-20-00	105-51-00 105-38-00	Rotated 49° clockwise with respect to Track 11A.
22A	38-00-00 38-22-00	106-44-00 106-17-45	7 miles from 13725' Pk. near Halfmoon Pass to 4.5 miles from Ouray Pk. (13955)
22B	37-56-00 38-21-00	106-22-00 106-43-00	Rotated 102° clockwise with respect to Track 22A.
52	36-40-00 36-10-05	108-40-35 108-35-50	6 miles from Shiprock Airport to about 5.5 miles ENE of Sheep Springs.
62	37-31-35 38-00-00	105-53-50 106-06-15	4 miles from Alamosa to 5.5 miles from Saguache.
71	34-29-15 34-51-00	105-02-40 105-39-00	Over Joffre (11 miles SE of Vaughan) to 6 miles SSE of Santa Rosa.

Shaw Air Force Base, South Carolina

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	35-02-30 34-46-30	82-41-00 83-13-30	7 miles WNW of Brevard south of Tower to 6 miles NNE of Clayton.
21	35-15-20 34-57-00	82-51-00 83-20-00	From 9 miles north of Pickens to 8 miles west of Walhalla.
31	33-55-00 33-52-30	78-01-00 78-36-30	From southern edge of Southport on heading to Conway, to 4 miles NE of Crescent Beach.
41	33-45-20 33-42-30	78-01-00 78-36-40	From 9 miles south of Cape Fear River outlet to 15 miles east of Myrtle Beach.
61	34-31-30 34-02-00	80-32-30 80-34-00	From 2 miles SE of Kershaw to 7 miles NW of Shaw AFB.
81	34-07-40 34-10-30	77-57-40 78-33-30	From 3 miles south of Wilmington on W bank of Cape Fear river to 6 miles SSW of Lake Waccamaw.

Edwards Air Force Base, California

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
11	34-32-00 34-52-30	119-23-00 119-49-35	From 8 miles NW of Meiners Oaks to 7 miles SW of New Cuyama in San Rafael Mts.
23	36-19-40 36-20-00	118-04-50 118-42-25	From about 3 miles W of Cartago to about 3.25 miles SSW of Calhoun Pk. in Sierra Nevada range
23B	36-10-00 36-29-00	118-12-00 118-40-00	From 4 miles NW of Craig Pk to 2 miles E of Paradise Pk. in Sierra, Nevada range.
32	34-03-00 33-58-30	120-30-00 119-54-25	From 3.5 miles W of San Miguel I to about 3.75 miles beyond Santa Rosa I.
44	33-15-45 32-45-25	118-21-15 118-20-20	9 miles S of Long Pt. light to 4 miles S of Pyramid Head light.
51	35-04-00 35-10-00	117-19-00 117-56-00	From California City to the western tip of Harpers Dry Lake.
63	35-40-45 36-08-50	119-43-10 119-57-20	3.5 miles from Lost Hills Kern Co. Airport to about 4 miles WNW of Westlake Farms Airport.

Gust Plus Maneuver Round-Robin Flight (Edwards AFB)

Leg. No.	Distance (Nautical Miles)	Maximum S Speed (KTAS)	Description from Sectional Chart
1	50	340	From Edwards AFB to 10 miles NE of the Fillmore Omni.
2	15	500	From 7 miles SW of the Oxnard Rdo Bcn to the eastern point of Santa Cruz Island
3.	43	420	From the eastern point of Santa Cruz Island to the western point of San Miguel I.
4.	20	500	From the western point of San Miguel Island to 15 miles SW of Gaviota Omni.
5.	50	500	From 15 miles NW of the Gaviota Omni to 6 miles W of the Belridge (pvt.) Airport, and
	40	360	From 6 miles W of the Belridge (pvt.) Airport, via a point 5 miles W of the Lost Hills Airport to 7 miles E of Avenal Airport.
6.	70	340	From 10 miles east of Porterville to 10 miles S of Bishop.
7.	51	420	From 10 miles S of Bishop to the center of Owens Lake.
8.	88	260	From the center of Owens Lake to the Edwards AFB.

60. Flight between legs will be conducted in accordance with the Civil Air Regulations, Part 60. During the low-level operations, all airports will be avoided by 3 miles or more.

(Continued)

Patterson Air Force Base, Ohio

Track No.	Location Lat.	Location Long.	Description from Sectional Chart
61	39-52-40 39-27-00	83-18-45 82-58-25	Over London reporting point to crossing of route 23, 7 miles north of Chillicothe.
91	39-06-00 39-36-30	84-03-00 84-03-00	3 miles N of Williamsburg to 2 miles W of Spring Valley.
101	39-02-10 39-03-50	83-02-40 83-41-15	Crossing of Scioto River 1 mile SE of Jasper to intersection of route 62.
41	41-34-40 41-49-00	82-52-00 83-27-00	10 miles NW of Sandusky over tip of Lake Erie to point 14 miles west of Carleton omni.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-K-1: Start at 31-00N, 95-04W (entry-call Lufkin Radio), 31-55N, 95-24; 31-52N, 97-23W; 32-02N, 98-24W; 32-53N, 98-40W; 34-51N, 98-55W;(end nav. leg), terminate operations over Chickasha, Okla. Note: for a bomb run only, entry reporting point will be 34-00 N, 98-48W (call-Wichita Falls Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

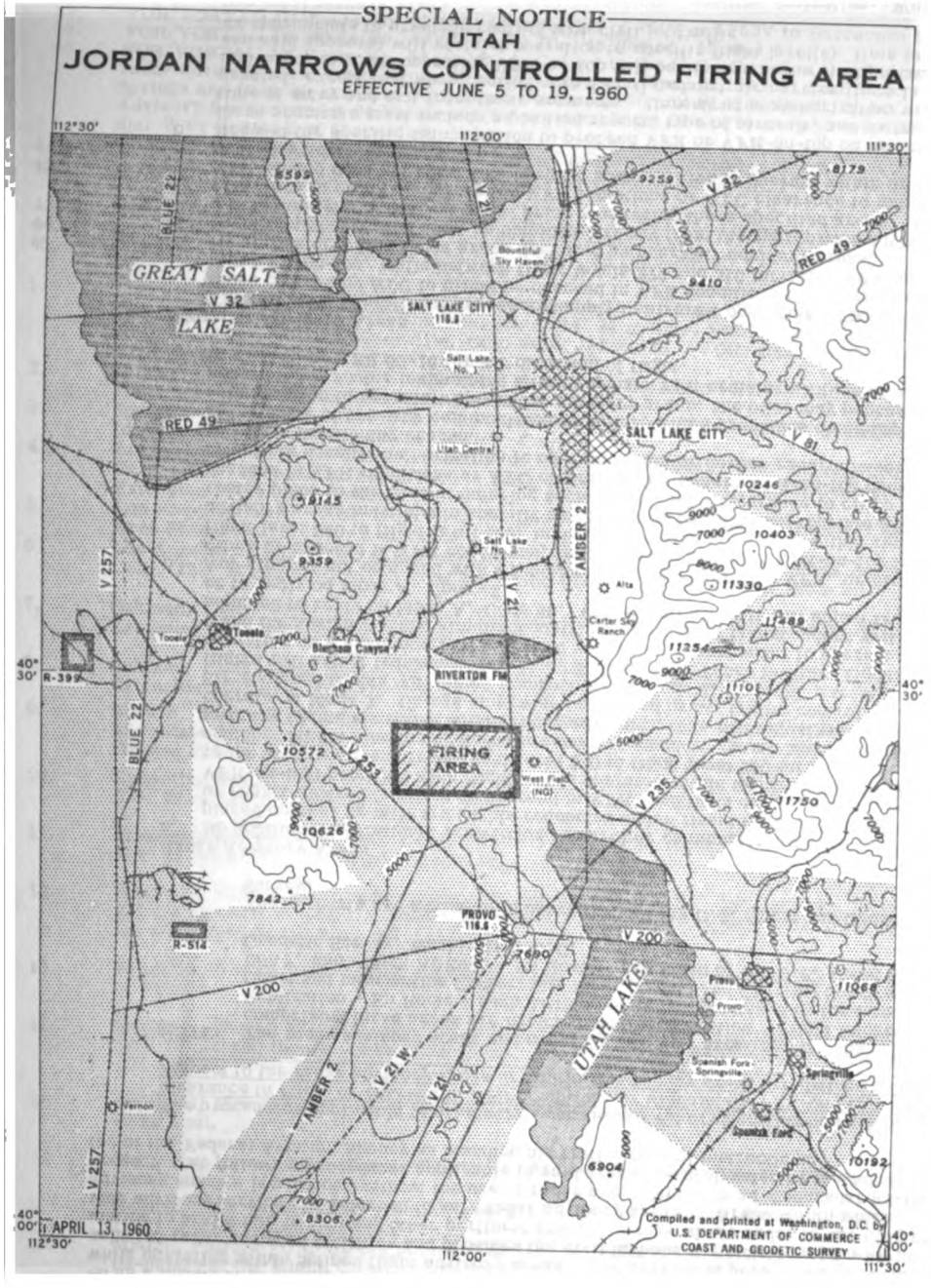
Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

(7 June 1960)

SPECIAL NOTICE
UTAH
JORDAN NARROWS CONTROLLED FIRING AREA



Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of use – Sunrise to sunset only during period of June 5-19, 1960 inclusive

Activity – Artillery firing

Using Agency – Utah National Guard

Firing to be conducted in accordance with the following:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.
2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than 2/10 coverage and when visibility is at least 10 miles.
3. No projectile shall enter or pass through any clouds.
4. All firing to be conducted to the west.
5. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

(7 June 1960)

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.) (Houston, Texas to New Orleans, La. Effective 5 May 1960.)
3. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route No. 4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 14 (Cleveland, Ohio to Idlewild, N.Y..
8. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Pullman, Mich.,; Albany, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon.
9. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route No. 22 (Lake Charles, La.,to intersection with J55V).
11. VOR/VORTAC Jet Route No. 24 (Phoenix, Ariz., to Albuquerque, N.M.)
12. VOR/VORTAC Jet Route No. 25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.)
15. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
17. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
21. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
22. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
23. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
24. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V;Spartanburg,S.C., to Pittsburgh, Pa.)
25. VOR/VORTAC Jet Route No. 55 (From the intersection with J22V to Kenton, Del.)
26. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
27. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
28. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
29. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
30. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
31. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
32. VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va.
33. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
34. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
35. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)

(7 June 1960)

36. VOR VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.)
37. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N. Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
38. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
39. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
40. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U. S. -Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
41. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
42. VOR/VORTAC Jet Route No. 87 (Houston, Tex., to Northbrook, Ill.)
43. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
44. Control 1150 (West Palm Beach, Fla., to Wilmington, N. C.)
45. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U. S. -Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U. S. -Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Point Allen rbn.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19 Seattle, Washington VOR to the U. S. -Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B. C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N. Y., & Boston, Mass.
21 New York City, N. Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N. Y., VOR to Albany, N. Y., VOR.
b. Idlewild, N. Y., VORTAC via Huguenot, N. Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
Baltimore, Md., Terminal Area-- Effective 5 May 1960
a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N. Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 356° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S. C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S. C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.

b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
Effective 5 May 1960.

35. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
Effective 5 May 1960.

DISCONTINUANCE OF 135.0 MC: Effective 0800 GMT July 1, 1960, transmitting 135.0 mc will be discontinued in Flight Service Stations and Combined Stations/Towers.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126.18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

DISCONTINUANCE OF CONTINUOUS GUARD ON 3023.5 kc: Effective July 1, 1960 at the following locations, 3023.5 kc will be available "on request".

Glens Falls, New York	Jackson, Michigan
Martinsburg, West Virginia	Jamestown, North Dakota
Philipsburg, Pennsylvania	Russell, Kansas
Youngstown, Ohio	St. Louis, Missouri
Utica, New York	Columbus, New Mexico
Dalhart, Texas	Crescent City, California
Memphis, Tennessee	Idaho Falls, Idaho
Butler, Missouri	Laramie, Wyoming
Cedar Rapids, Iowa	Oakland, California
Chanute, Kansas	Redmond, Oregon
Des Moines, Iowa	Sacramento, California

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Springs, Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Hollywood, Fla.	JA 4-0163	" "
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
Laredo, Tex.	No. 21 (Rural)	Cotulla, Tex.
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	New York, N.Y. (IDL)
Newark, N.J.	MA 2-0121	" "
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Springfield, Ohio	FA 2-4562	" "
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.

INTERPHONES Location	FSS Providing Service
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif.
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

✓ LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

LIST OF NAMES

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ALPIZAR-Perez, Evelio	11/27/39	Student S616495
BAGLEY, Worth Woodward	4/26/32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3/1/34	Flight Instructor Certificate 1358448
BAUMAN, Lee	Age 36	
BLANCO-Navarro, Manual Angel	9/27/26	
BLAND, Virginia L. (female)	8/4/22	Comm. ASEL & S, & Instrument 1244338
CAMACHO-Porro, Cesar Ricardo	12/7/36	
CHEVALIER, S. Eugene, Jr.	10/5/22	
DE CARDENAS-Blanco, Roberto Raul	12/19/19	
DIAZ-Lanz, Pedro	11/8/26	
FERNANDEZ-Miranda, Roberto	6/7/22	
FIORINI, Frank Angelo	12/9/24	Pvt. 1200700
HERA Y CORTON, Abel Eulogio	3/11/25	Cuban 408
HERNANDEZ-Martinez, Jose	9/20/31	
HERRERA-Cabrer, Gonzalo	9/26/26	
HORMEL, Charles W.	2/2/14	Pvt. 1437835
HUGHES, Paul J.	10/8/28	
IZQUIERDO-Ramirez, Orlando	9/24/24	Cuban S618868
JAFFE, Richard B.	8/2/29	Pvt. ASEL 1425471
KOHN, Marvin	5/11/23	Comm. 1164122
LOPEZ-Dominguez, Angel	10/18/34	
LORIE-Valls, Richard Luis	10/13/27	
MEROLA, Joseph R.	10/9/25	936421
MILLARES de la OSA, Roberto	11/5/17	
MONNAR-Marrero, Francisco	7/25/39	
MONTERO-Machado, Pedro	4/2/31	
O'NEIL, Donald Louis	3/28/35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8/29/36	
PEREZ-San Roman, Robert Angel	4/18/35	
PIEDRA-Negueruela, Osvaldo	9/3/35	
PINKSTON, Roy	2/23/25	Pvt. ASEL 1127766
REVUELTA-San Emeterio, Manuel	12/23/31	
ROJAS-Diaz, Manuel Calixto	9/1/37	Mechanic, A & P 1438407
ROQUE. Luis	12/13/28	Number unknown
SAXTON, Gaylord	11/20/22	
SHERGALIS, William J.	5/14/25	ATR ASEL 604067
SPARKS, Paul	1/23/25	Comm. 466640
SPINING, Robert E.	11/3/25	ATR AMEL 256602
SUTOR, Stuart	8/17/24	Pvt. ASMEL 358125
TRUEBA-Rojas, Humberto	7/4/25	
VERDECIA-Perez, Angel Rafael	2/7/37	Student S363783
WALL, William	12/12/25	C-198195
WEIGHMANN, James	10/22/25	
WHITEHOUSE, Edward J.	3/14/14	
ZARBA, Anthony	9/20/32	
ZAYAS-Castro, Carlos	11/15/28	

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points have been modified, cancelled or renamed as indicated effective 30 June 1960:

MODIFIED:

(1) LOCH HAVEN, PA(VHF) INT: 217 M rad Stonyfork, Pa. VOR; 139 M rad Slate Run, Pa. VOR.

(2) BERWICK, PA(VHF) INT: 252 M rad Thornhurst, Pa. VOR; 134 M rad Williamsport, Pa. VOR.

(3) LOPEZ, PA(VHF) INT: 320 M rad Thornhurst, Pa. VOR; 275 M rad Wilkes-Barre, Pa. VOR.

(4) BIG POND, PA(VHF) INT: 138 M rad Elmira, N.Y. VOR; 245 M rad Binghamton, N.Y. VOR.

(5) BUCK HILL, PA(VHF) INT: 304 M rad Stillwater, Pa. VOR; 355 M rad Stroudsburg, Pa. VOR.

(6) PLAIN CITY, OHIO(VHF) INT: 161 M rad Findlay, Ohio VOR; 267 M rad Appleton, Ohio VOR.

(7) MECHANICSBURG, OHIO(VHF) INT: 267 M rad Appleton, Ohio VOR; 122 M rad Rosewood, Ohio VOR.

(8) McCLURE, OHIO(VHF) INT: 251 M rad Waterville, Ohio VOR; 335 M rad Findlay, Ohio VOR.

(9) ELBA, MINN(VHF) INT: 294 M rad Nodine, Minn. VOR; 046 M rad Rochester, Minn. VOR.

(10) FONTAINE, IND(VHF) INT: 233 M rad Ft. Wayne, Ind. VOR; 191 M rad Wolflake, Ind. VOR.

(11) NEWPORT, IND(VHF) INT: 165 M rad Danville, Ill. VOR; 272 M rad Indianapolis, Ind. VOR.

CANCELLED:

(1) BEAUFORT, MO(LF) INT.
(2) COKATO MINN(VHF) INT.
(3) McADOO, PA(VHF) INT.
(4) RICHFIELD, OHIO(VHF) INT.
(5) OXFORD, GA(VHF) INT.

RENAMED AND MODIFIED:

(1) SWISSDALE, PA(VHF) INT: 139 M rad Slate Run, Pa. VOR; 254 M rad Williamsport, Pa. VOR. (Formerly Mill Hall Int.)

(2) DALTON, PA(VHF) INT: 349 M rad Thornhurst, Pa. VOR; 30^ M rad Wilkes-Barre, Pa. VOR. (Formerly Lynn Int.)

(3) GRASSLAKE, PA(VHF) INT: 141 M rad Thornhurst, Pa. VOR; 188 M rad Wilkes-Barre, Pa. VOR. (Formerly Pocono Int.)

✓ HOLDING PATTERNS: The following holding pattern has been established effective 30 June 1960:

ESTABLISHED:

(1) VICTORIA, MINN(VHF) INT: direction of holding - W on 291 M rad Farmington, Minn. VOR; direction of turns-right; time - 1 min.

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points have been modified effective 2 June 1960:

(1) CACTUS, ARIZ(VHF) INT: 058 M Buckeye and 325 M Phoenix radials.
(2) KNOB, ARIZ(VHF) INT: 058 M Buckeye and 350 M Phoenix radials.

(7 June 1960)

Effective July 28, 1960 the following changeover points have been added, revised or cancelled as indicated:

SPECIAL NOTICE

VOR CHANGEOVER POINTS

Effective July 28, 1960 the following changeover points have been added, revised or cancelled as indicated:

Added:

VOR FEDERAL AIRWAY NO. 5			
V-5	EWO-LOU	14	EWO
VOR FEDERAL AIRWAY NO. 8			
V-8	PIT-IHD	18	PIT
V-8	IHD-MRB	39	IHD
VOR FEDERAL AIRWAY NO. 9			
V-9	MAW-FAM	34	MAW
V-9	FAM-STL	34	FAM
VOR FEDERAL AIRWAY NO. 12			
V-12S	JST-THS	24	JST
V-12S	THS-HAR	23	THS
VOR FEDERAL AIRWAY NO. 30			
V-30	ATO-ACO	39	ATO
V-30	ACO-YNG	13	ACO
VOR FEDERAL AIRWAY NO. 42			
V-42	CLE-ACO	23	CLE
V-42	ACO-IRL	29	ACO
VOR FEDERAL AIRWAY NO. 51			
V-51	CSV-EWO	51	CSV
V-51	EWO-LOU	14	EWO
VOR FEDERAL AIRWAY NO. 106			
V-106	MGW-IDH	17	MGW
V-106	IHD-JST	16	IHD
VOR FEDERAL AIRWAY NO. 162			
V-162	GRV-THS	27	GRV
V-162	THS-HAR	23	THS
VOR FEDERAL AIRWAY NO. 178			
V-178	FAM-PUK	39	FAM
V-178	CCT-EWO	39	CCT
VOR FEDERAL AIRWAY NO. 199			
V-199	UKI-RBL	35	UKI
VOR FEDERAL AIRWAY NO. 283			
V-283	RDM-UBG	40	RDM
VOR FEDERAL AIRWAY NO. 474			
V-474	IHD-THS	33	IHD
V-474	THS-LRP	36	THS

Revised:

VOR FEDERAL AIRWAY NO. 4			
V-4	LEX-CRW	60	LEX
VOR FEDERAL AIRWAY NO. 5			
V-5	CLE-XU	55	CLE
VOR FEDERAL AIRWAY NO. 8			
V-8	FDY-MFD	26	FDY

Revised (continued):

VOR FEDERAL AIRWAY NO. 16			
V-16N	BFO-PSK	33	BFO
VOR FEDERAL AIRWAY NO. 25			
V-25	LMT-RDM	85	RDM
V-25	RDM-DLS	44	RDM
VOR FEDERAL AIRWAY NO. 35			
V-35	TRI-BFO	11	TRI
V-35	BFO-CRW	46	BFO
VOR FEDERAL AIRWAY NO. 38			
V-38	FDY-API	36	FDY
VOR FEDERAL AIRWAY NO. 53			
V-53	LEX-LOU	27	LEX
VOR FEDERAL AIRWAY NO. 144			
V-144	FDY-API	36	FDY
VOR FEDERAL AIRWAY NO. 156			
V-156	EKN-GVE	45	EKN
VOR FEDERAL AIRWAY NO. 167			
V-167	IDL-HFD	15	IDL
VOR FEDERAL AIRWAY NO. 213			
V-213	RMT-HPW	43	RMT
VOR FEDERAL AIRWAY NO. 223			
V-223	HRN-HAR	35	HAR
VOR FEDERAL AIRWAY NO. 246			
V-246	RSD-MFD	37	RSD
VOR FEDERAL AIRWAY NO. 281			
V-281	RDM-PDT	55	RDM
VOR FEDERAL AIRWAY NO. 283			
V-283	LKV-RDM	53	RDM
VOR FEDERAL AIRWAY NO. 1533			
V-1533	LMT-RDM	85	RDM
V-1533	RDM-PDT	55	RDM

Cancelled:

VOR FEDERAL AIRWAY NO. 107			
V-107	UKI-RBL	35	UKI
VOR FEDERAL AIRWAY NO. 113			
V-113	PRB-LSN	37	PRB
VOR FEDERAL AIRWAY NO. 194			
V-194	CLT-RDU	65	RDU
VOR FEDERAL AIRWAY NO. 298			
V-298	DBS-BOY	84	DBS
VOR FEDERAL AIRWAY NO. 1508			
V-1508	LAR-BFF	40	LAR

SPECIAL NOTICE

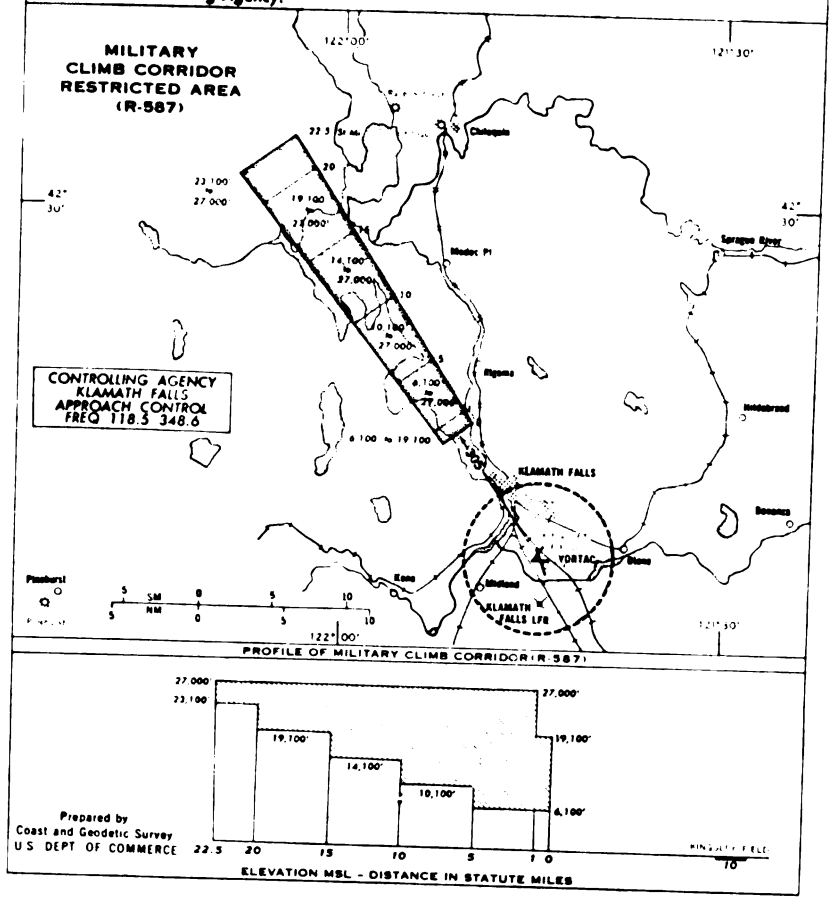
OREGON

KLAMATH FALLS (KINGSLEY FIELD) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. JUNE 30, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 15 Number 6 dated 24 May 1960, as follows:

(1) On-Request Reporting Points- page 54 second column under "Modified" disregard items (3) Madison, N.C.; (23) Berwyn, Nebraska.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AZA	Atlanta, Ga., Atlanta Airport 2nd ILS (Assignment)
GEG	Spokane, Wash., Spokane International Airport (Name change from Geiger Field)
ZDF	Lowe, Ala., Lowe AAF (Assignment)

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective on 28 July 1960:

(Part 608)

(1) In Section 608.33, Grandview, Missouri (Richards-Gebaur AFB) Restricted Area/ Military Climb Corridor (R-549) add the following: Description - That area centered on the Richards-Gebaur AFB ILS lclzr S crs., with a width of 2 smi beginning at a point 5 smi S of the airbase and extending to a width of 4.6 smi at 32 smi S of the airbase. Designated Altitudes - That area described above shall include the airspace between the following altitudes only: 3100' MSL to 16,000' MSL from a point 5 smi S of the airbase to a point 6 smi S of the airbase. 3100' MSL to 25,100' MSL from a point 6 smi S of the airbase to a point 7 smi S of the airbase. 3100' MSL to 27,000' MSL from a point 7 smi S of the airbase to a point 10 smi S of the airbase. 7100' MSL to 27,000' MSL from a point 10 smi S of the airbase to a point 15 smi S of the airbase. 11,100' MSL to 27,000' MSL from a point 15 smi S of the airbase to a point 20 smi S of the airbase. 16,100' MSL to 27,000' MSL from a point 20 smi S of the airbase to a point 25 smi S of the airbase. 20,100' MSL to 27,000' MSL from a point 25 smi S of the airbase to a point 32 smi S of the airbase. Time of designation - Continuous. Controlling agency - FAA Radar Facility-Olathe Naval Air Station, Olathe, Kansas.

(2) In Section 608.28, Camp Springs, Maryland (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) is amended to read: Description -That area bases on the 053° radial of the Andrews AFB TVOR, beginning 5 smi NE of the airbase and extending 32 smi NE of the airbase, having a width of 1 smi SE and 2.3 smi NW of the 053° T radial at the beginning and a width of 2.3 smi on each side of the 053° T radial at the outer extremity. Designated altitudes - 2,280' MSL to 15,280' MSL from 5 smi NE of the airbase to 6 smi NE of the airbase. 2,280' MSL 24,280' MSL from 6 to 7 smi NE of the airbase. 2,280' MSL to 27,000' MSL from 7 to 10 smi NE of the airbase. 6,280' MSL to 27,000' MSL from 10 to 15 smi NE of the airbase. 10,280' MSL to 27,000' MSL from 15 to 20 smi NE of the airbase. 15,280' MSL to 27,000' MSL from 20 to 25 smi NE of the airbase. 19,280' MSL to 27,000' MSL from 25 to 32 smi NE of the airbase. Time of designation - Continuous. Controlling Agency: Andrews AFB Approach Control.

PREFERRED ROUTES CORRECTIONS: Airman's Guide Volume 15 Number 3.

(1) Page 120, Chicago(Midway) to Minneapolis correct to read: V218 V172 V129 V24S V82.
(2) Page 121, Chicago(O'Hare) to Minneapolis correct to read: V172 V129 V24S V82.
(3) Page 122, Minneapolis to Chicago(Midway) correct to read: V2 V97 V177.
(4) Page 122, Minneapolis to Chicago (O'Hare) correct to read: V2 V97 V177 V100 V429.
(5) Page 123, add - New York (LaGuardia) to Columbus: Branchville V39 V226 IPT V58 V232 V119 V214.
(6) Page 123, New York(LaGuardia) to Indianapolis correct to read: Branchville V39 V226 IPT V58 V232 V119 V210.
(7) Page 123, New York (LaGuardia) to Cleveland correct to read: Branchville V39 V226 V188 V14.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Aroostook	Lake Huron	3096
Burlington	WAC 218	
Detroit	WAC 219	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Los Angeles	5-17-60	Brownsville Local	5-17-60	WAC 64 5-18-60
San Francisco	5-17-60			WAC 135 5-18-60

Instrument Approach Procedure Charts - released since May 16, 1960

AL 37 RNG	Harbor Field, Maryland
AL 107 ADF-1/ILS R6/ADF-2/ILS R24	Dayton Airport, Ohio
AL 164 ADF/VOR	Scholes Field, Texas
AL 166 VOR R32R/ADF-2/ILS R14L/VOR R14L/VOR R18 & 22	Chicago-O'Hare Int'l Airport, Illinois
AL 198 RNG-1/RNG-2	Houston International Airport, Texas
AL 431 RNG/VOR R21 & 26	Tucumcari Airport, New Mexico
AL 460 ADF/ILS R6	Bradley Field, Connecticut
AL 597 RNG/VOR	Greater Peoria Airport, Illinois
AL 779 VOR R14	Tompkins County Airport, New York
AL 860 ADF	Mansfield Airport, Ohio
AL 955 ADF/ILS R33	Oneida County Airport, New York
AL 966 ADF/VOR	Dyersburg Airport, Tennessee

Enroute Radio Facility Charts - released since May 16, 1960.

RF High Altitude - 301/302, 303/304, 305/306, 307/308
RF Alaska
RF Low Altitude - 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 132A
RF LF/VOR Terminal Area - Chicago, Detroit, New York, Philadelphia
RF L/MF Terminal Area - Omaha, Pensacola, Phoenix, Portland, Richmond, Seattle, Washington
RF/VOR Terminal Area - Albany, Charleston, Charlotte, Cincinnati, Columbus, Dayton, Denver, Fort Wayne, Greensboro, Hartford, Jackson, Little Rock, Louisville, Miami, Milwaukee, Mobile, Nashville, New Orleans, Oklahoma City, Orlando, Pensacola, Phoenix, Pittsburgh, Portland, Raleigh-Durham, Richmond, St. Louis, Salt Lake City, San Diego, Seattle, Shreveport, South Bend, Tulsa, Washington
RF Federal Airways & Mileage Chart
RF Dates of Latest Prints

NEW CHARTS

AL 860 ILS R32 - Mansfield, Ohio - Mansfield Airport
AL 5025 VOR - Franklin, Virginia - Franklin Airport
RF LF/VOR Terminal Area - Dallas-Ft. Worth
RF Special Notice "Comulus" Minot Climb Corridor

DISCONTINUED CHARTS

AL 852 RNG - Charleston, W. Va. - Kanawha County Airport (Procedure cancelled, effective 5-16-60)
AL 995 ADF - Orange, Mass. - Orange Airport (Procedure cancelled, effective 6-18-60)
RF/VOR - Dallas-Ft. Worth Note: Correction of May 9, 1960 "General Information" AL 5 RNG/VOR - Akron, Ohio-should have been Akron, Colorado (7 June 1960)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) a landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
		within			Precision approach		
→ 200°	035°	10 mi	2000	S-dn-5L	200-½	200-½	200-½
→ 035°	200°	10 mi	3000	A-dn	600-2	600-2	600-2
→ 0°	360°	30 mi	3000		Surveillance approach		
				T-dn	300-1	300-1	200-½
				C/S-dn-all	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ All bearings are from the RADAR site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ Rnwy 27: Climb to 2000' on W crs Cleveland LFR and proceed to Elyria FM. Rnwy 9: Climb to 3000' on N side of the E crs of Cleveland LFR to Parkman Int. All runways except 9 and 27: Make a climbing right turn and proceed on the N side of the E crs of the Cleveland LFR to the Parkman Int at 3000'
CAUTION: TV towers approximately 1970' approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Cleveland, Ohio	Cleveland-Hopkins 789'	Cleveland Radar	1, Amdt 6, 30 Jun 60	5, 2 Jun 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Akron VOR	AKR RBn	Direct	2500	T-dn	400-1	400-1	400-1
Navarre VOR	AKR RBn	Direct	2500	C-dn	700-1	700-1	700-1½
Medina Int	AKR RBn	Direct	2500	S-dn	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 066° Outbnd, 246° Inbnd, 2500' within 10 miles.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 246°-3.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a left climbing turn and return to AKR MHW at 2500'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Akron, Ohio	Akron Municipal 1059'	MHW AKR	1, Orig, 9 Jul 60	None

ADM VOR	ADM RBn	005°-5.5	2200	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	600-1	600-1	600-1½
				S-d-8	500-1	500-1	500-1
				S-n-8	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 256° Outbnd, 076° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 076°-5.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.7 miles, climb to 2700' on crs of 076° from ADM RBn within 20 mi.
NOTE: Weather not available to General Public.

*Alternate use for Air Carrier only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ardmore, Okla.	Ardmore AFB 762'	BMH ADM	1, Orig, 2 Jul 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Charleston VOR	CRW-LFR	Direct	2500	T-dn	300-1	300-1	200-½
Swiss Int	CRW-LFR	Direct	3000	C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn North side of crs, 281° Outbnd, 101° Inbnd, 3000' within 10 miles.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 113°-9.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make a left turn and climb to 3000' on West crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Charleston, W Va	Kanawha County 981'	SBRAZ CRW	2, Orig, 9 Jul 60	None

Cleveland LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
→ Fairview Int	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
→ Berea Int	LOM	Direct	2200	S-dn-5L	400-1	400-1	400-1
→ Cleveland VOR	Int 054° brg to LOM	R-102	2200	A-dn	800-2	800-2	800-2
→ Int CLE R-102 & 054° brg to LOM	LOM (Final)	Direct	1700				

→ RADAR transitions and vectoring authorized in accordance with approved RADAR patterns.

Procedure turn South side of crs, 234° Outbnd, 054° Inbnd, 2200' within 10 miles.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 054°-3.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, make a right climbing turn, climb to 3000' on North side East crs of Cleveland LFR to Parkman Int.
CAUTION: 1970' TV towers approximately 6 miles ESE of airport.
Major Change: Deletes transitions from Walter Int, Elyria FM and Clark Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	LOM CL	1, Amdt 1, 30 Jun 60	Orig, 2 Jun 58

Cleveland LFR	Stadium RBn	Direct	2500	T-dn	300-1	300-1	200-½
→ Euclid Int	Stadium RBn	Direct	2500	C-d	700-1½	700-1½	700-1½
→ Fairview Int	Stadium RBn	Direct	2500	C-n	700-2	700-2	700-2
→ Berea Int	Stadium RBn	Direct	3000	A-dn	800-2	800-2	800-2
→ Ascot Int	Stadium RBn	Direct	3000				

→ RADAR transitions and vectoring authorized in accordance with approved RADAR patterns.

' Procedure turn North side of crs, 054° Outbnd, 234° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 234°-6.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.9 miles, climb to 2200' on 234° crs from Stadium RBn to Clark Int.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland,Ohio	Cleveland-Hopkins 789'	RBn SUM	2, Amdt 2, 30 Jun 60	1, 2 Jun 58

CVG VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
LUK LFR	LOM	Direct	2400	S-dn-36	400-1	400-1	400-1
Dry Ridge	Union Int	Direct	2000	A-dn	800-2	800-2	800-2
Grant Lick	Union Int	Direct	2000				
Union Int	LOM (Final)	Direct	1500				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
022° to 106° - 2500' within 30 mi.
106° to 022° - 2000' within 15 mi.
106° to 022° - 2500' within 30 mi.
Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1120' obstruction 12 miles NW of airport.

Procedure turn E side of crs, 180° Outbnd, 360° Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 360°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM, climb to 2300' on bearing 360° from LOM to New Baltimore Int or, when directed by ATC, make a left climbing turn, climb to 2300' on crs of 285° from LMM within 15 mi.
Major Changes: Deletes transition from Bridgetown Int. Deletes asterisk before S-dn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Covington, Ky	Greater Cincinnati 890'	LOM CV	1, Amdt 13, 2 Jul 60	12, 4 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 019° Outbnd, 199° Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
→ Crs and distance, facility to airport, 199°-2.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 2.4 mi, climb to 2500' on a crs 197 within 10 mi, return to HTW BH.

City and State: ★Huntington, W Va | Airport Name & Elev.: Tri-State 827' | Fac. Class & Ident.: BH HTW | Procedure No. & Eff. Date: 2, Amdt 2, 2 Jul 60 | Sup. Amdt. No. Dated: 1, 3 Dec 53

Oklahoma City VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Oklahoma City LFR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Bethany Int	LOM	Direct	2500	S-dn-35	400-1	400-1	400-1
Mustang FM	LOM	Direct	2400	A-dn	800-2	800-2	800-2
Newcastle Int	LOM (Final)	Direct	1900				
*Radar terminal area transition	altitudes;	within					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn E side of crs, 170° Outbnd, 350° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude over LOM inbnd final, 2300'
Crs and distance, facility to airport, 350°-4.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM, climb to 3000' on 350° crs within 20 mi or, when directed by ATC, turn left, climb to 2500' direct to the OKC VOR, or direct to the OKC LFR.

*Azimuths and distances are from antenna site progressing clockwise.
→ #Radar Control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within
→ a 3 to 5-mile (inclusive) radius of towers 2127' msl and 2726' msl 9 mi NW of antenna site.

City and State: ★Oklahoma City, Okla. | Airport Name & Elev.: Will Rogers 1284' | Fac. Class & Ident.: LOM OK | Procedure No. & Eff. Date: 1, Amdt 6, 9 Jul 60 | Sup. Amdt. No. Dated: 5, 2 Jan 60

Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17	400-1	400-1	400-1
Mustang FM	TWO RBn	Direct	2500	A-dn	800-2	800-2	800-2
Bethany Int	TWO RBn (Final)	Direct	2000				
Edmond Int	TWO RBn (Final)	Direct	2000				
*Radar Terminal Area Transition	Altitudes:	within					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn W side crs, 350° Outbnd, 170° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 170°-4.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 2400' on 170° crs from TWO RBn within 20 mi or, when directed by ATC, turn right, climb to 2500' direct to OKC-VOR or direct to OKC-LFR.
*Azimuths and distances are from antenna site progressing clockwise.
→ #Radar Control will provide 1000' vertical clearance within a 3 mile radius or 500' vertical clearance within
→ a 3 to 5-mile (inclusive) radius of towers 2127' msl and 2726' msl 9 mi NW of antenna site.

City and State: ★Oklahoma City Okla. | Airport Name & Elev.: Will Rogers 1284' | Fac. Class & Ident.: MHW TWO | Procedure No. & Eff. Date: 2, Amdt 4, 9 Jul 60 | Sup. Amdt. No. Dated: 3, 2 Jan 60

Lake Tyler Int	LOM	direct	2000	T-dn	300-1	300-1	200-½
White House Int	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Mt. Sylvan Int	LOM	direct	1800	S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 307° Outbnd, 127° Inbnd, 1800' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude over TY LOM inbnd final, 1600'
Crs and distance, facility to airport, 127°-4.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles after passing LOM, climb to 2000' on crs 127° within 20 miles.

City and State: ★Tyler, Tex | Airport Name & Elev.: Pounds Field 544' | Fac. Class & Ident.: LOM TY | Procedure No. & Eff. Date: 1, Amdt 3, 9 Jul 60 | Sup. Amdt. No. Dated: 2, 30 May 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Wichita Falls VOR	SPS RBn	Direct	3000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 148° Outbnd, 328° Inbnd, 2300' within 10 mi. Nonstandard due obstruction West.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 328°-3.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 miles, climb to 3000' msl on crs of 328° within 20 mi or, when directed by ATC, turn right, climb to
→ 3000' msl on crs of 060° within 20 mi.
NOTE: Single transmitter. Aural signal must be received at all times during approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Wichita Falls, Tex	Sheppard AFB/Mun 1014'	HW SPS	1, Amdt 2, 9 Jul 60	1, 12 Mar 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1 ←
				S-d-24	400-1	400-1	400-1
				S-n-24	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 052° Outbnd, 232° Inbnd, 1600' within 10 miles. (Nonstandard to avoid obstructions)
Minimum Altitude over facility on final approach crs 1000
Crs and distance, facility to airport, 232-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, make 180° left climbing turn to 1600' direct to the Bridgeport LFR.
NOTE: ADF approach not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Bridgeport, Conn	Bridgeport 9'	MRLWZ BDR	1, Amdt 9, 9 Jul 60	8, 7 Nov 59

→ Elyria FM	CLE-LFR (Final)	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Radar transitions and vectoring authorized in accordance with approved RADAR patterns.

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 070-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .8 mi, climb to 3000' on N side of E crs of Cleveland LFR to Parkman Int.
CAUTION: 1971' television towers approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Cleveland, Ohio	Cleveland-Hopkins 789'	SBRAZ CLE	1, Amdt 10, 30 Jun 60	9, 2 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

ADM RBn	ADM VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	*500-1	*600-1	*600-1½
				A-dn	**800-2	**800-2	**800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1700'; over Autry Int#, 1500'*
Crs and distance, facility to airport, 044°-9.4 mi; fix to airport, 044°-2.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.4 mi, climb to 2700' on ADM-VOR R-044 within 25 mi.
NOTES: Aircraft not equipped with ADF restricted to landing ceiling minimum of 700'.
Weather not available to general public.

*Maintain 1500' until passing Autry Int. If Int not received, landing ceiling minimum is 700'.
**Alternate use for air carrier only.
#Autry Int: Int ADM-VOR R-044 & brng 095° from ADM RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Ardmore, Okla	Ardmore AFB 762'	BVOR ADM	1, Orig, 2 Jul 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Spring Lake Int	OBK VOR	Direct	2200	T-dn	300-1	300-1	200-½
Morton Int	OBK VOR	Direct	2000	C-dn	500-1	500-1	500-1½
White Fish Int*	OBK VOR	Direct	2000	#A-dn	800-2	800-2	800-2

Radar Transition to final approach course authorized. Aircraft will be released for final approach without procedure turn, on inbound final approach course 3 miles from OBK VOR.

Procedure turn North side of crs, 338° Outbnd, 158° Inbnd, 2000' within 10 miles. Nonstandard due to O'Hare approach area.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 158°-4.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles of OBK VOR, make immediate left turn, climb to 2500' and proceed to Northbrook VOR via the OBK VOR R-140.

#Alternate weather minimums dependent on O'Hare weather.
*Int OBK R-091 & CGT R-031.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill	Pal Waukee 642'	VOR OBK	1, Amdt 1, 2 Jul 60	Orig, 28 May 60

Columbus LFR	CSG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Columbus LOM	CSG VOR	Direct	2000	C-dn	500-1	500-1	500-1½ ←
				A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 327° Outbnd, 147° Inbnd, 1700' within 10 mi.
→ Minimum altitude over CSG-VOR on final approach crs, 1400'; over Int CSG R-147 & 198° brng to CS LOM,*1100'
→ Crs and distance, CSG-VOR to airport, 147°-6.9 mi; Int CSG R-147 & 198° brng to CS LOM to airport, 147°-4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.9 miles, turn left, climb to 2000' on 052° brng from CS LOM to Geneva Int or, when directed by ATC,
→ turn left, climb to 2000' and proceed to CSG VOR via R-147.
Major Change: Deletes straight-in minima.

*If Int CSG-VOR R-147 & 198° brng to CS LOM not identified on final, descent below 1100' msl and landing minimums below 700' ceiling not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Columbus, Ga	Muscogee Co. 397'	BVOR CSG	1, Amdt 2, 9 Jul 60	1, 25 Jan 58

Procedure CANCELLED, effective 9 July 1960, or on decommissioning of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Findlay, Ohio	Findlay 800'	VOR FDY	1, Amdt 3, 22 Jun 57	2, 29 Dec 56

Findlay "H"	FDY-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	700-1½	700-1½	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 228° Outbnd, 048° Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 048°-4.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, make a climbing left turn, return to Findlay VOR at 2000', hold Southwest on R-220 in a one-minute right hand pattern.
CAUTION: Radio tower 1080' msl 1.5 miles ESE of airport. Radio tower 1150' msl 5 miles N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Findlay, Ohio	Findlay 800'	VOR FDY	1, Orig, 9 Jul 60 or on com. of facility.	None

Oklahoma City LFR	OKC-VOR	direct	2500	T-dn	300-1	300-1	200-½
*Radar Terminal Area Transition Altitudes:		within		C-dn	600-1	600-1	600-1½
000	090	25 mi	2400	S-dn-12	600-1	600-1	600-1
090	180	25 mi	2500	A-dn	800-2	800-2	800-2
180	230	25 mi	2700				
230	295	25 mi	2500				
#295	360	25 mi	#2700				

Procedure turn S side crs, 277 Outbnd, 097 Inbnd, 2500 within 10 mi
→ Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 097-8.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 mi, climb to 2700' on R-097 within 20 miles.
NOTE: Distance from point of visual contact to airport, 2.1 miles.

*Azimuths and distances are from antenna site progressing clockwise.
→ #Radar control will provide 1000' vertical clearance within a 3-mi radius or 500' vertical clearance within
→ a 3-5 mi (inclusive) radius of towers 2127' msl and 2726' msl 9 miles NW of antenna site.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Oklahoma City, Oklahoma	Will Rogers 1284'	BVOR OKC	1, Amdt 5, 9 Jul 60	4, 6 Feb 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				*T-dn	300-1	300-1	200-½
				C-dn	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 048 Outbnd, 228 Inbnd, 1500 within 10 miles
→ Minimum altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 228-8.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, make a left climbing turn and return to Plattsburgh VOR at 1500

*300-1 required for take-off Runway 1

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Plattsburgh, N Y	Municipal 371'	BVOR PLB	1, Amdt 5, 2 Jul 60	4, 1 May 58

Wichita Falls RBn	Wichita Falls VOR	Direct	3000	T-dn	300-1	300-1	200-½
		Direct	2600	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn *N side of crs, 276° Outbnd, 096° Inbnd, 2300' within 10 miles. NA beyond 10 miles.
*Nonstandard due ATC requirements.
Minimum altitude over facility on final approach, 1700'
Crs and distance, facility to airport, 082°-5.1 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.1 miles, turn left, climb to 2500' on crs 030° within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→ Wichita Falls, Tex	Sheppard AFB/Mun 1014'	BVORTAC SPS	1, Amdt 5, 9 Jul 60	4, 30 Jan 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	*400-1
Nodine-BVOR	LSE-VOR	Direct	2400	T-n	*400-1½	*400-1½	*400-1½
Mokah Int**	LSE-VOR	Direct	2400	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-36	500-1	500-1	500-1 ←
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 181° Outbnd, 001° Inbnd, 2800' within 10 mi.
Minimum altitude over facility on final approach crs, 2300'##; 1100' after passing Nodine BVOR R-128 (5.2 mi from Rwy 36)
Facility on airport.
Crs and distance, breakoff point to Rwy 36, 355° - .4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make left climbing turn, climb to 2400' on LSE R-318 within 10 miles.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi SE, respectively, of airport. 1273' m.s.l. tower 4 mi WSW of airport & 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport. 1750' msl tower 11 mi SSE of airport.

*300-1 takeoff authorized on Rwys 31, 36, & 18.
**Int ODI R-117 & LSE R-181
#200-½ takeoff authorized on Rwys 31, 36, & 18.
##2300' msl (1600' ceiling) required if unable to determine passing Nodine R-128.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-36, Amdt 3, 9 Jul 60	2, 1 Nov 58

Procedure CANCELLED, effective 2 Jul 60, or upon decommissioning of Salisbury omnirange.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Salisbury, Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-4, Amdt 2, 23 Aug 58	1, 19 Nov 53

Procedure CANCELLED, effective 2 Jul 60, or upon decommissioning of Salisbury omnirange.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup Amdt. No. Dated
★ Salisbury, Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-22, Amdt 2 23 Aug 58	1, 19 Nov. 53

Procedure CANCELLED, effective 2 Jul 60, or upon decommissioning of Salisbury omnirange.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Salisbury, Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-31, Amdt 2, 23 Aug 58	1, 19 Nov 53

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	*500-1	*500-1	*500-1½
				S-d-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 1500' within 10 mi.
Minimum altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to appr end of Rny 4, 044°-0.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles, climb to 1500' on crs of 035° within 10 miles of Salisbury VOR.

*Night operations - Runways 13-31 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Salisbury, Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-4, Orig, 2 Jul 60 or on commissioning of facility.	None

T-dn	300-1	300-1	200-½
C-dn	*500-1	*500-1	*500-1½
S-d-22	500-1	500-1	500-1
A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 058° Outbnd, 238° Inbnd, 1500' within 10 miles.
Minimum altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to appr end of Rny 22, 224°-0.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles, climb to 1500' on crs of 238° within 10 miles of Salisbury VOR.

*Night operations - Runways 13-31 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Salisbury, Md	Wicomico Co 52'	BVOR-DME SBY	TerVOR-22, Orig, 2 Jul 60 or on commissioning of facility.	None

T-dn	300-1	300-1	200-½
C-dn	*500-1	*500-1	*500-1½
S-dn-31	500-1	500-1	500-1
A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 142° Outbnd, 322° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to appr end of Rny 31, 314°-0.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles, climb to 1700' on crs of 322° within 10 miles of Salisbury VOR.

*Night operations - Runway 13-31 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Salisbury, Md	Wicomico Co 52'	BVOR SBY	TerVOR-31, Orig, 2 Jul 60, or on com. of facility.	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR DME

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Abilene, Texas	Municipal 1778'	VOR DME ABI	VOR-DME-17, Orig, 26 May 56	None

Procedure CANCELLED, effective upon publication in the Federal Register.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Abilene, Texas	Municipal 1778'	VOR-DME-ABI	VOR-DME-35, Orig, 26 May 56	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
10 mi fix R-281	0 mi fix R-281	direct	3000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				C-d#	800-1	800-1	800-1½
				C-n#	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Procedure S side of crs, 281° Outbnd, 101° Inbnd, 3500' within 10 mi. (Not required with DME.)
Minimum altitude over facility on final approach crs, 3000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.5 miles, climb to 3100 on R-101 within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 mi at 3800' orbiting altitude to position aircraft for a final approach.
Major Change: Deletes transitions from 0 mi fix R-101 to 8.8 mi fix R-101 and from 8.8 mi fix R-101 to 9.5 mi fix R-101 (Final Airport).

#Minimums without DME and procedure turn required.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Abilene, Tex	Municipal 1778'	VOR-DME-ABI	VOR-DME-Arpt, Amdt 3, 2 Jul 60	2, 2 Apr 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Peabody Int	5.0 surveillance fix ●	Direct	1300	T-dn %	300-1	300-1	200-½
Peabody Int	5.0 surveillance fix (Final) ●	Direct	800	C-dn*	500-1	600-1	600-1½
Radar terminal area transitions	Radar Site	within 25 mi	1800**	S-dn-22L	#400-1	#400-1	#400-1
				A-dn	800-2	800-2	800-2

All fixes may be determined and supplemented by surveillance radar.

Procedure turn W side N crs 035 Outbnd, 215 Inbnd, 1500' within 15 mi of Boston LFR.
→ No glide slope or markers. 1000' over 5 mi surveillance fix or E crs BED ILS. Dist to Rny 22L, 3.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi after passing surveillance fix, climb to 1800' on SW crs Boston ILS within 10 mi of the airport.
CAUTION: Circling minimums do not provide standard clearance over 370' stack SW of airport.
1349' TV tower 10.5 mi WSW of airport.

● or E crs Bedford ILS
*600-1 required when circling W of airport
** except 2300' when more than 6 mi from airport bet SW & NW courses of BOS LFR
Maintain 500' until after passing the Boston LFR.
% Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to turning toward 1349' WBZ-TV tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Boston, Mass	Logan Arpt. 19'	ILS IBOS	ILS-22L, Amdt 6, 2 Jul 60	5, 23 Feb 57

Int NE crs ILS & brng 254° to CRW LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
CRW LFR	LOM	Direct	2500	C-dn	600-1	600-1	600-1½
CRW VOR	LOM	Direct	2500	S-dn-23	500-1	500-1	500-1
Gay Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Walnut Grove Int	LOM	Direct	2500				
Ivydale Int	LOM	Direct	2500				
→ Swiss Int	LOM	Direct	3000				

Radar Terminal Area Transition Altitudes (Sectors are magnetic clockwise from Radar Site):
160°-210° within 10 miles, 3000'
210°-160° within 10 miles, 2500'
All sectors within 15 miles, 3000'
All sectors within 23 miles, 5000'

Procedure turn N side NE crs, 050 outbnd, 230 inbnd, 2300 within 10 miles
Minimum Altitude at glide slope interception inbnd, 2300'
Altitude of G.S. and distance to approach end of rny at LOM, 2330'-4.3; at LMM 1130'-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3000' proceeding to CRW LFR or, when directed by ATC, climb to 2500' proceeding to CRW VOR.
NOTE: In the event the glide slope is inoperative, 500-1 minimums will still apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Charleston, W Va	Kanawha Co 981'	ILS I-CRW	ILS-23, Amdt 12, 9 Jul 60	11, 2 Apr 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engines: More Than 65 Knots
Cleveland LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
→ Fairview Int	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
→ Berea Int	LOM	Direct	2200	S-dn-5L*	200-½	200-½	200-½
→ Cleveland VOR	Int SW crs ILS	R-102	2200	A-dn	600-2	600-2	600-2
→ Int CLE R-102 & SW crs ILS	LOM (Final)	Direct	2080				

→ RADAR transitions and vectoring authorized in accordance with approved RADAR patterns.

Procedure turn S side SW crs, 234 Outbnd, 054 Inbnd, 2200' within 10 miles.
Minimum altitude at G.S. int inbnd, 2200'
→ Altitude of G.S. and distance to approach end of Rnwy at OM, 2080'-3.9 mi; at MM, 1020'-.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM, make a right climbing turn, climb to 3000' on N # side E crs Cleveland LFR to Parkman Int or, when requested by ATC:
1. Make right# climbing turn, proceed to LOM at 2600 or,
2. Climb to 2500' on NE crs ILS within 15 mi.

Major Change: Deletes transitions from Elyria FM, Clark Int and Walter Int.

* 400-¾ required with glide slope inoperative.
#Caution: 1970' TV towers approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS I-CLE	ILS 5L, Amdt 16, 30 Jun 60	15, 2 Jun 58

→ Cleveland LFR	Stadium RBn	Direct	2500	T-dn	300-1	300-1	200-½
→ Euclid Int	Stadium RBn	Direct	2500	C-dn #	400-1	500-1	500-1½
→ Fairview Int	Stadium RBn	Direct	2500	S-dn-23R #	400-1	400-1	400-1
→ Berea Int	Stadium RBn	Direct	3000	A-dn	800-2	800-2	800-2
→ Ascot Int	Stadium RBn	Direct	3000				

→ RADAR transitions and vectoring authorized in accordance with approved RADAR patterns.

Procedure turn N side NE crs, 054° outbnd, 234 inbnd, 2500' within 10 miles of Stadium RBn.
No glide slope or markers. Minimum altitude over Stadium RBn Inbnd final - 2000'. Minimum altitude over 4 mile
→ radar fix inbnd final - 1800'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4 mi after passing radar fix or 6.9 mi after RBn, climb to 2200' on SW crs ILS to Clark Int or, when
→ directed by ATC, turn right, climb to 2000' on NW crs CLE LFR within 10 miles.
→ NOTE: Four-mile radar fix not normally provided by ATC unless weather is 1000-1½ or below.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.

Major Changes: Deletes transitions from Elyria FM, Walter Int and Clark Int.

*Descend to landing minimum after passing 4 mile radar fix.
#When radar fix not available, 1000-1½ minimums will apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 9, 30 Jun 60	8, 2 Jun 58

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
→ Huntington Beach FM	LOM (Final)	Direct	1500	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn-30	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	1500	A-dn	600-2	600-2	600-2

Radar vectoring to final approach course authorized.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
→ Minimum Altitude at Glide Slope Int inbnd, 1500'
Altitude of Glide Slope and distance to approach end of runway at OM, 1330'-4.2 mi; at MM, 230'-0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 800' on NW crs LGB ILS; turn left, climb on 200° heading to interception of 160° crs from LAX RBn and and proceed to San Pedro Int at 2500' or, when directed by ATC, climb to 800' on NW crs LGB-LFR, reverse crs to left and return to Long Beach LFR at 1500'
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport. All circling and maneuvering shall be accomplished North of field.

*300-1 required for takeoff runways 16L, 25L, 34R; 600-1½ required for takeoff Runway 16R.
Straight-in landing minimums are 400-1 with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach, Calif	Municipal 56'	ILS I-LGB	ILS-30, Amdt 17, 2 Jul 60	16, 28 May 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Glen Cove MHW	OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Mitchel LFR	OM	Direct	1500	C-dn	400-1	500-1	500-1½
Idlewild VOR	OM	Direct	1500	*S-dn-22L	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar Terminal Area Transition Altitudes: All directions - within 25 mi, 2500'; E of NE/SW crs LaGuardia LFR - within 15 mi, 1500'.

Procedure turn East side of NE crs, 043° Outbnd, 223° Inbnd, 1500' within 10 mi of OM. (Nonstandard to avoid LGA traffic.)
Minimum altitude at Glide Slope int inbnd, 1500'
Altitude of Glide Slope and distance to approach end of Rnwy at OM, 1514'-5.5 mi; at MM, 199'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 1000' on SW crs ILS and proceed to Scotland MHW (Int.) After Scotland, climb to 1500'. Hold SW of Scotland MHW (Int.) one minute, right turns. Contact IDL approach control for further instructions.
CAUTION: Circling minimums do not provide standard clearance over the following obstructions: 278' stack 1.1 mi SE of Rny 4; 185' control tower on airport; 290' tower 2.2 miles SE of the OM.

*400-¾ required with Glide Slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	ILS I-IWY	ILS-22L, Orig, 2 Jul 60 or On com. of facility.	None

Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17	300-1	300-1	300-1
Mustang FM	TWO RBn	Direct	2500				
Bethany Int	TWO RBn (Final)	Direct	2000	A-dn	800-2	800-2	800-2
Edmond Int	TWO RBn (Final)	Direct	2000				
*Radar Terminal Area Transition Altitudes:		*within					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
→ No glide slope. Altitude over TWO RBn on final, 2300'
→ Bearing and distance, TWO RBn to Rnwy 17, 170°-4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.0 miles, climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi, or when directed by ATC, turn right, climb to 2500' direct to OKC-VOR or direct to OKC-LFR.

*Azimuths and distances are from antenna site progressing clockwise.
→ #Radar Control will provide 1000' vertical clearance within a 3-mi radius or 500' vertical clearance within
→ a 3-5 mi (inclusive) radius of towers 2127' MSL and 2726' MSL 9 mi NW of antenna site.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Oklahoma City, Okla.	Will Rogers 1284'	ILS I-OKC	ILS-17, Amdt 4, 9 Jul 60	3, 2 Jan 60

TYR RBn	Lake Tyler Int	Direct	2000	T-dn	300-1	300-1	200-½
GGG VOR via R-248	Lake Tyler Int	Direct	2100	C-dn	400-1	500-1	500-1½
White House Int via GGG-VOR R-240	Lake Tyler Int (Final)	Direct	1500	S-dn-31	400-1	400-1	400-1
Mt Sylvan Int	Lake Tyler Int	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 127 Outbnd, 307 Inbnd, 2000' within 10 mi of Lake Tyler Int.
→ No glide slope. Altitude over Lake Tyler Int, 1600'
Brng and distance, Lake Tyler Int to Rnwy 31, 307°-4.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.8 of Lake Tyler Int, climb to 1800' on NW crs of ILS within 10 mi.
CAUTION: 990' radio tower 3.6 mi E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tyler, Tex	Pounds Field 544'	ILS I-TYR	ILS-31, Amdt 2, 9 Jul 60	1, 30 May 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
SPS-VOR	LOM	114-8.2	3000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-33	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of crs, 148° Outbnd, 328° Inbnd, 2300' within 10 miles. Nonstandard due obstructions West.
Altitude of Glide Slope & distance to approach end of Rnwy at OM, 2100'-3.8 mi; at MM, 1194'-.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3000' on NW crs ILS within 20 miles or, when directed by ATC, turn right, climb to 3000' on crs 060° within
→ 20 miles.

City and State: Wichita Falls, Tex | Airport Name & Elev.: Sheppard AFB/Mun 1014' | Fac. Class & Ident.: ILS I-SPS | Procedure No. & Eff. Date: ILS-33, Amdt 1, 9 Jul 60 | Sup. Amdt. No. Dated: Orig, 12 Mar 60

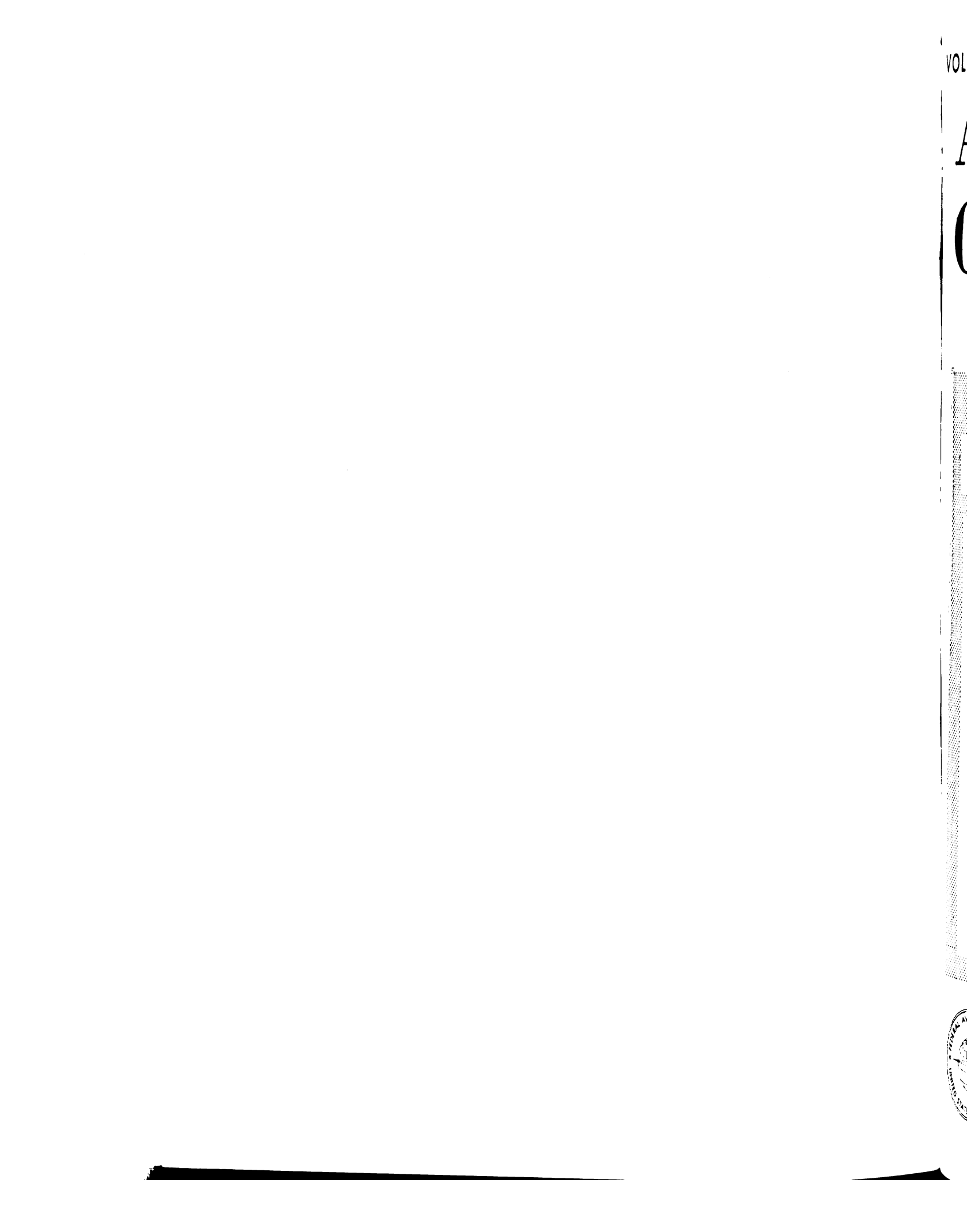
Wilkes-Barre-Scranton VOR	CYE* RBn	direct	3500	T-dn	600-1	600-1	600-1
Int E crs Wilkes-Barre-Scranton				C-d	900-1½	1000-1½	1000-2
LFR & SW crs ILS	CYE* RBn	direct	3500	C-n	1300-2	1300-2	1300-2
Wilkes-Barre-Scranton LFR	CYE* RBn	direct	3500	S-dn-4	600-1½	600-1½	600-1½
Int E crs Williamsport & SW crs				A-d	1200-2	1200-2	1200-2
Wilkes-Barre-Scranton LFR	CYE* RBn	direct	3500	A-n	1600-3	1600-3	1600-3

Procedure turn %W side SW crs, 223 Outbnd, 043 Inbnd, 3500' within 10 mi of Crystal Lake RBn.
Minimum Altitude at G. S. int inbnd final, 3500' over Crystal Lake RBn.
Altitude of G.S. and distance to appr end of rny at OM CYE* Rbn 3500-8.7, LOM 2250-3.9; at MM LMM 1180-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3500' on a crs of 043° from the LMM and then proceed to the Wilkes-Barre VOR at 3500'. Alternate
missed approach when requested by ATC, make a climbing left turn and climb to 4000' on SW crs Wilkes-Barre LFR.
NOTE: High terrain to E, SE and S of airport within 2.5 miles.
AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or with day minimums below
1 mi for 75 mph (65K) or less aircraft and 1½ mi for more than 75mph (65K) aircraft.
→ NOTE: With Glide Slope inoperative see ADF or localizer approach to Rnwy 4.

#Takeoff minimums for Runways 10 and 16: Day - 600-2, Night - 800-2.
→ *Crystal Lake RBn - This approach is authorized only when Crystal Lake Radio Beacon and all components of
→ the ILS system are operating.
%Procedure turn nonstandard to provide separation from approaches to Hazelton, Pa.

City and State: Wilkes-Barre, Pa | Airport Name & Elev.: Wilkes-Barre-Scranton 956' | Fac. Class & Ident.: ILS-IAVP, MRW-CYE | Procedure No. & Eff. Date: ILS-4, Amdt 8, 9 Jul 60 | Sup. Amdt. No. Dated: 7, 23 Aug 58

U.S. GOVERNMENT PRINTING OFFICE : 1960



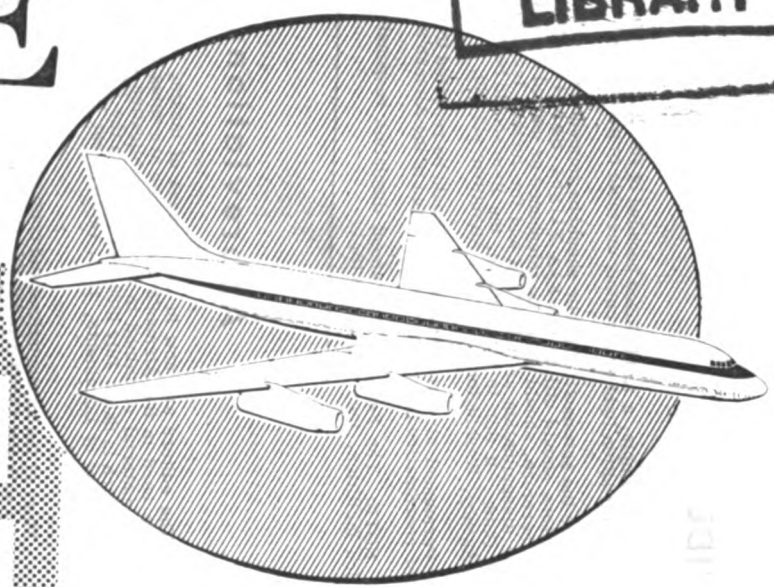
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VOL. 15, NO. 8

JUNE 21, 1960

AIRMAN'S GUIDE

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special notices

Retain Airman's Guide Issues: Vol 15 #3, 7, 8

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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Special Notices
page 29

IMPORTANT NOTICE: Nation-wide changes in FAA's ATC communications July 7. See p. 52

FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 35 cents.

NOTAMS

LEGEND

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NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: **ALBERTVILLE ARPT: 150' lgtd tmpry twr located approx 1 mi SE at lat 34-16-12, long 86-12-36, dismantled 18 May. (6-10)

★ANNISTON RADIO: VOR freq chgd to 108.8 mc & class chgd to L-BVOR. (6-13)

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples. June 13, TACAN shut down until aprx June 23. - eqpmt installation. (6-13)

BIRMINGHAM ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-29)

**BIRMINGHAM MUN ARPT: Due non-visibility twr unable to ctl gnd tfc on Hayes ramp. Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200'-1/2.

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; Lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4-; Rmks: Unattended. Trees E. (4-7)

**GADSDEN ARPT: 150' unlgtd tmpry twr located approx 7 mi NE at lat 34-04-00, long. 86-01-31, dismantled 18 May. (6 10)

MOBILE RADIO: VOR radials 108° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7 10)

MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable - acct severe scalloping. (7-10)

MOBILE, BROOKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700'. unless otherwise cleared by the Brookley Ctl Twr. (1-12)

**MONROEVILLE, LEE FLD: Delete from records. (6-1)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

MONTGOMERY, DANNELLY FLD: Sequential flashers and part of apch lgtg operg on test basis awaiting flt check, avbl on req. (6-16)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)

OZARK, BLACKWELL FLD: Clsd, constr rnwy paving. (6-15)

ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)

ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-18)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W (282°T) at lat 34-44-35, long. 87-50-58. (12 10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11 5)

WETUMPKA, ELMORE FLD: E/W rnwy clsd, paving.

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Powder co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11 6)

BUCKEYE RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 23 - reconstr and freq chgs: 110.6 mc/ channel 62. (5-20)

CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DOUGLAS RADIO: About Aug 22, VOR will be shut down until aprx Sept 1, reconstr & ARIZONA: freq chg to 110.0 mc. (6-8)

DRAKE RADIO: About June 27, VOR will be shut down - freq chg to 110.4 mc and class chg to L-VORW. Durg shut down, following route structure & MEAs in efct: Unusable Awys: V12-1518 EED-INW; V291 DRK-Canyon Int.; V12S PRC-INW. Unusable Reporting Points: Canyon, Cornville, Mt. Hope, Perkins, and Sheridan Ints. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V257 PRC-BCE via PRC 348° radial & BCE 168° radial; MEA PRC-Floyd Int. 11,000' N 10,000' S. V105E PRC-PGS via PRC 359° radial and PGS 113° radial; PRC-Drake Int. 13,000' N, 8000' S, MCA PRC 12,000' N; Drake Int-PGS 13,000' MEA. V12S-1520 EED-PRC MEA 10,000'; V62-1520 PRC-Clints Well Int, 12,000' MEA; V105 PRC-Hackberry Int, 11,000'; V95 Clints Well Int-INW, 12,000' S, 9000' N MEA. Usable Reporting Points: Anita Int - PRC 348° radial & TBC 241° radial; Clints Well Int - PRC 080° radial & INW 210° radial; Drake Int-PRC 359° & PGS 113° radial; Floyd Int - PRC 348° radial & PGS 081° radial.

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.

GILA BEND-YUMA SPECIAL NOTICE: The U.S. Army will be conducting hi speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Huachuca, Ariz. Flts will average three per month for next two yrs and will be conducted under VFR conditions only. Alts in use will be variable and speeds will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6 13)

**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46, 4 mi N Maricopa. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix Sky Harbor Arpt.

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operating. Normal training hours are from 0600-1800 MST Mon thru Fri. Hi-density traffic will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR and btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 between a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 and V16W of Phoenix between 112° - 10'W and 112° - 35' W. (6-1)

**PHOENIX, AIRHAVEN: Reopened to all tfc. Caution rnwy ruf, soft spots. (6-3) Clsd all acft over 6000 lbs gross wt. (6-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)

**PHOENIX-SKY HARBOR MUN ARPT: Txwy 6 btn txwy 1 and the ramp clsd. (6-6) Acft arresting barriers rnwys 8R-26L comsnd, limited basis avbl for emgcy use. (6-17)

PRESCOTT RADIO: May 19, TACAN shut down until aprx June 30 - reconstr. (6-19)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi-density jet traffic operating at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, cont daily. (6-4)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

**TUCSON, DOWNTOWN ARPT: Delete; private fld. (5-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arrecting barriers at ends of rnwy 12 & 30.

TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6-17)

★WINSLOW RADIO: June 17, VORTAC comsnd. TACAN channel 81. Class M-BVORTAC. About July 11, VORTAC and DME will be shut down until aprx July 26 - freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. (5-13) During this period following route structure and MEAs will be in effect: Unusable Awys: V12S Cornville Int-ZUN; V12N INW-ZUN; V95 Ranch Int-FMN. Unusable reporting pts: Castle, Chevelon, Clints Wells &

[redacted]: Milky Ints. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518-Perkins Int-ZUN via DRK R067° & ZUN R261°, MEA Perkins Int-Winslow Int, 15,000'; Winslow Int-ZUN 13,000'; MCA Winslow Int, 15,000' W-bnd. V62 Milky-ZUN, 12,000'. Usable Reporting Points (Tmpry redesigned): Salt River Int-SJN R233° and 339° brg to INW LF rng; Winslow Int-ZUN R261° and TBC R145°, MRA 13,000'. (6-9)

WINSLOW MUNICIPAL ARPT: Rnwy 17-35 open days. (4-26)

YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch end of rnwy 21R lctd at int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain-type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Lgts on rnwy 3L-21R only. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator.

[redacted]: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Closed for construction. (5-16)

EL DORADO RADIO: DMET operg test basis; channel 111. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27) About June 30, VOR will be shut down until aprx July 5 - freq chgs: VOR to 108.2 mc/TACAN channel to 19. (5-26) Durg this period, following tmpry routings in efct: V69 SHV VOR to PBF VOR via SHV radial 060 and PBF radial 210, MEA 6000'. Tmpry Shongaloo Int designated as SHV radial 060 and TXK radial 120. (6-17)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)

FT SMITH RADIO: About Aug 10, TACAN will be shut down until aprx Aug 20 - eqpmt installation. (6-16)

FT SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

FT. SMITH MUN ARPT: 140' AGL(685'AMSL) lgtd oil drilling derrick being erected 9015' E of apch end and 2210' S of the cntrline extended of rnwy 25. (5-30) Rnwy arresting gear inop E end rnwy 7-25. (6-10)

HELENA, THOMPSON-ROBBINS ARPT: About 28 June, 180.5'(573.5'MSL) lgtd twr will be erected 9.8 nmi NNW(344°T) at lat 34-43-12, long. 90-43-25. (6-9)

LITTLE ROCK, ADAMS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)

NORTH LITTLE ROCK MUN ARPT: Closed, construction. (5-20)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

★TEXARKANA RADIO: June 9, VORTAC comsnd. TACAN channel 118. Class:H-BVORTAC.

TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)

TEXARKANA MUN ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

[redacted]: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)

ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BAKERSFIELD RADIO: June 13, TACAN shut down until aprx July 12- reconstr. (6-13)

BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx July 1-relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (5-17)

**BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. Rnwy 12-30 open, length 5700' x 150', 60,000 lbs single wheel loading. 900' overrun end of rnwy 30. (5-9)

BIG SUR RADIO: DMET operg on test basis; channel 87. (2-23)

**BISHOP ARPT: Call on UNICOM freq for bcn & rnwy lgts. 40' tree NW end of NW/SE rnwy.

BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow at any time.

BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)

[redacted]: BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'.

**BUTTON WILLOW-KERN COUNTY #15 ARPT: Low intensity rnwy lgts comsnd Apr 4.

CAMARILLO RADIO: All LF rng courses have multiples. (6-17)

**CATALINA ARPT: FEE. 2-way rdo rqrd. Rgt tfc rnwy 22, experienced pilots only. Dangerous drop off both ends of rnwy. Ctn- downhill on rnwt 4.

CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)

CHINO ARPT: Caution hvy acft intermittent flgt tests on rnwy 3-21. (4-12)

CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed indefinite. (6-7)

CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 NW. One oil strip 2000' x 40'. No lgts, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)

CRESENT CITY RADIO: About Jul 1, rcvr 3023.5 kc will oper on req. (5-13)

**DAGGETT ARPT: 20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 600' SE of cntrline of rnwy 3 and 940' N cntrline 7. (3-30)

★EL CENTRO RADIO: June 15, VORTAC comsnd. TACAN channel 86. Class: M-BVORTAC.

**ELSINOR, SKYLARK FLD: Caution, gliders in vcnty of fld, parachute jumpers drop zone btn end of rnwy and the lake. (6-7)

FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FELLOWS RADIO: About July 20, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870' MSL. Montrg category (3), Class: M-VORW. (5-26)

FILLMORE RADIO: VOR usable 285°-315° 25 nmi from 315°-355° 30 nmi. TACAN montrg category (3).

FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.

**FREMONT, CENTER FLD: Caution-extsv glider activity conducted every Wed thru Sun.

FRESNO RADIO: DMET operg test basis; channel 76. About June 22, LF rng and VOR idents will be chgd to FAT. (5-31)

FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. June 1, ILS LMM and MM shut down aprx July 5 - relctn to 0.68 smi from the approach end of rnwy. (4-8)

FRIANT RADIO: Mar 1, constr began on VOR. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag. var.: 16°23'E. Elev: 2350' MSL. Montrg category (1) Ctld from Fresno CS/T. Class: M-BVOR. (3-28)

FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E of W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe grass area btn rnwy & S parallel txwy durg summer months acft restricted to rnwy and txwy. (6-4)

GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)

GORMAN RADIO: Soon, VORTAC will be shut down until arpx June 21- freq chg to 116.1 mc/TACAN channel chgd to 108. (5-5) Durg this period following route structure & MEAs in efct: Unusable Awys: V137 Cuyama Int-PMD; V299 Chatsworth Int-BFL; V299W FIM-GMN. Unusabel Reporting Points: Castaic, Grapevine, Whitman, Sandberg, Shafter and Victory. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V23 Saugus Int-BFL, MEA 9000'. (5-13)

HAYWARD MUN ARPT: All VFR flgts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area, twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)

HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)

HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)

**LaMESA ARPT: Perm clsd. (5-17)

LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trnching & conduct installation. (6-2)

LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)

[redacted]: **LIVE OAK, BOWLES ARPT: Delete, not open to public. (5-27)

LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)

LONG BEACH RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr.

**LONG BEACH MUN ARPT: First 150' of rnwy 25L and txwy on N side adjt not visible from twr acct perm bldg. 40' unlgtd, unmrkd pole in apch zone aprx 250' E of cntrline and aprx 650' N of rnwy 12. (6-8)

LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL btn Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR-1 & IFF bcn shut down. (6-3) Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX. (5-4) About June 20, Paso Robles ARSR will be comsnd. Tsmts & rcvs: 121.0, 124.0, 362.3, 381.6 mc. About July 20, Enroute radar ATC svc on cont basis will be inaugurated, within aprx 80 nmi radius of lat 35-23-44, long. 120-21-37 and within Los Angeles ARTCC area. (6-18)

LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300'; visibility 3/4 mi. ILS lclzr and glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R. (6-3)

LOS ANGELES INTL ARPT: Rnwy 7R-25L open to all acft with following exceptions - No pure jet E tkofs or E lndgs at any time. No pure jet W tkofs from 1400 to 0130 Mon thru Fri unless holidays and from 1400 to 2230 on Sat. Lndg threshold lctd 600' W of E end of rnwy 25L lndg length 9400'. Tkof length 25L is 10,000', tkofs may be started from E end of rnwy paving, no W overrun area this rnwy acct constr. Men eqpmt working on 2000' extsn. E tkofs permitted rnwy 7R same condition as above. Westerly extsn and sequence flashers rnwy 25L under constr. Portions rnwys 7R-25L avbl for taxiing ctc ctl twr for instrns. 8' blast wall threshold rnwy 25L. Rnwy 6-24, 8925' long clsd maint avbl emgcy req from SR-SS under VFR to the following types acft, all single and twin eng proptype acft, Electras and Viscounts. Durg period when rnwys 7L-25R are clsd or acft emgcy conditions exist rnwy 6-24 avbl in both directions all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward E and tkof to W only. Use caution men eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25L when using rnwy 6-24 unless otherwise directed by ATC. All opern on rnwy 6-24 will be at pilots discretion due to non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end, and 8' fence 206' from E end of rnwy. Rnwy 7L threshold lgts removed red flasher lgts mark end rnwy 7L. Rnwy 7L has rnwy ident strobe lgts lctd both sides threshold 7L operated at req of ctl twr. All acft making low passes over or tkof rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline this rnwy to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the sand dunes aprx 1.0 mi beyond the W end this rnwy. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs only on 20 min notice when N or S wind component exceeds 15 knot. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754'. Rnwy 16 avbl length 6754', tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi- terrain and p-line along S arpt bndry. Use extreme caution unmrkd ditches and ruf gnd along edges rnwy. No rnwy markings. Men, eqpmt working N edge txwy K from tunnel to rnwy 16-34. Installation of hi-intensity apch and threshold lgts completed. (6-18)

**LOS ANGELES, VAN NUYS ARPT: 205' AGL lgtd twr erected 1.8 nmi NNE (24°T) at lat 34-14-58, long. 118-27-15. (6-1) Rnwy 8-26 clsd. Men, eqpmt working adjt N edge of W 1000' of rnwy 8-26. Open ditch, taxi with caution. Work in progress, baled hay btn rnwys & txwys. (5-6)

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on July 10, Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MAXWELL RADIO: TACAN operg test basis; channel 72. (6-8) About Jun 30, VORTAC will be comsnd. TACAN channel 72. Class: L-BVORTAC. (6-20)

MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wk days. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable btn LMM and apch end rnwy. (10-21)

MONTEREY, PENINSULA NAF RADIO: About Jul 1, Navy rbn & Z mrkr will be decmsnd.

[redacted]: MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld ctl zone in VFR or VFR on top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

MOUNTAIN VIEW-MOFFETT NAS: RADIO: Navy LF rng courses displaced beyond tolerance Use for homing only.

NEEDLES RADIO: May 9, TACAN shut down until aprx June 29 - reconstr. (6-3)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequency less than at the two trnls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM letn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt; into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND RADIO: No auto change over eqpmt provided for TACAN. About July 6, TACAN will be shut down until aprx Aug 6- reconstr. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30) About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. (6-14)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29.

OCEANSIDE RADIO: About June 20, TACAN will be shut down until aprx July 20, reconstr.

ONTARIO INTL ARPT TOWER: Apr 25, ILS shut down until aprx June 24- relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 smi; OM and LOM 7 smi LMM voice comms on 215 kc inop. About July 1, freq 118.6 mc will be chgd to 118.5 mc. (6-16)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc. Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000' MSL & above S of V-64 to Fallbrook. Hrs of opern: cont daily. (6-4)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25) Caution men & eqpmt on txwy parallel both sides rnwy 7-25 durg installation txwy, guidance signs. (6-16)

OXNARD RADIO: DMET operg on test basis, channel 19. (4-22)

★OXNARD, VENTURA COUNTY ARPT TOWER: June 1, apch ctl implemented on freqs 124.7, 319.2 mc for Ventura Co., Point Mugu NAS & Oxnard AFB; twr hrs opern; cont.

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

CALIFORNIA: PALM DESERT ARPK: Clsd, repairs of rnwys until aprx Oct 15. (5-16)
PRIEST RADIO: Soon, VOR will be comsnd. Freq 110.0 mc; ident ROM; lctd lat 36-08-27, long 120-39-51. Montrg category (3); class L-VORW. (6-15)
RED BLUFF RADIO: About July 5, TACAN will be shut down until aprx Aug 5, reconstr.
RIALTO, MORROW FLD: Caution, 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sat 1630-2300P until further notice; open Sun. (4-4)
RICE RADIO: TACAN operg test basis; channel 124. (4-25) Soon, VORTAC will be comsnd; TACAN channel 124; class H-VORTACW. (5-16)
RIVERSIDE SPECIAL NOTICE: Hi-Density Jet Tfc; Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern: cont daily); G5 and V16 btn Riverside LFR and Banning FM 9000'MSL and below; at and below 7000'MSL btn the Riverside LFR and a point 4 smi E of the Ontario VOR; 11,000'MSL and below btn a point 4 smi E of Corona Int and Hemet Int; at and below 15,000'MSL on V137 btn the N bndry of G5 and S bndry of V8/21.
RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064°-077°. (3-18)
**RIVERSIDE MUN ARPT: Lndg to S prohibited on N/S rnwy.
SACRAMENTO RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
SACRAMENTO, CAPITAL SKY PARK ARPT: July 15, fld will be abandoned.
SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating and jet tfc is operg: hrs of opern cont daily at and below 12,000'MSL, at and above 26,000'MSL from McClellan AFB to N of V200 btn E edge of V23 and W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below, extsv jet operns in tfc patn within 10 nmi radius. (7-31)
SALINAS RADIO: VORTAC coverage 150°-210°, 30 nmi; 10°-80°, 20 nmi. (6-13)
SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days; men, equipment on fld. (4-7)
SAN DIEGO AREA SPECIAL NOTICE: Intsv mil jet acrobatic and familiarization trng being conducted off awys btn 24,000' and 45,000' in area bounded on W by B14 projected upward to 45,000 btn Julian LF rbn S to int with J2V, on N by R65 and V64 btn Julian LF rbn and Blythe VOR projected upward to 45,000', on E by V135 btn Blythe VOR and Yuma VOR projected to 45,000', and on S by J2V btn Yuma VOR and its int with B14 projected upward to 45,000'. (6-8)
SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500'MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)
SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700'MSL until past Loma Portal "H".
★SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. About Oct 1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13) June 11, freq 121.4 mc cmsnd. ILS OM and LOM relctd at lat 37-34-21, long 122-15-31. (6-9) This corrects Airgi Vol. 15, #7, dated June 7, 1960.
SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500'; rnwy 10R-28L 7130'; rnwy 1L-19R, 7000'; rnwy 1R 9000' avbl for tkof with 1000' clearway at N with effective use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L, 7900' avbl for tkof. Rnwy 1R-19L, 7750' avbl for lndg, threshold mrkd. Aprx 2100' hi-intensity approach light land including stobe lgt operg. Apch light termination bar not operg. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch 28L are 400-1. Taxiing acft should remain on txwy centerlines. Area improved on taxiway edges is not designed to support weight of acft, but is for dust suppression only. Load bearing portion improved taxiways is 75' wide and bound by a dashed yellow line. Two-way rdo rqrd. No vacuum cleaning of paved area provided jet aircraft. Aircraft should remain on pavement. (1-6) ILS touchdown located 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' high and 4' wide at base, painted international orange, set up on test basis next 25 days on concourse B. Fence angles SE across apron from gate 17. Marked only by reflector lenses proceed with caution. Aprx 1200' S end of taxiway A and full length of S edge of concourse E to int with txwy A clsd from 0730-1700 PST Mon-Fri, marked. Deep excavation all along pavement edge. Acft and vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Men and equipment working turf areas adj N and S shoulders of rnwy 10L-28R, mrkd. Caution when taxiing acft on txwy B behind turbojet acft in tkof position on rnwy 10R. (6-16)

CALIFORNIA: SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295°, below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)
SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR and tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR-NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)
SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)
★SANTA ANA-ORANGE CO ARPT TOWER: June 15, freq 121.7 mc comsnd; freq 121.8 mc decmsnd.
SANTA ANA, ORANGE CO ARPT SPECIAL NOTICE: Goodyear blimp N4A will be moored and operate in Los Angeles, Long Beach, and Santa Ana area June through Sept day and ngt flts will be conducted. (6-14)
SANTA ANA, ORANGE CO ARPT: Work in progress apch end rnwy 21, days. (5-25)
SANTA BARBARA RADIO: About July 28, LFR and Z mrkr will be perm discontd. (6-18)
SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)
SHINGLETOWN ARPT: New arpt reported; lat 40-31, long 121-49; lctn, near Shingletown; one oil surface rnwy 2400'; no lights or other facil avbl; remarks: warning, a rise at the NE end of the rnwy. (9-14)
★STOCKTON RADIO: June 6, VORTAC comsnd; TACAN channel 107. Class H-BVORTAC.
SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt manager. (4-19)
★THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13) June 21, LFR perm decmsnd. (6-6)
★TWENTY-NINE PALMS RADIO: June 17, VORTAC comsnd; TACAN channel 89; class M-VORTACW. (6-13)
UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)
UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.
VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290°-320°. (5-18) About July 11, freq 121.9 mc will be chgd to 121.7 mc. (6-6)
VICTORVILLE SPECIAL NOTICE: Extensive jet tfc is being conducted by George AFB in the following areas durg both dalgt and hrs of darkness: (1) at or below 8000'MSL between the Barstow and Mirage Int on V12 and G4 arwys; (2) at or below 12,000'MSL btn the Barstow and Phelan Int on V8N arwy; (3) at or below 9000'MSL btn V137 and V117 on V 8 awy; (4) at or below 12,000'MSL on V137 awy btn Phelan Int and a point 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)
WOODSIDE RADIO: DMET operg on test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200', acct scalloping. (4-6)
COLORADO: AKRON RADIO: About July 18, FSS will be relctd to new quarters in Akron-Washington Co. arpt; no interruptions to service. (6-2)
**AKRON MUN ARPT: Abandoned. (4-22)
AKRON, WASHINGTON COUNTY ARPT: Clsd, rnwy surfacing. (6-2)
ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)
COLORADO SPRINGS RADIO: About July 11, VORTAC will be shut down until aprx July 26, freq change to 112.5 mc/channel 72. (6-8) During this period, following route structure and MEAs in effect: Unusable airways: V108S COS-HGO. Unusable reporting points: Orday Int and HNR H facil. Usable airways: (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V81 COS Int-DEN VOR via DEN R160°, MEA 10,000'; MCA at COS Int N bound 10,000'; V81, 83 COS Int-PUB via PUB R334, 9000'; V83 COS Int-IOC via IOC R191, 9000'; V108 COS Int-HGO, MEA as published. Usable reporting points: (tmpry redesignated): Spur, Colo-DEN R160° and IOC R227°; Vincent, Colo-DEN R160 and IOC R216; Peyton, Colo-IOC R169, HGO R262, PUB R350; Rush, Colo-IOC R154 and HGO R262; Colorado Springs Int-IOC R191, PUB R334, HGO R262 and DEN R160, MRA 10,000'; Parker, Colo-DEN R160 and IOC R260°. (6-9)
COLORADO SPRINGS, PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only. About June 20, PAR will be comsnd. (6-6) Svc will be provided rnwy 35 only, avbl 24 hrs daily. (5-18)
COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and local fld conditions. (6-2)

COLORADO: DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14, 500 154°-180° and below 16,000'; 181° thru 243°. VHF/DF bearings reliable in these areas. (12-4)

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. Rnwy 8R-26L clsd to all operns. Due constr, hvy tfc arriving & dptg delays in excess of 15 mins may result durg peak tfc periods. (6-15)

GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.

GUNNISON RADIO: DMET operg test basis; channel 96. (6-24) June 8, VOR shut down indef-reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo. Int. to Pueblo, Colo.; V1514 Hanksville, Utah to Pueblo, Colo. Unusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. (5-5) About June 24, VORTAC will be comsnd. TACAN channel 96. Class: L-BVORTAC. (6-8)

HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.

KREMMLING RADIO: DMET operg test basis; channel 85. (6-22) Soon, VORTAC will be comsnd. TACAN channel 85. Class: M-BVORTAC. (5-18)

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000'MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)

MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)

MEEKER RADIO: About June 21, VORTAC will be comsnd. TACAN channel 104. Class: H-BVORTAC. About July 18, VORTAC will be shut down until aprx Aug 2- freq chg to 111.8 mc/ channel to 55. (6-13)

PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (5-25)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.

TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3) About Jul 25, LFR will be shut down until aprc July 30 - freq chg to 400 kc. (6-20)

GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.

MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)

WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)

WINDSOR LOCKS BRADLEY FLD TOWER: About July 1, radar dptr ctl svc will be inaugurated. Hrs: Continuously. (61-1)

**WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea. (5-4) Arresting barriers on rnwys 6 and 24 for mil use only.

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.

GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)

DELAWARE: MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)

NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.

WILMINGTON, NEWCASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)

DIST OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 30.

WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14)

WASHINGTON(CHANTILLY, VA) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)

WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq112.3 mc) unusable bevond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. About July 1, freq 134.64 mc will be decmsnd. (4-25)

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)

WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft rqrd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt. (12-17)

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215° radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

BROOKSVILLE MUN ARPT: 250' (253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)

CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emerg lndgs at Patrick AFB down-range aux bases: Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayaguez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at Military bases without prior approval is in violation of CAR and Air Force regulations (Reference AFR 55-20). Also, frequent reports of civil acft flying into Restricted Area R-162 and Warning Areas 497-A, B, and C lctd in the vicinity and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts restricted areas constitute violation of CAR. (5-26)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. NW/SE rnwy under constr. Use caution E end. (8-25)

CRESTVIEW ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6)

CRESTVIEW, EGLIN AFB SPECIAL NOTICE: KVPS extsv drone operns activities will be confined to dalgt VFR conditions in the area bounded by the following coordinates: 30-20, 86-10; to 31-00, 86-10; 31-00, 86-35; 30-20, 86-35; 30-20, 86-10. Altitude involved, within Federal awys will be 700' to 3000' MSL. Maintain listening watch with Crestview for flt advisories concerning this operns. (5-5)

DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

**FT. LAUDERDALE, BROWARD COUNTY INTL ARPT: 100' rdo twr, lctd lat 26-05-22, long. 80-08-55 aprx 3/4 nmi NNE, obstn mrkd &lgtd. (5-12)

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)

**HOWEY-IN-THE-HILLS, HOWEY ARPT: NW/SE rnwy perm clsd. (1-18)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested to make Gateway and Azalea positions to JAX Center on 120.8 mc.

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1) June 16, ASR & VHF/DF shut down until aprx Jul 2-relctn. eqpmt. (6-16) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-23)

JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1 1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

FLORIDA: LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)
LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)
MARIANNA ARPT: About July 11, VOR will be inop until aprx July 15. (5-23)
MIAMI SPECIAL NOTICE: Effective May 16, 1960 0459Z ARTC dptr ctl svc for acft departing Miami and Homestead areas, enroute ATC svc utilizing radar separation standards and civil jet radar flt following svc S of a line thru La Belle and West Palm Beach not avbl until July 1960. (5-12)
MIAMI INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.(4-27)
MIAMI-INTL ARPT SPECIAL NOTICE: All flts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR oper in this area should be equip with additional freq: apch ctl 118.1 mc, 123.7 mc or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)
MIAMI INT'L ARPT: Caution extsv ditching, paving and constr; men eqpmt off NE corner run-up pad 27L; all constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run-up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoiding hazardous prop wash during hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc dptr delays in excess of 15 mins may result; IFR flts are requested to ctc twr 5 min prior to starting eng to determine taxi time and preferably absorb delay at gates. SE txwy from S trml ramp tmpry open; use with caution, men eqpmt on N side. Caution, txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W. First 800' rnwy 9L clsd, lgts adjusted. Men, hvy eqpmt in apch zone W of apch end rnwy 9L. Most txwys being widened and resurfaced. Refer daily to teletype NOTAMS concerning local fld conditions. (6-20)
**NAPLES SPECIAL NOTICE: Flight Test Area described as follows: Lat 25-50, long. 81-48; to 26-04, 81-48; 26-04, 81-29; 25-50, 81-14; 25-50, 81-48. Time: dalgt hrs. Alt: to 12,000'. Users: Lake Aircraft Corp., Sanford, Maine. Expires: July 1, 1960. (2-4)
**NAPLES-AMERICA ARPT: 660'(670'MSL) lgtd twr erected 6 nmi SE(142°T) at lat 26-03-09, long. 81-42-08. (4-25) 250'(258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21)
ORLANDO RADIO: DMET operg test basis; channel 59.
ORLANDO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
ORLANDO MUN ARPT: Rnwy 7-25 clsd. (5-12)
**PALATKA, KEY-LARKIN MUN ARPT: Unicom 122.8 mc comsnd. Storage, minor A & P rprs avbl. (6-3)
PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)
**PANAMA CITY, FANNIN ARPT: Major services available. Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)
PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley Flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 132.3, 263.6 mc. (2-8) Pensacola Mun arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.
PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)
PENSACOLA-SHERMAN FLD NAS RADAR AIR TRAFFIC CONTROL: About July 7, freqs 132.3, 134.64, 137.88, 136.8 mc will be discontd. (5-31)
RIVERA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

FLORIDA: ST PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)
SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.
SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S(187°T) at lat 27-17-45, long. 81-21-14. (5-12)
TALLAHASSEE RADIO: About June 20, Quincy FM will be discontinued. (6-15)
TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**TALLAHASSEE, DALE MABRY ARPT: 669'(909'MSL) lgtd twr erected 14.5 nmi NNE(27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(1249'MSL). (4-26) 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW(251°T) at lat 30-21-29, long. 84-36-39. (5-16) Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)
TALLAHASSEE MUN ARPT: New arpt under constr; aprx 2.5 SSW, lat 30-23, 84-21; elev: 60'; unusable.
TAMPA INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.(5-17)
TAMPA-INTL ARPT: Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. Caution, soft when wet. (5-9)
TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)
UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)
VENICE MUN ARPT: 250'(255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE(151°T) at lat 26-51-46, long. 82-18-46. (4-21)
VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)
WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flt trng not permitted without Port Authority approval. (1-14)
GEORGIA: ALBANY ARPT: Bndry lgts inop.
ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)
★ATLANTA ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.(4-27) June 9, ILS comsnd. Lclzr freq: 109.3 mc with voice. Ident: AZA. Lctd 580' from apch end rnwy 15. Glide slope freq: 332.0 mc. Lctd 1275' from apch end rnwy 33 and 400' left of centerline. Glide slope elev over MM 1186' MSL; over OM 2257' MSL. Apch brg: 328°. Glide slope angle: 2.52°. MM and LMM lctd 325' (0.62 smi) from apch end rnwy 33. LMM freq: 326 kc. Ident: ZA. OM and LOM lctd 27,600' (5.23 smi) from apch end rnwy 33. LOM freq: 344 kc. Ident: AZ. ILS unusable above 800' MSL. (6-9)
ATLANTA ARPT SPECIAL NOTICE: Effective immediately apch utilizing Atlanta ILS No. 2 (IAZA) to rnwy 33 authorized as follows: Transitions: Atlanta VOR to LOM direct, 2200'; MDU VOR to LOM, direct 2300'(final); Stone Mt. Int. to LOM, direct, 2700'; Fort Tucker Int. to LOM, direct, 3000'; Fulton Int. to LOM, direct 3000'. Procedure turn E side SE crs. 148° outbnd, 328° inbnd, 2300' within 10 mi min alt at glide slope interception inbnd 2300'. Alt of glide slope and dist to apch end rnwy at OM, 2257'-4.5 mi; at MM 1186'-0.5 mi. Ceiling and visibility minima; tkof day and ngt, 2-eng or less, 65 knots or less 300-1; 2-eng or less, more than 65 knots, 300-1; more than 2-engs, more than 65 knots, 200-1/2. Circling day and ngt, 2-eng less than 65 knots, 400-1; 2-eng, more than 65 knots, 500-1; 4-eng, more than 65 knots, 500-1 1/2. Straight-in day and ngt rnwy 33, all acft 200-1/2-400-3/4 required when glide slope not utilized. Alternate day and ngt, all acft, 600-2. Missed apch: turn left, climb to 3000' and proceed to Chattahoochee Int. or, when directed by ATC, climb to 4000' and proceed to Fulton Int. Radar transition alts and caution notes are the same as all other ALT apchs. This Notam cancelled upon publication of apch in appropriate regulations and AL charts. (6-15) Rnwy visual range 2600' minimum authorized for tkof and lndg rnwy 9 provided components of the ILS, hi-intensity rnwy lgts, apch lgts, condenser discharge flashers, middle and outer compass locators and all related airborne eqpmt are in satisfactory operating condition. Descent below 1224' MSL shall not be made unless visual ctc with the apch lgts has been established or the acft is clear of clouds. This notam cancelled upon publication of revised procedure. (6-1)

GEORGIA: **ATLANTA ARPT: Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 125.7 mc or 338.2 mc. (2) Acft from E through SE use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out. (3-23) Efct July 7, acft from W thru NE use 123.7 mc or 338.2 mc. (6-6)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)

ATLANTA, FULTON COUNTY ARPT: Due to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access txwy leading to & from T hangars E of Hills ramp & that portion of NW/SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.

BRUNSWICK RADIO: About July 28, VOR will be shut down until aprx Aug 2 - freq chgd to 109.8 mc and class chg to L-BVOR. (5-26)

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

MACON RADIO: About July 28, VORTAC will be shut down until aprx Aug 2 - Class chgd to M-BVORTAC; freq chg to 114.2 mc/TACAN channel to 89. (5-26)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Instv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays xcpt by prior approval. (4-21)

NORCROSS RADIO: TACAN operg test basis; channel 113. (8-26)

ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.

SAVANNAH-HUNTER AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 will be chgd to 126.2 mc. (5-16)

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'- acct interference. (9-27) About July 18, freq 126.18 mc will be chgd to 126.2 mc.

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory serv.

**SAVANNAH, TRAVIS (CHATHAM) FLD: Sequence flasher units mounted on apch lgt stns 10-30 comsnd June 16. Due non-visibility twr unable ctl gnd tfc on airline trml loading ramp. Transmissometer comsnd. Ceilometer vcnty ILS MM. (5-16)

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)

**WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)

IDAHO: BOISE RADIO: June 7, TACAN shut down until aprx July 7 - reconstr. About Jun 24, DME will be shut down until aprx July 24 - reconstr. (6-17)

★BOISE-AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi. Jun 16, lcl ctl freq 118.5 mc chgd to 118.1 mc.

BOISE-AIR TERMINAL SPECIAL NOTICE: ANG Artillery firing June 6-June 16 sunrise to sunset Mon thru Fri; additional firing June 7 and June 8, 0300Z thru 0600Z from gnd to 13,000' level. Lctd approx. 18 mi SSE in rectangular area bgng SW corner lat 43-07, long. 116-13; N to 47-17, 116-13; thence 43-17, 116-01; to 43-07, 116-01, to pt. of bgng.

**BOISE AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. Rnwy 7-25 clsd to all tfc excp taxiing.

**DUBOISE MUN ARPT: Formerly carried Duboise Arpt, Site 23, SLC-GTF. (5-10)

IDAHO FALLS RADIO: About July 1, freq 3023.5 kc will be oper on req. (5-13)

★MALAD CITY RADIO: June 10, VORTAC comsnd. TACAN channel 121. Class:H-BVORTAC.

MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23) About Aug 15, VOR/DME will be shut down until aprx Aug 30-reconstr & freq chgs to 116.2 mc/channel 82.

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745' MSL)-not mrkd or lighted. About July 1, constr will begin on an 80'AGL(785'MSL) lgtd steel rdo twr 0.8 mi SSE, lat 41-46-54, long. 88-19-52. (6-13)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Exstv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs and one ant pole extending 30' AGL (775'MSL) 9 30'SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left-turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due to non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp. (3-30)

CHICAGO SPECIAL NOTICE: Caution- V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612'MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

★CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. June 10, freqs 269.0, 327.1, 307.0, & 291.6 mc decmsnd.

CHICAGO-MIDWAY ARPT: Rnwy 27R-9L clsd for tkofs and lndgs due to wind conditions and gate position set on rnwy immediately in front of numeral 27R, area can be cleared within 1 hr for tkofs and lndg operns. (4-14) Rnwy 18R to rnwy 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary. (4-27)

CHICAGO-O'HARE INTL ARPT TOWER: Apr 25, ILS lclzr and glide slope, (rnwy 14R) shut down July - relctn power & control cables. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (6-13)

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use caution all times acct exstv constr all areas. Threshold lgts rnwy 32L tmpry relctd 838'NW, efctv length or rnwy 8000'. (6-13)

COMPTON, BRESSON ARPT: About July 1, 180'(1139'MSL) lgtd twr will be erected 5.9 nmi ENE(68°T) at lat 41-48-13, long. 88-58-32. (6-14)

DANVILLE, VERMILLION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)

DeKALB MUN ARPT: About July 1, 200'(1082'MSL) lgtd twr erected 5.5 nmi ESE (132°T) at lat 41-52-48, long. 88-37-48. (6-14)

DIXON MUN ARPT: About 1 July, 200' (1013'MSL) lgtd twr will be erected 5 nmi WNW(310°T) (310°T) at lat 41-53-12, long. 89-31-58. (6-14)

GILBERTS SPECIAL NOTICE: June 14- July 27 Flight Test Area described as follows bgng at town Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72; E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'. This corrects Airgi Vol 15 #7 dated 7 June 1960. (6-15)

**HARVEY, RUBINKAM ARPT: Abandoned. (5-18)

**HAVANA-SPECIAL NOTICE: Hazardous RF radiation within Restricted area R547.

JOLIET SPECIAL NOTICE: May 19 to Aug 19 within a radius of 75 mi acft maintg 500' AGL towing by cable a detector element performing airborne radiation measurement survey, durg dalgt hrs under VFR conditions. (5-25)

JOLIET RADIO: About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc.

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

LOMBARD, MITCHELL FLD: 200'(900'MSL) lgtd twr being erected 2.1 nmi E(90°T) at lat 41-55-40, long. 87-59-50. (6-20)

LAKE MICHIGAN SPECIAL NOTICE: Until July 1, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (1-18)

MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr;men, eqpmt crossing rnwys. (5-21)

MOLINE RADIO: TACAN 180° radial unusable. (5-18)

MOLINE, QUAD CITY ARPT TOWER: About July 5, ILS glide slope will be shut down until aprx July 11 - modernization. (6-17)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

[redacted]: NORTHBROOK RADIO: TACAN test operns inop until aprx July 3. (5-13)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
PEORIA, GREATER PEORIA ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) Soon, ILS (rnwy 30) will be comsnd. Lclzr freq 109.9 mc. Ident: PIA. Lctd 1000' from NW end of rnwy. Elev: 631.2'MSL. Glide slope freq: 333.8 mc. Lctd 500' SW of centerline and 1250' from apch end of rnwy not including 1000' overrun Elev: 644' MSL. MM lctd on projected centerline and 3480' (0.66 sm) from apch end of rnwy. Elev: 640.24' MSL. LMM freq 201 kc. Ident: IA. OM lctd on projected centerline 31,929' (6.05 smi) from apch end of rnwy. LOM freq 219 kc. Ident: PA. Glide slope angle aprx 2.6°. (5-12)
PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr. (3-29)
PEOTONE RADIO: TACAN operg test basis, channel 112; not synchronized with VOR ident.
POLO RADIO: June 6, VOR shut down until aprx June 27 - modernization. See page 31 for substitute route structures & MEAs durg shutdown.
**PONTIAC, CHIEF CITY ARPT: Abandoned. (5-9)
QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown point. (5-12)
ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass areas. Shoulders of rnwy & txwy soft, men, eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (5-26)
SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-09, 90-00; climb, Springfield, Ill. termination pt. (11-3)
SPRINGFIELD, CAPITAL ARPT SPECIAL NOTICE: Procedure No. ILS 4 Amdt. 4, eff. 16 April 1960. Correct transition to read: "From Int. R-097 SPI-VOR & 250°-070° brg SPI LOM." Correct A-dn mins for more than 2-eng acft to read 600-2. (6-3)
SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.
STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use m wy only.
WAUKEGAN MEML ARPT: Clsd constr & rprs. (6-5)
WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW & NW/SE rnwys usable with caution, men & eqpmt on rnwy. Ctl twr under constr. Use UNICOM 122.8 mc prior to lndg. (6-9)
**WOOD DALE, MOODY-WOODDALE ARPT: Lndgs on prior permission or by ctcg ORD twr. 300' rgt tfc patn rnwys 10, 14, 18, 23.
[redacted]: AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.
EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)
EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress, men, eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. Shoulder areas on all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
FT WAYNE RADIO: .. June 20, TACAN shut down until aprx Sept 20 - modernization.
FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
FT. WAYNE BAER FLD SPECIAL NOTICE: Extreme caution passing in the vcnty of fld jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice flame out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above and visibility is 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame out apchs. (5-23)
**FT. WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop. Three new hangars erected on W ramp lctd 1300' N of rnwy 9-27 & E of the N/S taxiway.

[redacted]: Ctl twr unable to see acft on final apch for rnwy 9 when within 1500' of apch end at alt of 100' above ground or below. 900' of N/S txwy obscured by hangars. (6-3)
HUNTINGBURG ARPT: E/W rnwy under constr, fld clsd to ngt operns, ctc Huntingburg UNICOM 122.8 mc for fld notams. (6-14)
INDIANAPOLIS RADIO: June 20, TACAN shut down until aprx July 25 - modernization.
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26) About June 27, ARSR-1 and IFF bcn will be shut down until aprx Aug 2- improvement project. (6-17)
★ INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About July 12, freq 126.18 mc will be chgd to 126.2 mc. June 10, freq 284.6 mc demsnd. (6-10)
INDIANAPOLIS, WEIR COOK ARPT: Caution-soft shoulders all rnwys, constr. Due to non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
KENDALLVILLE MUN ARPT: Use E/W hard surface rnwy only, constr in progress off rnwy.
KNOX RADIO: DMET operg test basis, channel 118. (8-26
KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE RADIO: DMET operg on test basis, channel 51. (10-10)
**LAFAYETTE, PURDUE UNIVERSITY ARPT: 314' (1071.1'MSL) lgtd twr erected 21.3 nmi W (287°T) at lat 40-31-08, long. 87-23-40. (5-25)
**MULBERRY, STAIR ARPT: Permanently clsd. (4-22)
RENSSELAER, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)
SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable-due roughness. Glide slope not flyable from MM to touchdown. (9-28)
**SOUTH BEND, ST JOSEPH CO ARPT: 309'(1113'MSL) lgtd twr erected 16 nmi SSE(158°T) at lat 41-26-41, long. 86-10-18. (5-12) Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (5-26)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-Bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000'MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis, channel 41. (10-9)
[redacted]: BETTENDORF ARPT: 982'(1649'MSL) lgtd twr being erected 2.3 nmi E (103°T) at lat 41-32-50, long. 90-28-36. (3-3)
CEDAR RAPIDS RADIO: About June 27, VOR will be shut down until aprx July 11-modernization. Durg this period, following substitute route structure & MEAs in efct: V67 ALO-VOR via ALO R141°-*Temp Vinton, Iowa Int (ALO R141 & TNU R060), 2500'. (*Flag 3200') Temp Vinton, Iowa Int via ALO R141° - Temp Cedar Rapids Iowa Int (ALO R141 & 261° brg CID "H" facil), 3000'; V172 TNU VOR via TNU R078 - Temp Cedar Rapids, Iowa Int. (ALO R141 & TNU R078), 3000'; Temp Cedar Rapids, Iowa Int. *via CID H facil brg 082° & PLL R265 - Charlotte Int., 3000'. (*Changeover point from CID H facil to PLL remains unchanged. V233 Temp Cedar Rapids, Iowa Int. (ALO R141 & 261 brg CID H facil) - Big Rock Int. *via CID H facil brg 092° and CVA R275, 3000'. (*changeover point remains unchanged). (5-26) About July 5, TACAN will be shut down until aprx Aug 24 - Channel chg to 123. (6-16) About Aug 15, VOR will be shut down until aprx Aug 24 - freq chg to 117.6mc
★ CEDAR RAPIDS MUN ARPT TOWER: June 10, freq 291.6 mc decmsnd. (6-15)

IOWA: CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
DES MOINES RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
DES MOINES MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc.
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc(mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will chg to twr freq. (2-2)
DES MOINES, NORTH FLD: Rnwy lgts inop - due to thawing & poor rnwy condition.
**EMERSON, DURBIN ARPT: Abandoned. (5-3)
ESTHERVILLE MUN ARPT: Constr of new rnwy in progress, men, eqpmt on fld. Fld open days only, rnwy lgts inop. (6-20)
GRAND MOUND, GRAND FLD: About 1 Jul, 200'(1005' MSL) lgtd twr will be erected 8 n mi SW 1229 Tl at lat 41-43-06, long. 90-48-20. (6-10)
GUTHRIE CENTER ARPT: Closed. (3-25)
★IOWA CITY RADIO: DMET operg on test basis; channel 123. (10-6) VOR/DME freq changed to 111.0 mc/channel 30.

LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy 1600'; Rmks: bldg W. Fuel-80 oct avbl on req.
MASON CITY RADIO: May 23, TACAN shut down until aprx July 4-modernization. (5-23)
MECHANICSVILLE, McVILLE ARPT: About 1 July, 180'(980'MSL) lgtd twr will be erected 13 nmi SSE(169°T) at lat 41-42-21, long. 91-15-05. (6-10)
NEVADA, NELSON ARPT: Land at own risk due thawing, narrow rnwy caused by snow.
RED OAK MUN ARPT: Bcn inop. (2-26)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
SIOUX CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc (4-26) About July 8, ILS LOM freq will be chgd to 414 kc and class chgd to MHW. Ident: SU. (6-14)
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2600' MSL. Tetrahedron not controllable. Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr, or 360° overhead apchs to all rnwys. (5-4)
STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above; V161 RST VOR-Tmpry Waterloo Int(RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275)-TNU VOR. V100 FOD VOR-Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR-Tmpry Waterloo Int(CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int-MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR-15,000' or above unauthorized. TACAN usable beyond 15 nmi at all alts btn 355° clockwise to 005°.
WATERLOO MUN ARPT TOWER: About June 30, ILS(rnwy 12) will be comsnd. Lclzr freq 109.9 mc. Ident: ALO. Lctd 1000' from SE end rnwy. Elev: 864' MSL. Glide slope freq: 333.8 mc. Lctd 400' NE of centerline & 650' from apch end rnwy. Elev: 869' MSL. Glide slope angle aprx 2.8°. MM lctd on projected centerline and 3250' (0.62 smi) from apch end rnwy. Elev: 871' MSL. LMM freq 201 kc. Ident: LO. OM lctd 230' NE of projected centerline & 27,445'(5.20 smi) from apch end rnwy. Elev: 881' MSL. LOM freq 382 kc. Ident: AL. (6-10)
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)
WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; Fuel: F2. (3-10)
KANSAS: CHANUTE RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd-repairs. N/S and NW/SE sod rnsys soft & hazardous when temperature above freezing. (5-13)
DODGE CITY RADIO: About July 18, VOR/DME will be shut down until aprx Aug 8-retuning & modernization. (6-15)
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.
HAYS MUN ARPT: New airport reported. Lat 38-51-00, 99-16-30, lctd: 3.0 ESE. Elev: 1993'. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts on 16-34 SS-SR; rotg bcn, clear & green; 100/130 octane fuel, maj repairs, unicom. Useable durg dry wea. Old Mun Arpt clsd. (5-2)
KANORADO, WINTER ARPT: 142.9' AGL(405.2'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)
KANSAS CITY, FAIRFAX MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 nmi WSW(266°T) at lat 39-49-48, long. 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)
OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)
OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; one sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.
OTTAWA MUN ARPT: Bcn inop. (4-5)
★PAOLA RADIO: Navy H facil decmsnd. (6-10)
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)
RUSSELL RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
STAFFORD ARPT: Rnwy lgts inop. (5-2)
SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500' MSL. Forbes tfc patn altitude 2,600' MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILLIP BILLARD MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 5, ILS glide slope will be shut down until aprx July 11 modernization. (6-2)
TOPEKA, PHILIP BILLARD ARPT: Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable.
**ULYSSES ARPT: N/S and E/W turf strips unsafe, due mudholes, rufness & badger holes.
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)
WICHITA MUN ARPT TOWER: Soon, ILS glide slope will be shut down-modernization.(6-16)
**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces-sod unsafe. (10-12) Min alt of 4000' MSL or higher for VFR enroute flt vcnty of arpt unless in ctc with ICT RAPCON or twr. (4-12)
WINFIELD-ARK. CITY-STROTHER FLD: Caution,work in progress on rnwys & txwys-days.
KENTUCKY: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FORT KNOX SPECIAL NOTICE: 12.2 nmi NW(4.3 nmi E of Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)
GILBERTSVILLE, KENTUCKY DAM VILLAGE ARPT: New arpt reported. Lctd: 3/4 mi N; 2-strips-3000' paved; 2700' grass strip. 80 and 100 oct fuel; hangar space and tie downs.
**HARRODSBURG, MERCER ARPT: New arpt lat 37-48, long. 84-51. Sod strip-3000'. 80 & 100 oct fuel. Mechanic service. Rnwy lgts operg SS-2400E, other hours on request; fone 1355 or 638. (11-12)
LEXINGTON, BLUE GRASS ARPT TOWER: About July 25, ILS glide slope will be shut down until aprx Oct 10-arpt constr. Lclzr may be shut down intermittently durg same period when men and equipment in critical area. (6-10)

KENTUCKY: ★LONDON RADIO: June 8, VORTAC comsnd. TACAN channel 116. Class: M-BVORTAC. (6-8)
LOUISVILLE RADIO: About July 13, TACAN will be shut down until aprx Aug 12 - modernization. (6-16)
LOUISVILLE, STANDIFORD FLD: Soon, a sequenced flashing lgt system will be comsnd rnwy 1; the system will operate in conjunction with configuration A apch lgtg system & will consist of 26 units at 100' intervals starting at the apch end of the system. (4-29)
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)
NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.
WEST POINT AIRPARK: Closed until further notice. (4-4)
LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip - sod 3300' x 150' no lgts. Fuel: 80 and 90 octane. A & P mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-27)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (14-21)
BATON ROUGE-RYAN ARPT: Constr on ramp, cntr txwy, and new txwy lctd 300' S of and parallel to rnwy 13-31 SE and NW of cntr int. Trucks crossing 500' off apch end rnwys 4 & 35. Eqpmt and trucks cross ramp N & S of trml bldg using cntr txwy. Lgtd eqpmt parked S of rnwy 13-31, clear of all rnwys. Rnwy 17-35 clsd S of cntr int. 2700' rnwy 17-35 avbl N of cntr int dalgt hrs. Men & eqpmt working up to edge of rnwys 4-22 and 13-31 at int. 400' E side of ramp clsd and barricaded, 100' avenue avbl in front of trml, and cntr txwy clsd until aprx June 19. S txwy btn rnwys 4 & 35 clsd to acft class DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4, S of hangar line is not visible from twr, pilots is this area are responsible for avoiding other acft & vehicles. (5-18)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; Lat 30-46, long. 90-10; one sod strip E/W-2600 x 150'. (2-23)
JENNINGS ARPT: About July 1, bcn & rnwy lgts will be inop, due constr of hi-way. (5-16))
KAPLAN MUN ARPT: 359'(367'MSL) lgtd twr being erected 7.8 nmi S(183°T) at lat 29-52-30, long. 92-16-30. (5-16)
**LAFAYETTE ARPT: 1130' of S end rnwy 1-19 abandoned and not usable, mrkd by yellow lines days & flares ngts. (6-15)
LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 300' MSL. (5-5) May 31, ILS lclzr and glide slope shut down until aprx June 20 - lclzr antenna modification. (6-2)
NEW ORLEANS RADIO: DMET operg on test basis; channel 74. (6-19)
NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
NEW ORLEANS ARPT: 446'(446'MSL)lgtd twr being erected 7 nmi S(188°T) at lat 29-54-04, long. 90-02-28. (6-2)
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area, pilots tkof rnwy 31, do not use blind area unless necessary. (3-7) All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. (5-27)
NEW ORLEANS, MOISANT INTL ARPT TOWER: About July 18, freq 126.18 mc will be c hgd to 126.2 mc. (4-25)
NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31) The following areas not visible from ctl twr lndg ramp areas: W side of N concourse below ctl twr, S side of W concourse, E side of old trml bldg txwy W of Pan American hangar to Taca hangar, txwy S side of Eastern hangar, txwy E side of old trml bldg; twr cannot assume responsibility for movement of tfc in these areas. (6-10)
OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)

LOUISIANA: **PATTERSON, WILLIAMS MEM'L ARPT: 300(321'MSL) lgtd twr located 10 nmi WSW (245°T) at lat 29-38-12, long. 91-30-44, dismantled. (6-8) 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long 91-12-30. (4-26)
SHREVEPORT, BARKSDALE AFB RADIO: LF operg as H facil only. Use following: Minden Int. - 053° BAD H facil & E course of SHV LFR; Frobing Int. - 233° BAD H facil & S course SHV LFR. (6-6)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2 8)
WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-47. (6-2) 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long 92-49-03. (6-2)
WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1 20)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N. H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline; (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld.
BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-15)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
★BRUNSWICK NAS RADIO: Navy H facil decmsnd. (6-14)
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. Caution, wires and road to SE.
LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'. (4-17)
LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green I to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren. Left turn at Van Buren descending to 4000 direct to Presque Isle omni then left turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88. (6-7)
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy & bndry lgts 16-34 inop. (5-2)
NORRIDGEWOCK MUN ARPT: Clsd Jun 25,26;Aug 27,28 &Sep 10,11, sport car racing.
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PORTLAND MUN ARPT TOWER: May 31, ILS shut down until aprx June 20 - lclzr freq chg to 109.9 mc and glide slope freq chg to 333.8 mc. (6-15)
**PORTLAND MUN ARPT: 819' MSL twr located 7 mi N dismantled. (6-11)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd June 12, 26; July 17, 24; Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29)
MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown - acct roughness. About June 20, ILS lclzr & glide slope will be shut down until aprx June 29 - modernization of eqpmt. (6 2)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men & eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors. (6-6)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
**EASTON MIN ARPT: 212'MSL twr located 13.9 nmi NE(46°T) at lat 38-53-09, long. 75-50-15, dismantled. (6-6)

(21 June 1960)

MARYLAND: ELKTON, LOVETT ARPT: Glider opernd dalgt hrs VFR conditions- air tow. Sundays, parachute jumping alt up to 3000'. (6-17)
FORT MEAD ARPT: New airfield under constr, all lndgs prohibited; lctn; lat 76-45 W, long. 39-05 N. (6-7)
GRANTSVILLE RADIO: DMET operns tmpry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp toE/W rnwy clsd.
**LAYTONSVILLE, DAVIS ARPT: 100 oct fuel now avbl. UNICOM.
OCEAN CITY ARPT: New arpt reported, lat 39-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1-NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl. Arpt to open May 28, 1960.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)
MASSACHUSETTS: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: ARSR-1 and IFF bcn shut down until aprx July 31-modernization. (6-1)
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 20- arpt constr ILS lclzr and glide slope will be shut down until aprx June 25-eqpmt modernization. (6-16)
BOSTON-BEDFORD(HANSCOM) ARPT: Caution, taxwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for convention tional & multi-eng jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) About May29, neon apch lgts will be shut down due constr.
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG. area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd, lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline rnwy 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27. (4-28) Men & eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to limited taxiing clearance evacuation & obstns. (6-8)
CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°.
**HAVERHILL, RIVERSIDE ARPT: New arpt reported at lat 43-46-23, long. 71-02-00; Lctn: 2.0 E; Longest rnwy -(6-24) 1900' turf; fuel; hangars, repairs avbl. Rmks: Rgt tfc patn lndg & tkofs to E..
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.

MASSACHUSETTS: LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc UNICOM. (6-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
MARTHA'S VINEYARD RADIO: About June 24, VOR will be comsnd. Freq: 108.2 mc. Ident: MVY. Lctd lat 41-23-46, long. 70-36-48. Elev: 63'MSL. Mag. var.: 14°55'W. Montrg category (1). Non-scheduled voice bcsts montrg and ctl from Otis AFB. Class: L-VOR.
MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 70-58; elev: 61'; one sod strip E/W -3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl.
NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)
NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (5-18)
ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.
ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000' all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20.
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar. 21 thru Oct 28, 1960 estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max firing; 35,000' MSL. Time of use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (3-2)
**ADRIAN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: An area within a circle with a 10 mi radius from the center of Adrian Arpt. Hours: sunrise and sunset. Alts: from gnd elevation to 15,000'. User: Winston J. Smith and Ernst Anrig. Expires July 14, 1960. (5-13)
ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)
ALPENA-SPECIAL NOTICE: Activation of temporary ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collings arpt and extending 2 mi either side of 005-185°T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr call sign "Collins Twr". Hrs of opern 1100Z to 0300Z daily. Operating freqs primary mil 236.6 and 126.18 mcs. Lcl ctl 351.2 mcs. Gnd clt 275.8 mcs. Emgcy 234.0 and 121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Rcvg 120.1 and 122.5 mcs. Acft without rdo comms will be ctld by standard lgts gun signals. UHF/DF hrs of opern 1100Z to 0300Z daily, call sign "Collins DF homer", operating freq 305.4 mcs. Request UHF/DF svc thru Collins twr. Durg those periods of un-manned twr, acft flt planning for Phelps-Collins arpt, Alpena, Mich. should use extreme ctn in vicinity of arpt (5-20) June 25 thru July 9 extsv jet flts, extremely hvy durg dalgt hrs. (5-21)
**ANN ARBOR MUN ARPT: Use rnwys and txwys only. (4-27)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145° -155° clockwise -due scalloping and / or roughness. (12-16) June 14, TACAN shut down indef-modernization. (6-14)
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
CADILLAC MUN ARPT: Open to ngt operns. (5-19)
★DETROIT AIR ROUTE TRAFFIC CONTROL CNETER: June 8, ARSR lctd LaGrange, Ind. comdnd. Lctd lat 41-37-52, long. 85-24-53.
★DETROIT, CITY ARPT-TOWER: June 13, freq 323.8 mc decmsnd. (6-13) About July 12, VHF/VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)
DETROIT -CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29)
DETROIT, METROPOLITAN WAYNE CO ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 1, UHF/DF freqs 322.8, 354.1, 381.4 mc will be chgd to 301.4, 305.4, 355.8 mc. (6-9) About July 5, ILS lclzr and glide slope will be shut down until aprx July 26- major maintenance. (6-14)
**DETROIT, METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, txwys on old arpt, and E two-thrid of National Guard ramp on SE dside of old arpt. All rnwys & sod areas old fld clsd to lndg & tkofs. Bldg constr in front of and along side main trml bldg.

[redacted]: ★DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000 and above due interference. (6-15) June 10, freqs 285.4 and 290.3 mc decmsnd. (6-10) June 9, ILS lclzr and glide slope shut down until aprx June 30, major maintenance. (6-9) About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

**DETROIT, WILLOW RUN ARPT: Rnwy Visual Range comsnd rnwy 5R. (6-14)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test and advisory basis. Freq 110.8 mc; ident ESC; lctd lat 45-43-23, long 87-05-25; voice and comm operg 0800-2000 daily. Rcvg 122.1, 126.7 mc; montrg category (1) 0800-2000; montrg category (3) 2000-0800.

FLINT, BISHOP ARPT TOWER: May 18, ILS lclzr and glide slope shut down, major maint.

FLINT, BISHOP ARPT: Due to deterioration of twr cab windows, twr unable to provide reliable visual tfc ctl or tfc info for acft apchg from the S, SE or SW durg first 2 hrs after sunup and last hr before sundown. (3-22)

GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)

GRAND RAPIDS, KENT CO. ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)

GULLIVER ARPT: Clsd, constr. (12-6)

HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE lat 45-59-30, long 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway. Constr in progress on trml bldg and ctl twr, lctd E of W, N/S txwy and N of S, E/W txwy and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 - 7 nmi, interference; unservice 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due interference. (11-19)

LUDINGTON, MASON CO. ARPT: 250' (835'MSL) lgtd stack being erected 2.1 nmi SSW (223° T) lat 43-56-26, long 86-26-24. (4-7)

MARQUETTE-CO ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16)

MASON, JEWETT ARPT: N/S strip clsd all operns; deep ruts at int of N/S and E/W strip, use caution. (5-26)

MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.

MUNISING, HANLEY FLD: Constr of new rnwy in progress, men and eqpmt on fld. Old rnwy usable. (6-15)

MUSKEGON-CO ARPT TOWER: July 1, ILS will be comsnd. Lclzr freq 109.9 mc with voice; ident MKG; lctd 106' from NW end rnwy 32. Glide slope freq 333.8 mc; lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle aprx 3.0°; elev 623'MSL. LMM freq 201 kc, ident KG. MM/LMM lctd on projected centerline and 3314' (0.63 smi) from apch end rnwy 32; elev 630'MSL. LOM freq 219 kc, ident MK. OM/LOM lctd on projected cntrline and 22,847' (4.3smi) from apch end rnwy 32; elev 610'MSL. (6-13)

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags and two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident. (7-24)

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution lndg S, clear auto tfc on road at N end.

**PLYMOUTH NATIONAL ARPT: Caution, trucks operg along eastern bndry. (12-3) (Formerly carried under Wayne, Mich.)

PONTIAC, ALLEN'S ARPT: Caution, 1000'E end rnwy 29 under constr. (1-12)

ROGERS CITY, PRESQUE ISLE CO ARPT: Clsd.

SAGINAW, TRI-CITY ARPT: Use rnwys only; rnwy lgts on request; constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd and lgtd. (6-15)

SALEM RADIO: TACAN operg test basis; channel 125; not synchronized with VOR ident. (6-9)

**STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17) 196' (1086'MSL) lgtd twr erected 2.5 nmi SSE (161°T) lat 41-46-44, long 85-25-00, hgt now increased to 407' (1297' MSL). (6-15)

[redacted]: TRAVERSE CITY MUN ARPT: 254' (1290'MSL) lgtd twr being erected 4.6 nmi W (292°T) at lat 44-46-11, long 85-41-22. (4-25)

**UTICA, WINGS ARPT: Permanently clsd. (5-19)

[redacted]: ANOKA ARPT: 150' (1062'MSL) lgtd tank being erected 2.3 nmi SSE (171°T) at lat 45-05-56, long 93-12-47. (4-12)

BARNESVILLE MUN ARPT: Clsd due to soft fld. (4-23)

BAUDETTE MUN ARPT: 250' (1340'MSL) lgtd twr being erected 2.5 nmi SSW (223°T) at lat 48-42-00, long 94-39-00. (6-4)

BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (1-23)

BIG FALLS MUN ARPT: About June 30, 265' (1735'MSL) lgtd twr will be erected 27.5 nmi E (107°T) lat 48-04-00, long 93-06-00. (6-11)

COOK MUN ARPT: NE/SW rnwy clsd. (5-20)

DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)

DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmrpy threshold lgts installed 500' W of E end rnwy 27, constr.

ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' during dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)

EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**HECTOR ARPT: 550' (1649'MSL) lgtd twr erected 7 nmi W (287°T) lat 44-45-50, long 94-52-10. (7-9)

HIBBING, CHISHOLM-HIBBING ARPT: Caution, constr, 1300' extension SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)

ISABELLA, DUNCAN AIRFLD: About June 30, 265' (2270'MSL) lgtd twr will be erected 2 nmi ENE (70°T) lat 47-37-30, long 91-22-30. (6-11)

MANKATO RADIO: State owned VOR operg test basis; freq 110.8 mc; ident MKT; lctd lat 44-08-51, long 93-59-04; montrg category (3); voice avbl 0600-2000; rcvr 122.1 mc; class L-VOR. (3-16)

MINNEAPOLIS RADIO: DMET operg test basis; channel 120; not synchronized with VOR ident.

MINNEAPOLIS-ST PAUL INTL (WOLD CHAMBERLAIN) FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) May 6, ILS lclzr and glide slope (ident MSP) shut down until aprx Jan 15, 1961, lclzr modification. (5-6) About July 5, ASR-2 will be shut down until aprx Sept 5, modernization. (6-14)

MINNEAPOLIS, ST PAUL INTL (WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L and 29R including apch areas to 29L and 29R. Frequent hvy rock blasting thru area 0700-1700C daily except Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)

MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft, 1800' usable.

NODINE RADIO: DMET operg on test basis; channel 126.

REDWOOD FALLS ARPT: 151' (1199'MSL) twr being erected 4 nmi NE (84°T) lat 44-33-13, long 94-59-10. (5-16)

REDWOOD FALLS MUN ARPT: Bcn inop pending relctn. (10-1)

ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)

ROCHESTER, LOBB FLD MUN ARPT: 20' cranes operg 200' SE end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 & 17 clsd ngt lndgs. (4-30)

ROCHESTER MUN ARPT: New arpt reported under constr; lat 43-35, long 92-30; lctn 8.0 S, elev 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts; apch lgts; clsd.

ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013'MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)

STANTON RADIO: About July 21, MHW will be discontd. (6-10)

STANTON, CARLETON ARPT: 320' (1530'MSL) lgtd twr being erected 8 nmi S (183°T) lat 44-20-38, long 93-01-03. (5-13)

[redacted]: ANCHORAGE ARTCC: Dec 29, hi-alt freq 121.20 mc

**ANCHORAGE INTERNATIONAL ARPT: Caution, [redacted] (6-10)

**ANCHORAGE INTERNATIONAL ARPT TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc

MINNESOTA: ★THIEF RIVER FALLS RADIO: June 12. State owned L-VOR comsnd; Freq: 108.4 mc. Ident: TVF. Lctd lat 48-04-02, long. 96-11-05. Montrg category (3). Voice avbl on 122.1 mc 0800-1900.

WINONA RADIO: VOR unusable beyond 14 mi- course instability. (3-20)

MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)

BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.

BROOKHAVEN MUN ARPT: 290'(810'MSL) lgtd twr being erected 2.5 nmi S (187°T) at lat 31-33-40, long. 90-24-14. (4-24)

CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)

COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)

GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng being conducted 7000' MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base used extreme caution due to jet trng. (4-29)

GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 1000-1800 daily. (5-12)

GREENWOOD RADIO: Feb 9, VOR class tmpry chg to M-BVOR. (2-12)

GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.

GULFPORT AFB RADIO: USAF H facil operg June-Aug. Freq: 269 kc. Ident: GFM. Ctl twr operg 0600-2200, daily from June 8 June 26, Freqs: tsmts & rcvs 121.5, 121.3, 126.18, 236.6, 243.0; rcvg only: 122.5 mc. (6-1)

JACKSON RADIO: About July 6, TACAN will be shut down until aprx July 16-eqpmt installation. (5-27)

JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27) Soon, ILS will be shut down until aprx June 25- antenna modification. (5-25)

LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)

MERIDIAN RADIO: About July 5, TACAN will be shut down until aprx July 16-eqpmt installation. (5-12)

MERIDIAN, KEY FLD: Rnwy 9-27 clsd, 2800' on S end of rnwy 14-32 tmpry open. (5-27)

MERIGOLD ARPT: 341' (488.6MSL) lgtd twr being erected 21 nmi E (92°T) at lat 33-50-05, long. 90-18-58. (5-13)

RAYMOND, WILLIAMS ARPT: 1529' (1949'MSL) lgtd twr being erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (4-1)

TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S (196°T) at lat 34-30-34, long. 90-25-58. (5-12)

MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)

BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)

BUTLER RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

**BUTLER SPECIAL NOTICE: See page 28 .

CAPE GIRARDEAU MUN ARPT: 1677' (2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (5-4) NW/SE sod strip clsd. (9-8)

**CREVE COEUR ARPT SPECIAL NOTICE: See page 28 .

★DOGWOOD RADIO: VOR comsnd. Freq 109.4 mc. Ident: DGD. Lctd: lat 37-01-23, long. 92-52-37. Montrg category (3). Class: L-VORW. (6-15) About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield.

GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 nmi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)

JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzt and glide slope. (10-28)

MISSOURI: ★KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng. VOR-TAC comsnd. TACAN channel 73. Class: H-BVORTAC. (6-10)

★KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29) June 10, freq 310.4 mc chgd to 290.4 mc Omaha, Nebr peripheral site.

★KANSAS CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) June 10, freq 269.2 250.4 mc discontd.

KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)

MAPLES RADIO: DMET operg on test basis; channel 89.

MOBERLY, BRADLEY ARPT NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)

**MOSBY, THREE CITY ARPT: Abandoned.

ROLLA-MEMORIAL ARPT: 148' (1080' MSL) lgtd twr being erected 4.8 nmi SW(231°T) at lat 37-56-41, long. 91-48-40. (6-9)

ST JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng onBoeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer ben VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on a in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph or Rosecrans twr for advisories and clearances. (2-8)

ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)

ST. LOUIS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: About June 29, freq 307.9 mc will be chgd to 269.6 mc at St Charles peripheral site. (6-2)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution-lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) June 20, ILS lclzr, glide slope and DME shut down until aprx Sept 20 - relctn. (6-20)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: Due non-visibility twr unable ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs rul and unusable; grass area clsd. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy. when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)

SPRINGFIELD MUN ARPT TOWER: About June 23, ILS (rnwy 1) will be comsnd. Lclzr freq: 109.9 mc. Ident: SGF. Lctd 1000' from NE end of rnwy. Elev: 1251.4'MSL. Glide slope freq 333.8 mc, lctd 400' E- SE of cntrline & 750' from apch end rnwy. Elev 1261'. Glide slope angle aprx 3.0° MM lctd on projected cntrline 3150' (0.60 smi)) from apch end rnwy. Elev 1284.6'MSL. LMM freq 230 kc. Ident: GF. OM lctd 75' W-NW of centerline & 21735' (4.11 smi) from apch end rnwy. Elev 1292' MSL. IOM freq 290. Ident: SG. (6-15)

VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)

VICHY RADIO: June 20, TACAN shut down until aprx Aug 1- modernization.

**WEST PLAINS, SKY HAVEN ARPT: Reported reactivated. Lat 36-45, long. 91-53; elev: 1102', Lctn 2.5 NW, two sod strip NW/SE 2300', 1800' N/S strip. Fuel 100/130 oct.

MONTANA: BABB RADIO SPECIAL NOTICE: Durg period June 24 thru June 20, btn hrs 0600-2030M, FAA will provide a tmpry ATC twr and FSS at Babb Arpt for National Governor's Conference being held at Glacier Park. Freqs: tsmtg & rcvg: 118.5, 121.5, 126.2, 243.0, 257.8, mc. Rcvg only: 122.5 mc. Also visual signal tfc lgt. Fly all tfc patns E of arpt. (4-26)

BILLINGS, LOGAN FLD: Two clt twr structures on fld, active twr now lctd on top of new admin bldg, not obstn lgtd. Twr on top of west hangar discontinued. Due to non-visibility twr unable to ctl tfc on concrete ramp in front of admin bldg, also in areas btn hangars E of admin bldg. Caution advised in non-visibility areas. (5-20)

BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)

BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)

CHESTER ARPT: Clsd -constr, ben remain lighted. (4-5)

MONTANA: CUTBANK RADIO SPECIAL NOTICE: During period June 24 thru June 30, btn hrs 0600-2230M, FAA will provide a tmpry ATC twr and FSS at Cut Bank Arpt, for National Governor's Conference being held at Glacier Park. Following freqs avbl: Tsmtg & rcvg: 119.5, 121.5, 126.2, 243.0, 257.8 mc. Rcvg only: 122.5 mc. Also visual tfc signal lgt.
DILLON RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr. (5-9)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy . (12-30)
★GREAT FALLS AIR ROUTE TRAFFIC CONTROL CENTER: June 15, radar arrival ctl svc comsnd within 80 nmi. Normal clearance limits: Great Falls VOR, LFrng, or LOM and Malstrom TACAN. (6-15)
GREAT FALLS INTNL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4 26)
GREAT FALLS-MALSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
**HELENA, COUNTY-CITY ARPT: Rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel, rnwys 5-23 & 7-25 restricted to 10,000 lbs GWT. (4-5)
LIVINGSTON RADIO: May 16, TACAN shut down - reconstr. (5-17)
MILES CITY RADIO: About June 27, TACAN will be shut down until aprx July 27 - reconstr.
MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL Miller Creek area lat 46-47 and 46-49, long and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR & LF rng. June 17, LF rng Z mrkr shut down until aprx June 28 - modernization. (6-17)
NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts and new constr. All rnwy lgts inop. Fone for other info.
**BRUNING-STATE ARPT: NW/SE and NE/SW rnwys clsd. (7 14)
**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP & CDR, V-182 btn CDR & DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapic City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.
COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)
HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)
HOLDREGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld. (6-10)
GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW(301°T) at lat 41-01-43, long. 100-21-24. (3-14)
GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55-37, long. 98-20-32. (3-14)
LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S(187°T) at lat 40-42-02, long. 99-47-18. (3-16)
NORTH PLATTE RADIO: May 23, TACAN shut down until aprx July 4 - modernization.
OMAHA MUN ARPT TOWER: About July 12 freq 126.18 mc will be chgd to 126.2 mc.(4-26)
ILS glide slope unusable from MM to touchdown - due glide slope roughness. (5-3)
OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2 20 clsd ngt operns. Jul 1, arpt name will be chgd to Eppley Airfld. (4-12) Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)
ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)
**SCOTTSBLUFF MUN ARPT: Caution, farm operns in progress; eqpmt crossing rnwys, txwys. Ruf spots S edge rnwy 23 from NE end to int. Use center of rnwy. (6-10)
SIDNEY RADIO: About July 11, VOR will be shut down until aprx July 21 - freq chg to 115.7 mc. (6-16)
**SOUTH SIOUX CITY, MARTIN FLD: New arpt. Lat 42-27, long. 96-28; lctd 2 mi W; elev: 1100'; 2 rnwys, NW/SE 4000' x 100' oil mat, SW/NE 2200 x 75' grass; trees on S end. rnwy lgts on req, maj rprs, storage, unicom, 80-87 & 100 oct fuel avbl. (5-2)
**THEDFORD MUN ARPT: New arpt; lat 42-00, long. 100-30; lctd 2 mi E; elev: 2700'; one sod rnwy, ESE/WNW 2700 x 100'; 80-87 oct fuel avbl.
WALLACE MUN ARPT: About 1 July, 200'(3517'MSL) lgtd twr will be erected 5 nmi SW (226°T) at lat 40-46-48, long. 101-14-48. (6-13)
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
COALDALE RADIO: VORTAC usable dist: 300° - 15° and 60° - 80° limited 25 nmi at MOCA.
ELKO RADIO: TACAN operns suspended until aprx June 20 - TMC installation. (5-5)
About June 20, VORTAC will be comsnd. TACAN channel 92. Class: M-BVORTAC. (6-16)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)

GOODSPRINGS, SITE 23 B, LAX-SLC: Course lgts inop.
LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8 28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6) Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet ffc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR , direct to the NE corner of Caution Area C436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11 W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48 N, 114-15 W to 35-58 N, 115-30 W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1)
LAS VEGAS RADIO: VORTAC coverage restricted to awy radials and trml apchs use only.
**LAS VEGAS, THUNDERBIRD FLD: NE/SW rnwy ruf, use emgcy only. N/S rnwy perm clsd. UNICOM 122.8 mc avbl.
LOVELOCK RADIO: About July 18, TACAN will be shut down until aprx Aug 17 - reconstr & channel chg to 112. About Aug 2, VOR will be shut down until aprx Aug 17 - freq chg to 116.5 mc. About Aug 10, DME channel will be chgd to 85. (5-27)
MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in vcnty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)
MORMON MESA RADIO: Soon, VOR/DME will be shut down - freq chgs to 114.3 mc, Channel 63. Durg shutdown, following route structure & MEAs in effct: Unusable Awys: V8, Searchlight Int-MMM; V21E LAS-MMM: V237 White Hills-Int.-MMM; V21, V21W, V1508 V1529 MMM-MLF; V8N MMM-Gunlock Int. Unusable Reporting Points: Willow Beach, Temple, Mead & Lakeview. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated): V105E LAS-PGS, 9000'; V8N, V21E, V1508, V1510, V1529 LAS-MMM Int., 15,000' NE, 6500' SW; V8, V21E, V1510 MMM Int-Hurricane Int., 15,000'; V8N Gunlock Int-BCE, 16,000' MEA Usable Reporting Points: Boulder City Int - LAS 105° & 244° brg to Goodsprings H facil; Gunlock Int - BCE 239° & SW course ENP LF rng (MRA 16,000'); Mormon Mesa Int - BCE 225° & PGS 318° (MRA 15,000'). TACAN operg test basis; channel 23, (4-23) About June 29, VORTAC will be comsnd. TACAN channel 90. Class: L VORTACW. (6-6)
NELLIS AFB SPECIAL NOTICE: Hvy jet traffic conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering between 15,000' and 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10-113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng.
RENO APRT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3° (6-15) This corrects Airgi Vol 15, No 7 dated June 7, 1960.

(21 June 1960)

NEVADA: **RENO MUN ARPT: Due to non visibility twr unable to ctl tfc on ramp area vcnty of hangars at N end of arpt. (6-4)

TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord rdo).

CLAREMONT MUN ARPT: Rnwy lgts inop.

CONCORD RADIO: DMET operg test basis; channel 113. (3-30)

LEBANON RADIO: VOR unusable 50° clockwise to 70°, 105°-115°, beyond 30 nmi. (12-6)

June 6, VOR shut down until aprx June 27 - grading. Durg this period, the following substitute route structure & MEAs in efct: V141 BTV VOR-CON VOR substitute BTV VOR direct BTV LF rng B4 CON LF rng, MEA as published; V151 LEB VOR-FFN VOR substitute B45, MEA as published. (5-2)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. Tetrahedron unlgtd & inop.

New Jersey: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri, the route will be from ACY helicopter pad (lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050° M to bndry of Idlewild arpt (lat 40-38-20, long. 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long. 73-46-46). Direct Mineola, direct Glen Cove Rbn thence track out brg of 020° M until intercepting brg of 141° from Westchester Co LMM. LMM PN 260; thence 315° M to threshold of rnwy 34 Westchester Co. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thence heading 102° to intercept 232° of BDR VOR thence 052° M to Bridgeport pad (lat 41-10-00, long. 73-07-30).

ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd.

★ATLANTIC CITY (POMONA)NAFEC ARPT TOWER: ILS lclzr course width changed to 4°. About July 1, freq 132.30 mc will be decmsnd. June 14, freq 142.74 mc decmsnd. ILS BC unusable. Lclzr antenna lctd 900' from end rnwy 31. (6-10)

ATLANTIC CITY (POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. Caution, extsv fld maint. (4-9)

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 & civil acft parking ramp not visible from twr.

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17, 340° M to a point at lat 40-58, long. 74-22; thence 315° M to the Delaware River. Time: sunrise-sunset. Alt: sea level to 9,000'. User: Curtiss-Wright Corp., Caldwell, N. J. Expires Aug 15, 1960.

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (6-16)

COLTS NECK RADIO: DMF unusable beyond 35 nmi from 250° clockwise to 270° at MOCA DMET operg on test basis; channel 98. (6-2)

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 369 kc (NEL) on req and durg IFR. No approved apch for Homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19)

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SF course. Light multiples other courses.

NEWARK ARPT TOWER: ILS (rnwy4) LOM unusable beyond 12 mi 040° clockwise to 090° About July 13, ATCRB svc will be shut down until aprx Sept 28 - relctn. About July 13, VHF/DF will be shut down aprx Aug 12 - relctn. About July 8, Dptr ctl freq 353.90 mc will be comsnd in place of 338.60 mc. (6-16)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list, motorless and fighter type acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev, 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended; men, eqpmt on fld. 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg. (6-9)

NEW JERSEY: READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on week ends from gnd to 7000'. (6-13)

RED BANK ARPT: VOR rcvr gnd check pt. unusable. (9-3)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo btn operg 294 kc - careful tuning requtred.

SOLBERG RADIO: About June 22, TACAN will be shut down until aprx July 21 - stn modernization. (5-5)

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

★STILLWATER RADIO: June 8, VORTAC comsnd. TACAN channel 101. Class: M-BVORTAC.

**TETERBORO ARPT: Shoulders rocky & rut. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. North, center & west txwys redesignated B, C & D respectively. (5-9)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr.

WILDWOOD, CAPE MAY COUNTY ARPT: Extensive banner towing during June, July, August and September.

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields.

NEW MEXICO: ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59; elev: 4250' one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.

ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700M-1000M daily except Sat & Sun. These ctld firing are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque Kirtland AFB hi-density trml area: (1) All E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° & not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000' MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68, and V68S.

ALBUQUERQUE, KIRTLAND AFB TOWER: UHF DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.

ALBUQUERQUE, KIRTLAND AFB: Occasionally jet barrier placed on rnwys 21, 26, 35 in raised position for tmpry period due wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing rnwy with barrier in raised position will be at pilots discretion.. (6-13)

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM. Lctd lat 36-29-30, long. 104-52-18, Mag. var.: 13° 10'E. Elev: 6547'MSL. Montrg category (1). Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)

NEW MEXICO: CLAYTON RADIO: Soon, VOR will be comsnd. Freq: 114.1 mc. Ident: CAO. Lctd lat 36-23-18, long. 103-12-30. Mag. var.: 12°30' W. Elev: 4980' MSL. Montrg category (3). Class: M-VORW. (6-11)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8 , 126.18, 118.7 or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16) About July 1, rcvr 3023.5 kc will oper on req. (5-13)

★CROWN POINT RADIO: VOR montrg category is (3). This corrects AIRGI, Vol 15, No. 7, dated June 7, 1960.

**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Station lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

**FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23; rnwy 6-24 abandoned, mrkd with crosses.

FT. WINGATE (GALLUP) SPECIAL NOTICE: Hvy demolition in progress from 28 Mar thru 30 June daily Mon-Fri 0730M to 1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long. 108-36, on S by lat 35-26, and on W by long. 108-38. (3-24)

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

LAS VEGAS RADIO: TACAN operg on test basis; channel 120. (9-2) Soon, VORTAC will be comsnd. TACAN channel 120. Class: H-BVORTAC. (6-11)

**LAS VEGAS MUN ARPT: Lgtd 145' (6825' MSL) rdo twr erected W edge of fld; lat 35-39-09, long. 105-09-03. (6-11)

RATON RADIO: About Jul 15, VOR will be discontd. (5-12) Unusable Awys: V19 LVS-Rattlesnake Int.; V19E LVS-RTN; V452 DHT-RTN. Unusable Ints: Earl & Border.

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

SANTA FE-COUNTY MUN ARPT: Due non-visibility twr unable to ctl tfc on E-W parking and loading area SE of twr. (6-10)

TAOS RADIO: About July 13, VOR ident will be chgd to TAS. (6-13)

TEXICO RADIO: June 13, VOR shut down until aprx June 25 - freq chg to 112.9 mc and class chgd to M-VORW. (6-17) During this period, following route structure and MEAs in efct: Unusable Awys: V20 ROW-Vega Int.; V102 ROW-LBB Int.; V1520 CNX-CDS; V278 TXO-GTH; V60, 62 TXO-Hale Int. Unusable Reporting Points: Vega, Moser, Plainview, Hale and Dora. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise inidcated.) V60 TXO Int - TCC via TCC 125° radial 7600'; V60S , V62S TXO Int - LBB via LBB 305° radial, 7000'; V62 TXO Int - ACH 095° radial 14,500'; V81 LBB-AMA, 5500'; V14 Kenna Int - PEP Int., 8000'. Usable Reporting Points: Texico - AMA R218, TCC 125°; LBB 305°, 9200' MRA.

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

ZUNI RADIO: About July 25, VORTAC will be shut down until aprx Aug 9 - freq chgd to 113.4 mc/ channel 81. (6-7)

NEW YORK: ALBANY MUN ARPT TOWER: About July 18, ILS lclz r and glide slope will be shut down until aprx July 28 - modernization. (6-2)

BATAVIA ARPT: Parachute jumping at alt up to 12,000' dalgt VFR conditions with ceiling from gnd level 2200 up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.

BINGHAMTON, BROOME CO. ARPT TOWER: June 13, ILS lclzr and glide slope shut down until aprx July 28 - modernization. (6-13)

BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relctd to hangar roof on NW corner arpt; 3900' NW of present twr on trml bldg.

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg minimum straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr.

CICERO ARPT: Closed transient acft, constr. (12-9)

COOPERSTOWN ARPT: Caution, all rnwys under constr. Do not land apch area rnwy 23, not a part of arpt.

DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.

**ELMIRA, CHEMUNG COUNTY ARPT: Lgtd & mrkd 20' steel twr containing remote wind

NEW YORK: eqpmt erected in grass area 600' SE cntrline rnwy 6-24, 300' N cntrline rnwy 10-28 and 125' SW cntrline of txwy. (6-1)

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA. Abo ut July 1, rcvr 3023.5 kc will oper on req. (5-13)

ISLIP, McARTHUR FLD SPECIAL NOTICE: ILS Procedure- Rnwy 6, Amdt 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstns in apch area.

**ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. New 125' water twr lctd 1500' S of cntr point of rnwy 14-32, lgtd. Men, eqpmt on fld. (6-10)

LAKE PLACID: Not a seaplane base, no facils avbl. Facil for landplane avbl at Lake Placid Arpt.

**LAKEVIEW ARPT: Reactivated. Lat 42-42, long. 78-54; lctn: 1.5 mi E; elev: 750' one hard surface N/S rnwy 2600' x 50'. 80 & 100 oct fuel avbl, flares on req. P-line S.

LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft. Dix-McGuite AFB LF rng, careful runing rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)

NEW YORK AREA SPECIAL NOTICE: Extreme caution - hi-performance test jet acft operg in corridor btn Republic Aviation Corp, Farmingdale, L.I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK RADIO: About July 21, Idlewild TACAN will be shut down until aprx Aug 20 - modernization. (6-16)

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1 freq 132.30 mc will be decmsnd. (4-25)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to prcoeeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or La Guardia rqrd to remain well clear of Mitchel AFB. (4-3)

NEW YORK, FLUSHING ARPT: Constr work 400' S of arpt aprx 80' obstn crane and pile driver, Caution lndg N, tkof S over this area. Apartment bldg aprx 90' AMSL will be constrd. (6-2)

NEW YORK HELIPORTS: W 30th St. & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Rems: Caution ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.

NEW YORK INTL (IDLEWILD) ARPT TOWER: ILS glide slope unusable below 300' MSL - acct roughness. About July 1, freqs 132.30 and 134.64 mc will be decmsnd. (4-25)

NEW YORK INTL (IDLEWILD) ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (located 4 nmi E of Lido NDB) between 8pm & midnight EDT, through Sept 6, 1960. (6-13)

**NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. May 6, apch lgts system with sequence flashers serving rnwy 22R decmsnd, concurrently apch lgt system configuration A with sequenced flashers serving rnwy 22L comsnd, including semi-flush lgts at green threshold bar btn rnwy lgts which may be obscured during adverse wea conditions. Due non-visibility twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn

NEW YORK: txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwy I and O btn L and N and includ ing txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off apch end of rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE of apch end rnwy 31L, obstn lgtd & flagged. Pavement dip & rolling action on surface of rnwy 13R-31L lctd 5400' from the apch end of rnwy 31L and 5800' from the apch end of rnwy 13R. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by ctcg Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. Apr 18, substitue lclzr operg on pavement of clsd rnwy 4-22, at lat 40-46-18, long. 73-52-56; 1120' NE of SW end rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway mrkg barricades. Aoout July 1, VHF/DF and PAR will be shut down until aprx Aug 12-relctn.

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twrs aprx 390' MSL. (12-3)

NEW YORK, LA GUARDIA ARPT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 clsd. Rnwy 13-31 usable 5914 x 150' btn SR-SS; 4900 x 150' SS-SR with overrun 1000' on NW end of rnwy. Rnwy 4-22 clsd excp for taxiing via designated txwys to and from M. A. T. Txwy 1 and W run-up pad clsd, mrkd. txwy lgts inop. Constr all areas, hvy eqpmt operg daily. Acft follow all cntrlines due current chgs; txwys max wing span 125', greater wind span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of Domestic trml bldg ramp, btn hangars 1 & 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmls; vehicles routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area E of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at waters edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2 & 4. 3 inch deep water puddles all depressions in paved surfaces, durg and after rain. (5-13)

NIAGARA FALLS MUN ARPT TOWER: Soon, freq 142.74 mc will be decmsnd.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, long. 73-46-00. (17 n mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

ROCHESTER, HYLAN ARPT: Rnwy 14 clsd.

ROCHESTER, MONROE CO ARPT TOWER: ILS lclzr and glide slope inop dalgt hrs. Mon-Fri until aprx Aug 1, men, eqpmt vcnty lclzr. (5-30)

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days & tmpry battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Men, eqpmt off W end rnwy 28, days xcpt Sat & Sun. (5-5)

SCHENECTADY COUNTY ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT TOWER: About July 6, ILS lclzr and glide slope will be shut down until aprx July 15 - eqpmt modernization. (5-19)

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

THOUSAND ISLAND ARPT: New arpt reported. Lctn 1.0 SW of the Thousand Island Bridge on the St. Lawrence River. One 2400' NE/SW turf strip. Hi tension wires SW end of fld. Fld open summers only, June 1 Oct 1. (6-6)

UPPER ST. REGIS LAKE: No seaplane facils avbl.

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°. About July 1, rcvr 3023.5 kc will operg on req. (5-13)

WHITE PLAINS, WESTCHESTER CO ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14) About July 6, ILS lclzr & glide slope will be shut down until aprx July 16- modernization.

NORTH CAROLINA: ASHEVILLE RADIO: DMET operg test basis, channel 71. (4-6)

ASHEVILLE ARPT: New arpt under const, lctd 9 mi S. Hazardous, clsd all operns.

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE RADIO: About July 18, TACAN will be shut down until aprx July 28- eqpmt installation. (6-16)

CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

CHARLOTTE, DOUGLAS MUN ARPT: 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. Sequence flashg apch lgts (rnwy 5) operg test basis.

★ CHERRY POINT MCAS RADIO: Navy LF rng and Riverdale Fan Mrkr decmsnd. (6-13) Navy H facil (freq 245 kc) shut down for reictn to former rng site. (6-14)

COFIELD RADIO: DMET operg test basis, channel 109. (5-18) About July 28, VORTAC will be shut down until aprx Aug 3- freq chg to 113.7/channel 84. See page 32 for substitute route structure & MEAs. (5-25) About Aug 3, VOR class will be M-BVORTAC

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis, channel 93. (6-15)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

FRANKLIN ARPT: Tmpry hazardous condition on long N/S strip, use short 1700' N/S strip; caution S end soft when wet. (4-6)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

GREENSBORO-HIGH POINT ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

GREENSBORO-HIGH POINT ARPT: Sequence flashers operg test basis. (6-17)

**HATTERAS, BILLY MITCHELL ARPT: New arpt, lat 35-13-45, long. 75-37-20; lctn: 4.0 mi NE; elev: 15'. One NE/SW paved rnwy 2400 x 75'; no lgts or svcg. (5-26)

HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)

JACKSONVILLE ARPT: Efctv July 1, fld will be clsd to all tfc; no svcg avbl. (6-9)

KINSTON RADIO; Soon, VOR will be comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Montrg category (I)-Ctld & montrd from New Bern FSS. Class: L-BVOR. (6-9)

LIBERTY RADIO: Soon, VOR will be comsnd. Freq: 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Montrg category (I). Ctlg FSS-Raleigh-Durham. Class: L -BVOR.

★ LUMBERTON RADIO: VOR perm decmsnd. (6-14)

LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW (247°T) at lat 34-45-37, long. 79-26-19. (5-13)

MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)

RALEIGH-DURHAM RADIO: DMET operg test basis, channel 122. (9-25)

★ RALEIGH-DURHAM ARPT TOWER: June 13, ILS lclzr & glide slope shut down until aprx July 4 - modernization. (6-17) About July 18, 126.18 mc will be chgd to 126.2 mc. (4-26) June 13, dptr ctl freq 236.0 mc replaced freq 274.3 mc at the Fayetteville peripheral site June 7, freq 121.4 mc & rcvr 122.5 mc comsnd Goldsboro peripheral site.

RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE (116°T) at lat 35-50-00, long. 78-42-40. (5-6)

ROCKY MOUNT RADIO: June 15 VOR shut down until aprx June 29-counterpoise repairs. See page 31 for substitute route structure & reporting points. (6-15)

NORTH CAROLINA: SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184' (734'MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)
WILMINGTON RADIO: About June 30, TACAN will be shut down until aprx July 30-class chg to H-BVORTAC/TACAN channel chg to 117. VOR will be shut down until aprx July 14-freq chg to 117.0 mc. (6-16) See page 31 for substitute route structure & MEAs during shutdown. (5-23)
**WILMINGTON, NEW HANOVER CO ARPT: 133' MSL(102'AGL) lgtd radar twr being erected 400' NW of trml bldg.
WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back crs unusable. (6-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-26)
**WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-33, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960. (5-2)
NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
★FARGO RADIO: June 15, Glyndon, Minn. Fan Mrkr discontd.
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
JAMESTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91'(1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)
OHIO: AKRON RADIO: About July 9, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (5-23) DMET operg on test basis; channel 21. (3-14)
AKRON-CANTON ARPT TOWER: ILS BC unusable. (1-14) About June 20, ILS lclzr and glide slope will be shut down until aprx June 29-eqpmt modernization. (5-19) ILS glide slope unusable below 200' AGL acct roughness. (6-16)
AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. (3-10) Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Soon, a sequence flashg lgt system will be comsnd rnwy 1; will operate in vonjunction with existing configuration A apch lgt system and will consist of 21 units at 100' intervals starting at apch end of system. (5-9) Portion of ctl zone & tfc patn E of arpt not visible from ctl twr due constr. (6-15) 110' lgtd boom operg dalgt hrs, trml bldg under constr.
AKRON MUN ARPT TOWER: About July 25, freq 120.10 mc will replace 119.50 mc. (6-3)
AKRON MUN ARPT: Tetrahedron unctlbl. Obstn lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
ATHENS, OHIO UNIVERSITY ARPT: 602'(1189' MSL) stack being erected 23 nmi SSE (163°T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-20)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 btn sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface.
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef-arpt constr. (4-24) May 6, ILS MM and LMM shut down rnwy constr. (5-9)
**CINCINNATI, GREATER CINCINNATI ARPT: Neon apch lgt lane rnwy 36 perm decomsnd. (5-6) Rnwy 36 under constr. Minimums of 400-1 will apply. (5-12)
★CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: June 13, additional enroute radar ctl svc provided. This svc applies to acft arriving Hopkins, Lakefront, Cuyahoga County and Lost Nations Arpts. Normal clearance limits for arrivals from W of a N/S line thru CLE LF rng: Amherst Int and New London Int. Arrivals from E of N/S line thru CLE LF rng cleared to Richfield Int and County Int. Freqs: Acft arriving from W-120.8 mc primary 125.8 mc secondary. Acft arriving from E-124.6 mc primary; 125.7 mc secondary.
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. About July 1, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (5-16)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 opendalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (6-8)
COLUMBUS-SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000'. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)
COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)
COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.

DAYTON SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)
DAYTON MUN ARPT TOWER: About July 13, ILS glide slope will be shut down for relctn.
DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)
DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)
DAYTON, WRIGHT-PATTERSON AFB-SPECIAL NOTICE: Extreme caution-extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11.
**GALLOWAY, COLUMBUS SOUTHWEST ARPT: Rnwy lgts operg on req only after 2200, lgtd tetrahedron same sked. (5-27)
HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped; when using ctc arpt on UNICOM 122.8 mc. (6-3)
★JEFFERSON RADIO: VOR class chgd to M-BVOR. (6-13)
**MANSFIELD MUN ARPT: No signals SS-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'; occasionally condensation on twr windows will reduce twr visibility and ctl svc will be discontd for tmpry periods. (4-13) Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots discretion. (4-14) Tetrahedron unlgtd, uncontrollable. (5-12)
MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800-1900. (8-28)
NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.
PORT CLINTON MUN ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is useable. Caution, parking & taxiing due constr of new hangar & trml bldg; men, eqpmt & structures in area.

OHIO: RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Cltd firing for demolition purposes when wea permits, durg regular workings hrs, Mon thru Fri. within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246).

**SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.

TOLEDO MUN ARPT: Clsd Suns. 0800E-1800E to all excp local base acft; drag races in progresss. (5-4)

WATERVILLE RADIO: About July 21, TACAN will be shut down until aprx Aug 20 - stn modernization. (6-16)

WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy.

**XENIA, PORT XENIA ARPT: Reinstated. Lat 39-41, long. 83-32; lctn: 3.5 E; elev: 1050'. one sod E/W strip, 2000 x 300'; maj rprs and 80 oct fuel avbl.

YOUNGSTOWN RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

**YOUNGSTOWN, AUSTINTOWN ARPT: Perm clsd. (5-25)

YOUNGSTOWN MUN ARPT TOWER: About July 25, freq 119.50 mc will replace 119.00 mc. About July 27, freq 118.00 mc will replace 125.50 mc. (6-3)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

ZANESVILLE, RIVERSIDE ARPT: Reported reactivated; lat 39-59, long. 82-00; lctn: 1 mi N; elev: 700'; 1 sod rnwy, 4000' in length; 80 oct fuel, minor rprs & storage avbl; open Mon-Fri 1630-2000, wk-ends 0900-2000. FEE to commercial users only.

OKLAHOMA: BARTLESVILLE RADIO: Actt may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt operns. (2-12)

BRISTOW MUN ARPT: 200'(995'MSL) lgtd twr being erected approx 1 mi E(90°T) at lat 35-49-39, long. 96-23-33. (5-26)

ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student jet trng conducted within 75 nmi radius of Vance AFB from 9,000' MSL to flt level 260. Intense VFR student jet tfc durg same period, from gnd to 10,000' MSL within 5 mi radius of Vance AFB and Kegelman AF Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux remain at or below 2300' MSL. Contact Vance Twr on 121.3 or 126.18 mc for tfc advisory. (5-19)

GAGE MUN, 13 AMA-MKC ARPT: N/S rnwy clsd for rprs. (6-11)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)

**LANGLEY, TRECO ARPT: Efctv June 30 fld abandoned. (6-14)

NORMAN, GOLDSBY FLD: 150' AGL(1303' AMSL) lbst painted and lgtd oil derrick under const at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

**STILLWATER SEARCY FLD SPECIAL NOTICE: Flgt Test Area described as follows: lat 36-27, long. 97-00; thence S to 36-18, 97-00; thence W to 36-18; 97-10; N to 36-27, 97-10; E to 36-27, 97-00. Time: dalgt hrs. Altitudes: between 1500 and 5000' above terrain. (2500 to 6000' MSL). User: Aviation Technology Dept., Oklahoma State University, Stillwater, Okla. Expires July 31, 1960. (4-14)

★OKLAHOMA CITY, TULAKES ARPT TOWER: Effctv June 15, twr hrs opern 0600-2200.

OKLAHOMA CITY, WILL ROGERS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

**OKLAHOMA CITY, WILL ROGERS FLD: North 7400' rnwy 17-35 open for all operns; new 2400' S extsn rnwy 35 and E txwy clsd all operns. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Txwy btn E end of E-W txwy and rnwy 21 perm clsd all operns. High intensity apch lgts decmsnd Mar 8. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (5-11)

SHAWNEE MUN ARPT: 120.5' AGL(1211.5'AMSL) lgtd elevated water storage tank under constr E side of arpt. 200' AGL (1281.8'MSL) lgtd church steeple under constr adj E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)

STROUD MUN ARPT: N/S rnwy under constr;men & eqpmt on fld. Fld open daylgt hrs only.

TULSA RADIO: June 6, TACAN shut down - eqpmt installation. (6-6)

★TULSA MUN ARPT TOWER: ILS lclzr course width reduced to 4°. (6-15)

TUSLA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. Efctv July 1, tfc rnwys

OKLAHOMA: 17R & 21R will be rgt hand, clockwise. Flashg amber lgt not installed. (6-2)

OREGON: BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)

CAVE JUNCTION SPECIAL NOTICE: Exstv forest svc parachute smokejumper trng will be conducted durg mos. of June, July, Aug., and Sept, in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby, Ore., 4-1/2 mi E of Cave Junction, Ore.

EUGENE RADIO: About July 5, TACAN will be shut down until aprx Aug 4 - reconstr.

EUGENE, MAHLON SWEET FLD: 124' twr 6.9 mi SE, obstn painted, but unlgtd. (5-17) No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

JOHN DAY MUN ARPT: Caution, constr in progress, men eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS RADIO: About Aug 2, TACAN will be shut down until aprx Sept 2 - reconstr. (5-16)

KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. Soon, VORTAC will be comsnd. TACAN channel 57. Class: M-BVORTAC. (5-20)

LAKEVIEW MUN ARPT: Caution, especially at ngt; rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)

MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21'W of center int, 100' deep.

PENDLETON RADIO: June 1, VOR shut down - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V4 YKM-BKE; V112 DLS-PDT; V281 RDM-Rodna Int; V281E PDT-Pine City Int.; V298 PDT-MYL; J3V LMT-GEG; J16V, PDX-DLN. Unusable Reporting Points: Heppner, Eightmile, Ukiah, Pilot Rock, Weston, Gardena, Lamar, Dusty, McNary. Usable Awys: (Tmpry redesignated with published MEAs); V1533 from RDM VOR direct PDT LF rng direct MLP VOR.

**PENDLETON, WOODPECKER FLD: New arpt, lctd 2 mi NE; lat 45-42, long. 118-43. Elev: 1410'. One NE SW sod rnwy 2500' x 80'. Maj rprs, F4 fuel avbl. P-line W.

PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)

PORTLAND-INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210° 4000' and 210°-275°, 10,000'. (5-10)

REDMOND RADIO: About July 1, freq 3023.5 kc will oper on req. About June 30, VOR/DME will be relctd to lat 44-15-11, long. 121-18-09 and freq chgd to 113.5 mc. Elev: 4101' MSL. (5-27)

THE DALLES RADIO: June 9, TACAN shut down until aprx July 30 - reconstr. (6-14)

THE DALLES MUN ARPT: Drag races will be conducted July 17, Aug 14 and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)

UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also marked with 20" orange aluminum balls, spot lgtd from both sides of the rvr. (1-4)

**WALLOWA, HILL'S AIRSTRIP: Abandoned. (4-15)

PENNSYLVANIA: ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)

ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown.

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA.

**ALTOONA, BLAIR CO ARPT: Four additional 302' lgtd twrs erected 10 nmi NNW (339°T) at lat 40-27-20, long. 78-23-50. (5-16) Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)

BEDFORD ARPT: S end N/S rnwy clsd, soft; ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)

**BEDFORD, WEIDMAN ARPT: New arpt; lat 40-04, long. 78-30; lctn: 2 mi N; elev: 1200'. One NW/SE black top rnwy, 2200 x 70'; minor rprs and F4 fuel avbl.

PENNSYLVANIA: BRADFORD RADIO : DMET operg test basis; channel 113. (2-18)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
**DOYLESTOWN, SKYRON-BUCKS COUNTY ARPT: Formerly Doylestown Arpt. (6-1)
DU BOIS RADIO: Soon, H facil class will be chgd to BH. Voice ctl & montrg from Brookville FSS. (3-10)
**DUBOIS, JEFFERSON COUNTY ARPT: New arpt ; lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700' x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl.
**DUBOIS MUN ARPT: Closed.
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
GETTYSBURG SPECIAL NOTICE: Acft are reqrd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140° to 165°, beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dis unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi , 360° -025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int-acct interference. (3-10)
HARRISBURG-YORK STATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. Soon rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 & 12-30 will remain open. (5-4)
HUGHESVILLE RADIO: H facil has eratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
JOHNSTOWN, CAMBRIA CO. ARPT: Use rnwys and taxiways only; sod areas soft. Txwys No. 4 from ramp to int of rnwy 9-27, 15-33 and txwy No. 2 from this int to rnwy 15 clsd.
KUTZTOWN ARPK: Men , eqpmt on N/S rnwy dalgt hrs June and July. (6-13)
LANCASTER MUN ARPT: Caution, constr. (11-10)
**LINESVILLE, MERRY'S PYMATUNING ARPT: Reactivated; lat 41-40, long. 80-26; elev: 1200'; lctn: 1 mi NW; 2 sod rnwys, NNE/SSW 2250 x 400', WNW/ESE 1800 x 400'. 80-87 oct fuel & minor rprs; rnwy lgts avbl on req. P-line NNE.
MATAMORAS MUN ARPT: Caution. constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld. (7-31)
**MONTGOMERYVILLE, HI LINE ARPT: Formerly carried as Montgomeryville Arpt. N/S rnwy clsd, constr; lgts inop. Grass rnwy parallel to main rnwy on W side, only rnwy open; Caution, watch for constr eqpmt. (4-18)
MT. POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld durg course of jumping activities.
PHILADELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)
PHILADELPHIA-INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29)
PHILADELPHIA INTL ARPT : Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts. Mil jet acft arriving & departing fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)
PHILADELPHIA, NORTH PHILADELPHIA ARPT: Two 110' cranes operg 1800' W of int rnwys 6 & 15, flagged days, lowered ngts. (6-2)
PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PHILIPSBURG RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)
PITTSBURGH SPECIAL NOTICE: Effective May 16, 1960, civil jet radar flt advisory service will be discontinued by the Pittsburgh Center for approx. 60 days. This service will be provided from the Claysburg, Pa. GCI site while operating on the following specified routes: J82V btn the CLE VOR and BUF VOR 123° radial; J80V between BAL VOR 360° radial and 50 nmi E of APE VOR; J78V between BAL 360° radial and 35 nmi NE of CRW VOR J71V between FRR VOR and 50 nmi E of APE VOR: J60V; and J14V between BAL VOR 360° radial and CLE VOR J42V and J8V between FRR VOR and 35 nmi E CRW VOR J34V between CLE VOR and PIT VOR J12V between FRR VOR 360° radial and PIT VOR. Transmitting and receiving freqs: primary 126.8 mc alternate 133.2 mc emgcy 125.1mc.
★PITTSBURGH RADIO: June 13, VORTAC comsnd. TACAN channel 121.Class: H-BVORTAC.
PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: May 16, ARSR-1 and IFF bcn shut down until aprx July 15-modernization. (5-16) About July 1, freq 132.30 mc will be decmsnd. (4-25)
PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)
**PROSPECT, PITTSBURGH SKY DIVERS ARPT: Formerly Carnahan Arpt. (5-16)
PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat until Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST RADIO: DMET operg on test basis; channel 108. (6-2)
TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12)
TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)
WAYNESBURG, GREENE COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown- acct roughness. (2-10) June 14, ILS glide slope and lclzr shut down until aprx June 23- modernization. (6-17)
**WILKES-BARRE, WYOMING VALLEY ARPT: Rnwy lgts & svc not avbl 0400-1100Z. (5-31)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwys S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280° 290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
**MIDDLETOWN, NEWPORT AIRPARK SPECIAL NOTICE: Flgt Test Area described as follows: SW corner lat 41-31-48, long. 71-18-30; to NW corner 41-35-00, 71-16-30; NE corner 41-35-00, 71-13-48; SW corner 41-31-30, 71-13-48. Hours: dalgt. Altitudes: 3,000' or less. User: John C. Powell. Expires June 28, 1960. (6-3)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dis 12 mi 260° clockwise thru 310°.
**PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. (8-15) May 19, sequenced flashers comsnd rnwy 5R to operate in conjunction with configuration A

[illegible] apch lgt; system; and consists of 26 units at 100' intervals starting at apch end of the system. Excavation W side of fld and edge of rnwy 23R and 5L aprx 2000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd and lgtd; rnwy 23R and 5L subject to closure Mon-Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt, working 500-1000' SW apch end of rnwy 5R. (4-22) Extreme caution, excavation S side of ramp 100-150' E of apch end rnwy 23R, mrkd and lgtd. (5-16)

SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmrkd. Open trench 2' wide, 500' long, extending from ramp to rnwy edges and lctd 30' NE and parallel to SW txwy; mrkd dalgt hrs only; men and eqpmt working 0800-1600 wkdays. (5-18)

SOUTH CAROLINA: BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V1 and V3 awys S of V18, acct hvy general tfc all VFR dalgt hrs. (1-11)

BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vcnty MCAAS all times all alts. Hi-performance supersonic weapons systems with min see and be seen capability conducting max performance climb penetration maneuvers. (12-4)

BENNETTSVILLE, ROWE ARPT: 240' (350'MSL) lgtd twr being erected 3.2 nmi S (196°T) lat 34-35-24, long. 79-41-08. (5-13)

★CHARLESTON AFB MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4) Twr is FAA operd. Pilots of military acft should note published rdo freq requirements.

**CHARLESTON AFB MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng and opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700'MSL, hvy transport tfc patn 1200'MSL, lgt acft tfc patn 700'MSL. (2-4) Caution, when operg in SE quad of fld. Hi-speed, hi-performance jet acft departing on the 150° radial of CHS TACAN and climbing at a hi rate to alts of 30,000' and above when VFR wea exists. All acft should ctc twr or apch ctl when entering that area for tfc advisory. 240'(320'MSL) lgtd twr being erected 12.3 nmi WNW (303°T). 32-59-34 80-16-32.

COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000' front crs unusable beyond 20 mi. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**COLUMBIA ARPT: Sequenced flashing lgt system at apch lgt stations 5 thru 30 serving rnwy 5 flt checked and comsnd. (6-10) 205' (705'MSL) lgtd twr being erected 7.8 nmi SSE (177°T) lat 33-48-47, long 81-06-57. (4-16)

CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised; hi-performance supersonic jet tfc and all wea opern conducted daily. (1-13)

CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (6-9)

**DILLON-CO ARPT: New arpt; lat 34-27, long 79-22; 2 mi N; elev 134'; one asphalt NE SW rnwy 3000 x 75'; rotating bcn and rnwy lgts, dusk-dawn; unattended.

FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due restrictions VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)

FLORENCE MUN ARPT: Taxi strip btn rnwys 29 and 36 clsd.

GREENVILLE MUN ARPT: ILS glide slope usable to MM only. (2-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) Soon, ILS lclzr and glide slope will be shut down until aprx July 17, reletn of lclzr. (5-23)

**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)

HARTSVILLE MUN ARPT: 360' (602'MSL) lgtd twr being erected 4.1 nmi W (273°T) lat 34-24-33, long 80-09-22. (5-13)

MYRTLE BEACH ARPT RADIO: Efctv June 22, CM twr freq 121.3 mc will be decmsnd; freq 126.2 mc will be comsnd. (6-3)

PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use; lat 32-13, long 80-41; (1 4 mi W of old Hilton Head Arpt, now perm clsd); elev 15'; one 3000' x 200' NE SW turf strip; no services or lgts avbl. (2-4)

**ROCK HILL MUN ARPT: New arpt; lat 34-59, long 81-04; lctn 5 mi NW; elev 666'; one paved rnwy, NE SW, 3500 x 75'; rnwy lgts dusk-dawn; 80-100 oct fuel and maj rprs avbl; bcn not oper. (5-4)

SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

SOUTH CAROLINA: SPARTANBURG MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-27)

**TIMMONSVILLE, HUGGINS ARPT: NW/SE sod rnwy extended to 2350'. (6-6)

SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy clsd to acft over 8000 lbs; 200' each end clsd to all operns. (6-14)

DUPREE RADIO: DMET operg on test basis; channel 115.

**FLANDREAU MUN ARPT: 1117' (2748'MSL) lgtd twr erected 5 nmi E (100°T) lat 43-59-05, long 96-28-45. (3-11)

HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hvy eqpmt crossing N S rnwy. (5-18)

HURON RADIO: DMET operg on test basis; channel 123.

**MITCHELL ARPT: 572' (1927'MSL) lgtd twr erected 5 nmi SSE (163°T) lat 43-41-25, long 98-00-27. (12-29)

**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V89 btn RAP and CDR, V182 btn CDR and DGW, V247 btn DGW and the Ross Int at alts 10,000-23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo.; Chadron, Nebr.; Rapid City, S. D. During trng periods, these stations will include an advisory message at the end of each weather best. (10-26)

RAPID CITY-ELLSWORTH AFB SPECIAL NOTICE: Due extensive ILS-GCA apch activity, it is suggested that VFR operns at or below 5000'MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500'MSL or contact Ellsworth advisory svc on 119.5 or 122.5 mc. All acft opers within a 25 nmi radius of RAP LFR use extreme caution, extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for aprx 25 nmi climbing to 10,000' before starting turns. (2-2)

**SIOUX FALLS, FOSS FLD: 224' (2049'MSL) lgtd twr erected 21.5 nmi WNW (304°T) lat 43-46-49, long 97-08-35. (5-19) Due non-visibility twr unable to ctl tfc on SW txwy from ramp to apch end rnwy 3. (6-3)

SMITHWICK RADIO: DMET operg on test basis; channel 118.

VERMILLION, DAVIDSON ARPT: N S rnwy clsd due to softness. (9-3)

WINNER RADIO: DMET operg on test basis; channel 114.

YANKTON MUN ARPT: July 4, N S strip will be clsd, entire fld will be clsd 2:00-4:00 P.M. airshow. (6-1)

TENNESSEE: BRISTOL, TRI-CITY MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-9)

**BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer cmsnd. (9-28) 180° turns on rnwy prohibited. New 6000' rnwy not open for svc, mrkd at apch ends.

CHATTANOOGA-LOVELL FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-24)

**CHATTANOOGA, LOVELL FLD: Inbnd VFR flts rdo equipped acft ctc CHA apch ctl on 125.1 mc aprx 25 mi out for lndg instructions; CHA apch ctl will specify reporting point where flt will chg to CHA twr freq. (4-26)

CROSSVILLE RADIO: TACAN operg on test basis; channel 81. (12-15)

JACK'S CREEK RADIO: Efctv June 22, all voice bdcsts on VOR & LFR will be identified as "Jackson Area Radio". Acft calls to either Jackson Area Radio or Jack's Creek Radio will be answered by Jackson FSS. (6-3)

JACKSON, McKELLAR FLD: Txwy paralleling N end of rnwy 2-20 N of E W txwy clsd, repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl ngts, 4700' avbl dalgt hrs for tkof S or lndg N; constr work in progress. (6-9)

KNOXVILLE SPECIAL NOTICE: Efctv immediately Knoxville LFR procedure transition Tallassee FM to Knoxville LFR is cancelled. (6-1)

KNOXVILLE RADIO: LFR has moderate to severe multiples on N and NE courses.

★KNOXVILLE, McGHEE-TYSON ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26) June 6, freq 123.9 mc chgd to 120.4 mc. (6-14) About July 11, ILS glide slope will be shut down until aprx Aug 1, testing. (6-10)

MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int 15,000'; V9 MAW-Gilmore Int 11,000'; Gilmore Int-Dell Int V9 11,000'; V9E Ramsey Int-Driver Int 15,000'; Driver Int-Burdette Int 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

TENNESSEE: MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000'MSL and below, within 3 mi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500'MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500'MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss. (HLI) VOR. Suggest VFR operns cross these corridors below 2000'MSL or above 3000'MSL. (2-9)

MEMPHIS RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500'MSL 65 mi. (5-28)

MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1) About July 18, freq 126.18 mc will be chgd to 126.20 mc. (6-3)

MEMPHIS MUN ARPT: Caution, constr.

NASHVILLE RADIO: LFR freq 304 kc, caution advised due to moderate to severe multiples on NW and SW courses. (4-28)

NASHVILLE, BERRY FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkof and lndg. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil, aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)

PARIS, HENRY CO ARPT: Fld under constr use rnwy 12-30 only. (12-23)

PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)

TRI-CITY RADIO: VOR radials 291°-324° unusable below 95'MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABERNATHY MUN ARPT: 260.5' (3506.5'MSL) lgtd twr being erected 7.8 nmi E (92°T) lat 33-50-29, long. 101-36-24. (6-2)

ABILENE-DYESS AFB SPECIAL NOTICE: For VFR advisory service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil and mil) are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4500'MSL durg VFR conditions due to hvy jet tfc in tfc patn which is W if airfield. If not possible ctc Dyess Twr or Abilene Rdo for VFR tfc advisory. Extreme caution advised within 25 nmi of Abilene VFR btn 280° radial clockwise thru 345° radial and between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

★ABILENE MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) ILS comsnd. Lclzr freq 110.3 mc; ident ABL; lctd 2100' from apch end rnwy 17; apch brg 350° serving rnwy 35. Glide slope freq 335 mc; lctd 400' rgt from centerline and 1000' NE of apch end rnwy 35. Glide slope angle 3.0°; elev glide slope at OM 3757' MSL; at MM 2013.9'MSL. MM lctd 3845' (0.73 smi) from apch end rnwy 35. LMM freq 332 kc; ident BI; OM lctd (7.3 smi) from apch end rnwy 35. LOM freq 353; ident AB. (6-13)

ABILENE MUN ARPT: New 68' (1826'AMSL) ctl twr lctd 1000' W of N end of N/S rnwy; tfc will be ctld from the old twr until further notice. (6-8)

AMARILLO RADIO: About Aut 15, VOR will be shut down until aprx Aug 20. See page 31 for substitute route structure and MEAs durg shutdown. (6-6)

AMARILLO AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)

AMARILLO AFB/MUN ARPT: Men, eqpmt vcnty of NE/SW rnwy. Trucks crossing txwys. 75'AGL drilling rig lctd along N bndry of fld, flagged days, lgtd ngts. (1-13) Due to non-visibility twr unable to ctl tfc on civil parking and loading area N of Mun Trnl Bldg. (6-9)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

AUSTIN-BERGSTROM AFB SPECIAL NOTICE: If not possible to ctc Bergstrom twr or

TEXAS: Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civil and mil) conduct all flts within a 2.5 nmi radius of Bergstrom AFB at or above 3500'MSL during VFR conditions due to hvy jet tfc in tfc patn. (4-15)

AUSTIN, MUELLER MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and tkof cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided daylgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW tkof. 84' lgtd twr being erected 1300' from apch end and 525' rgt of cntrline of rnwy 34R. (2-24)

BEAUMONT, JEFFERSON MUN CO ARPT: Caution, constr of holding aprons near apch end rnwy 11 and 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10) 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW (345°T) lat 30-04-30, long94-03-44. (3-25) 260' lgtd twr either side Neches river with trns lines between, being erected about 7 nmi ENE at lat 29-58-59, long 93-54-03. (4-27) 160' (164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long 94-01-01. (5-19) 157' (161'MSL) lgtd derrick being erected 1.3 nmi S (191°T) lat 29-55-26, long 94-01-52.

BEAUMONT MUN ARPT: 349' (380'MSL) lgtd twr being erected 5 nmi SSE (163°T) lat 30-01-47, long 94-11-25. (6-8)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4000, 5000, 6000, and 7000'MSL while crossing V66 and at 6000 and 7000'MSL while crossing V68 btn the base and R553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000'MSL btn R556 and R554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R553, also, they should avoid alt levels used by jet acft in corridor btn R554 and R556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100'MSL, intsv jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) Soon freq 118.7 mc will be chgd to 118.9 mc. (5-16)

**BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) 92' (114'MSL) lgtd radar twr erected 500' from ctl twr (245°T) lat 25-54, long 97-26. (5-25)

CARRIZO SPRINGS, DIMMITT CO ARPT: 277' (967'MSL) lgtd twr being erected 5 nmi ENE (75°T) lat 28-33-35, long 99-43-12. (4-1)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon-Sat. Holding procedures 21,000-23,000 inbound bearing 325°M. Penetrations and climbouts executed between 21,000-3000' in an area extending 30 nmi W of Cotulla between 245° and 310° from rbn. Low apchs executed between 4000-3000' on bearing 120°M from bcn within 10 nmi. VFR acft on V17 and LF direct flts over Cotulla may avoid this activity by operg between 5000-20,000' and by avoiding the described penetration area W of Cotulla. Below 3000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL (547.5'MSL) lgtd rdo twr being erected 0.7 mi SW lat 28-26-27, long 99-13-39. (7-1)

★DALHART RADIO: About July 1, rcvr 3023.5 kc will oper on req. (5-13) June 7, VORTAC comsnd. TACAN channel 57; class M-BVORTAC. (6-13)

**DALLAS, FLYERS FLD: Abandoned. (4-15)

★DALLAS, LOVE FLD TOWER: ILS LMM unusable due interference. (2-23) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) June 16, ILS LMM freq chgd to 211 kc. (5-27)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO RADIO: DMET operg test basis; channel 92.

EL PASO-INTL ARPT TOWER: June 12, ILS MM shut down until aprx Dec 12, relctn. (6-16)

TEXAS: **EL PASO INTL ARPT: No acft in excess 45,000 lbs each wheel load permitted to land. About June 15, first 500' apch end rnwy 22 will be clsd, rnwy extsn constr. Threshold bndry will be displaced to tmpry length, 8500' of rnwy will remain open and usable. Men, eqpmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-2) Apch lgts shut down for relctn until aprx Dec 12. (6-16)

EL PASO-BIGGS AFB RADAR APPROACH CONTROL: May 12, apch ctl, ASR and all freqs excp 121.0, 121.5, 243.0, 363.8 mc inop - major constr. (5-11)

FLOYDADA MUN ARPT: 285.5'(3568.5'MSL) lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-56. (6-2)

FT. STOCKTON RADIO: June 13, TACAN shut down until aprx June 23 - eqpmt installation.

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution - extsv jet operns all alts. Suggest all pilots operg VFR within 5 smi of Carswell AFB ctc twr for VFR tfc advisory svc. VFR operns which will enter the area extending from 5 to 20 smi N thru W to S are urged to ctc Carswell RAPCON prior to entry for tfc advisory svc. Civil freqs avail RAPCON & twr: 120.2 mc tsmt & rcv. 122.5 mc rcv only. (6-3)

FT. WORTH, CARTER FLD TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

FT. WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escourted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)

GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6 30)

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT TOWER: About Jul 18, freq 126.18 mc will be chgd to 126.2 mc.

HOUSTON INTL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'.(12 3) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy usable length from yellow line 4925'.(12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intn'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-28)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long 97-09-45.

IRVING, JAP LEE ARPT: Constr on N bndry; bldgs 40' AGL. (3-23)

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

★KELLY RADIO: June 2, LF rng decmsnd.

LA PORTE MUN ARPT: 200'(234'MSL) lgtd twr being erected 1.8 nmi NNE(38°T) at lat 29-42-00, long. 95-02-10. (5-26)

LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution - due extsv jet trng. (1-22)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13 commissioned. (3-27)

LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V 62S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 & 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 & 15,000' MSL in a corridor extending 5 nmi either side of U. S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor area avoid the alt levels used by jet acft. (4-4)

LUBBOCK MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW(198°T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31)

**LUBBOCK MUN ARPT: Rnwy 3-21 clsd to acft in excess of 60,000 lbs, rnwy 12-30 clsd to acft in excess of 80,000 lbs gross tk-off weight, xcpt in cases of emgcy or cross-wind conditions which in the pilots judgment exceed the operator's specifications. (6-2)

**MALAKOFF ARPT: New arpt. Lat 32-11, long. 96-02; elev: 410'; Lctn: 3 mi E; one sod strip, N/S 3000 x 60'; 25' p-line S; cattle on fld occasionally. (4-13)

MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing and bombing being conducted daily in R-226. Acft prohibited from entering without prior approval controlling agency.

McALLEN, MILLER INTL ARPT: 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)

MIDLAND AIR TERMINAL TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MIDLAND AIR TERMINAL : Caution, taxing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

NACOGDOCHES, DEL RENTZEL ARPT: 440'(850' MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long 94-37-51. (5-4)

ODESSA, ECTOR COUNTY ARPT: 420'(3350'MSL) lgtd twr being erected 5 nmi SSE (172°T) at lat 31-49-01, long 102-22-40. (5-20)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W(292°T) at lat 36-25-03, long. 100-48-02. (5-8)

QUITMAN RADIO: About June 20, VOR will be shut down until aprx June 25, Durg this period, following route structure in efct: Usable Awys: V18 DAL SHV, DAL 088R & SHV 267° MRA 4400' MOCA 1800' MEA 4400'. V54 UIM-TXK, TXK 232° MRA 4500' MOCA 1700' MEA 4500'; V114N DAL-GGG, DAL 088R & GGG 305° MRA 4400' MOCA 1800' 4400' MEA. Following Ints & MEAs will be in efct: Fruitvale-DAL 104R & SLR 203° 2000'; Majors - DAL 070° and PNX 133°, 2000'. Tmpry cancellation: Harleton & Marshall VHF Int. (5-6)

RAYMONDVILLE, FOX ARPT: 148' AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.

REFUGIO, ROOKE FLD: Clsd for resurfacing rnwys. (4-22)

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW.

★SAN ANTONIO RADIO: BHZ facil comsnd 254 kc, iddnt SAT at lat 29-34-42, long 98-27-54. (6-2) Operg without voice feature tmpryly. (6-2)

★SAN ANTONIO AIR ROUTE TRAFFIC CONTROL CENTER: June 1, freqs 125.4, 340.6, 342.2 comsnd & June 15, freq 125.9 mc comsnd Houston peripheral site.

SAN ANTONIO INTL ARPT TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

SAN ANTONIO, INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO, STINSON FLD TOWER: Twr clsd indef - repairs. (6-1)

SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)

**SEGUIN ARPT: Delete from records; private use only. (6-14)

SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR & VCOT jet flying in immediate vcnty & within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z & 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520 and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 38-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' & 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S & Jet Awy J-20-V on the SW. Use extreme caution. (3-28)

TEXAS: TAFT, WORSHAM ARPT: 125'(180'MSL) lgtd twr being erected 1.8 nmi WSW(260°T) at lat 27-59-00, long. 97-24-31. (5-12)
TULIA ARPT: 323'(3714'MSL) lgtd twr being erected 19 nmi NNE(36°T) at lat 34-49-27, long. 101-33-36 and 235.5'(3520.5' MSL) lgtd twr being erected 16.5 nmi ENE(86°T) at lat 34-34-53, long. 101-26-09. (6-2) 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.
**VERNON, WILBARGER COUNTY ARPT: Rnwy lgts on req only. (5-3)
WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
**WACO MUN ARPT: In conjunction with apch lgt system configuration A sequenced flashers comsnd serving rnwy 18. (6-8) Hvy earth moving eqpmt operg off apch ends of rnwys 36 and 32 in connection with the constr of the new Lake Waco Dam, 7:00AM-6:00PM daily. Extreme caution when making apchs to these rnwys from the S. (6-14)
**WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) Configuration A apch lgt system with sequence flashers comsnd. (5-3) E/W txwy perm clsd; all acft requiring the use of E/W txwy to park on W side of arpt, will be towed. (5-26) 1500' NW end of main txwy and other short txwys N this area serving rnwy 15 not visible from ctl twr. Twr is not responsible for ctl of tfc within this area. (6-17)
WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.
UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000' MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)
DELTA RADIO: DMET operg on test basis; channel 123. (10-20) May 19, LF rng will be shut down until aprx June 24- modernization. (6-16) Durg this period, following route structure & MEA in efct: Unusable Awys:Amber 2- ENP LF rng to SLC LF rng; Blue 22- DTA LF rng to Stansbury Int.
HANKSVILLE RADIO: Nov 23, DME shut down indefinitely-reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)
LOGAN-CACHE ARPT: Grass cutting in progress summer mos; men, eqpmt crossing rnwys during haying operns. (6-6)
LUCIN RADIO: LF rng not monitored cont. (11-9)
MILFORD RADIO: May 19, TACAN shut down-reconstr. (5-19)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis; channel 83. (10-20) About June 20, LF Rng & additional voice feature will be shut down until aprx June 24-modernization. (5-11)
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)
SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. About June 20, ILS lclzr and glide slope will be shut down until aprx Sept 30-rnwy extsn.
**SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilimeter has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower. Pilots lndg or taking off should be constantly alert for lgt acft tfc in the vcnty of the Utah Central Arpt 3 mi S. (12-4)
SALT LAKE CITY MUN # 2 ARPT: No longer maintd; use at own risk. (6-13)
SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)
VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LF rng not monitored cont. (11-9)
VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
RUTLAND MUN ARPT: NW/SE rnwy clsd.

VIRGINIA: AMELIA, HILLTOP ARPT: New arpt reported; lat 37-25, long. 77-58; lctn: 5.0 N; elev: 250'. One sod strip, 2200'. 80 oct fuel avbl; fence W edge of strip. (6-11)
BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
★CASANOVA RADIO: June 9, VORTAC comsnd. TACAN channel 33. Class: L-BVORTAC.
DAHLGREN - SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
FLAT ROCK RADIO: TACAN shut down until aprx July 2- station modernization. (6-3)
FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)
HOLLINS RADIO: About July 13, TACAN will be shut down until aprx Aug 12-stn modernization. (6-16)
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS, gnd to 9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)
LYNCHBURG SPECIAL NOTICE: Caution-extsv electronic high pwr blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 yrs. (5-10)
MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT: Ctn, deer on & adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW txwy beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)
NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 132.30 mc will be decmsnd. (4-25) Freq 124.1 mc inop Whaleyville, Va peripheral site. (6-10)
NORFOLK MUN ARPT TOWER: About July 1, freq 132.30 mc will be decmsnd. (4-25) About July 6, ILS lclzr ident will be chgd to ORF. (6-2)
**NORFOLK MUN ARPT: May 19, sequenced flashers cmsnd rnwy 4 to operate in conjunction with config A apch lgtg system and consist of 26 units at 100' intervals starting at apch end of the system. Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing opern in progress on fld during dalgt hrs. (5-27)
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int & Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)
RICHMOND-SPECIAL NOTICE: Caution-lcl mil trng flts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)
**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 & 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500'. Lgt and/or slow at 800'. For noise abatement DC3 & large make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)
**RICHMOND, BYRD FLD: Visual mrkgs for clockwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. (4-26) Sequence flashing lgt system comsnd operg in conjunction with the existing configuration A apch lgt system on rnwy 6; consists of 25 units at 100' intervals starting at apch end of system. (5-9)
ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)
SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)
**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)
WINCHESTER MUN ARPT: Aprx 1800' x 100' grade strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd white X. Ctn after hvy rain, usable area mrkd with white mrkgs. (4-26)

[redacted]: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span-1965' long*; China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span-1930' long; Salmon Riv span-2055' long*; Snake Riv span-3746' long; Imnaha Riv span-3679' long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top , and three 1-1/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29)

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptr on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of arwy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 113.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl.

OLYMPIA RADIO: DMET operg test basis, channel 19. (11-24) Auto voice ident inop.

OTHELLO ARPT: Efctv July 1, fld will be clsd to all tfc. (6-1)

SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. ✈ About June 20, LF rng will be shut down until aprx June 24 - twr modernization. ✈ Durg this period, LF rng will oper as H facil on freq 260 kc; voice & ident SEA. (5-31)

★SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR and ARTCB unavbl. June 8, freqs 125.4, 274.3 mc comsnd Pendleton, Oreg peripheral site.

SEATTLE, BOEING FLD TOWER: About July 13, rcvr 122.5 mc will be chgd to 122.7 mc.

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intnl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. ✈ Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-16)

SEATTLE-TACOMA INTL ARPT TOWER: About June 21, freq 118.5 mc will be chgd to 123.6 mc. ✈ About Jul 13, rcvr 122.5 mc will be chgd to 122.6 mc.

SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern. (12-28)

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int. to Mullan Pass and V2N Hayden Lake Int. to Mullan Pass. (4-19)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)

**SPOKANE-INTL ARPT: Formerly carried Spokane, Geiger Fld. SW txwy btn rnwy 3 & 7 clsd.

TACOMA-McCHORD AFB SPECIAL NOTICE: Caution-hvy jet tfc in vcnty from surface to 25,000'. (9-18)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MFA. (4-12)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23) June 4, TACAN shut down until aprx July 3 - stn modernization. (6-4)

CHARLESTON, KANAWHA CO. ARPT TOWER: ILS glide slope unusable from MM to touchdown. About July 29, freq 120.30 mc will replace 118.50 mc. (6-3)

** CHARLESTON, KANAWHA CO. ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie down or over

[redacted]: ngt parkg. 30'AGL(1160'MSL) non flashg hazard bcn erected 4900' SW apch end rnwy 5 at lat 38-21-35, long. 81-36-30. (6-16)

CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including twin Beechcraft clsd all other acft. (4-15)

ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (8-31)

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration. About July 1, rcvr 3023.5 kc will oper on req. (5-13)

MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. ✈ No crash facils avbl from 1500Z June 25 - 1200Z July 9. Rnwy 8-26 clsd to all operns 1130Z June 27-2000Z July 5. Rnwy 17-35 clsd 1130Z July 6 - 2000 July 8 - due exstv rnwy repairs. (6-18)

PARKERSBURG RADIO: DMET operg test basis; channel 89. (6-9)

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. Txwy parallel to rnwy 3-21 clsd. (3-1)

WISCONSIN: GREEN BAY RADIO: About June 22, TACAN will be shut down until aprx Aug 3 - modernization. (6-16)

GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req until further notice.

LA CROSSE SPECIAL NOTICE: Effective immediately ter VOR-36, Amdt. 2 dated 11 1 58 straight-in day and night mins raised to 500-1 for all types of acft. (5-18)

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MFA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120° - 145° 20 mi, all other azimuths 25 mi. (5-16)

LONE ROCK RADIO: DMET operg test basis; channel 83.

MADISON, TRAUX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from F. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. ✈ About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwy 18 and 36 during dalgt hrs, flares at ngt.

★MILWAUKEE RADIO: June 13, VORTAC comsnd. TACAN channel 111. Class:H-BVORTAC.

MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF DF coverage 3500' at 40 nmi all azimuths. ILS MM IMM shut down - relctn. ✈ About July 12, freq 126.18 mc will be chgd to 126.2 mc. ✈ About June 29, freq 124.10 mc will be chgd to 125.50 mc.

MILWAUKEE, GENERAL MITHCELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1429' excavated area S of rnwy 1-19 day mrkd. (12-30)

OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling rnwy. Model acft radio controlled meet will be held July 16 & 17; E/W rnwy will be clsd dalgt hrs of the contest; acft equipped with 122.8 mc rdo freq call for lndg conditions on turf rnwy, other acft land at own responsibility. ✈ Constr on W end E/W rnwy & txwy; to be extended 600'; men, eqpmt off W end of the rnwy & txwy. (6-10)

★WAUSAU RADIO: June 16, VOR freq chgd to 111.6 mc. DME operg test basis. (6-16)

WOODRUFF, LAKELAND MUN ARPT: N/S rnwy closed, constr. (10-26)

WYOMING: BOYSEN RESERVOIR RADIO: Soon, VOR voice will be discontd. About June 20, voice ctl & montrg of 122.1 mc will be provided from Worland FSS. (6-15) About June 23, TACAN will be shut down until aprx July 23 - recorstr. (6-2)

CAMP GUERNSEY AREA SPECIAL NOTICE: Controlled firing area from June 12 thru Aug 20, 1960 between 0700 and 2200 MST to 330'MSL within the following boundaries: bgng at lat 42-30-00, 104-54-30; thence to 42-30-00, 104-40-00; 42-23-00, 104-40-00; 42-19-00, 104-45-00; 42-16-00, 104-45-00; 42-16-00, 104-49-00; 42-22-00, 104-54-30; thence to pt of bgng. (6-10)

**CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and theRoss Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS; Casper, Wyo; Chadron, Nebr; Rapid City, S.D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.

WYOMING: ★CASPER RADIO: June 9, VORTAC comsnd T ACAN channel 109. Class H-BVORTAC About July 11, VOR will be shut down until aprx July 30 - Reconstr.(6-17) Durg this period, following route structure & MEAs in efct: Unusable Awys: V1529, CKW-DIK; V19E CZI-DGW; J32V, RKS-RAP; J13V, LVM-CYS, V85W RKR CPR: V26 CPR-RAP. Unusable Reporting Points: Alcova, Glenrock, Ross & Sand Creek Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V26, CKW-Casper Int., 13,000' V85, RKR-Casper Int 11,000'; V298 BOY-Casper Int-SWK 12,000'; V19, CZI-Casper Int -DGW, 9000' MEA. Usable Reporting Points: Casper Int: CZI VOR R158 & DGW VOR 284 R.

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' & beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE RADIO: May 17, VOR shut down - reconstr. Durg this period, following route structure & MEA will be in efct: Unusable Awys: V19 DEN-Wheatland Int; V19E DGW-CYS; V89 DEN-CDR; V89E CYS-BFF; V138 RKR-SNY; V138S CYS-SNY; V138 N RKR CYS. Unusable Reporting Points: Tie Siding, Buford, Egbert, Pine Bluff, Carpenter, Bear Creek, Nunn, Silver Crown, Millbrook, Meadows, Albin & New Raymer. Usable Awys (Tmpry redesignated as follows with published MEAs & MCAs unless otherwise indicated): V4N GLL LAR, 11,000'; V207 GLL-BFF, 7500' V89E GLL-CYS via GLL VOR R327° & 327° brg to CYS LFR, 9000'; V118 LAR-CYS via LAR VOR R090° & 090° brg to CYS LFR, 11,000'; V132 AKO-CYS via AKO VOR R295° & 295° brg to CYS LF rng, 7300'. Reporting Points: Ft. Morgan, Colo. - DEN R070° and AKO R295°, MRA 8000'. (6-11)

CHEYENNE MUN ARPT: Ramp area N & NE of hangars on N side of arpt & ramp area within 100' radius of twr structure unctld, not visible from twr. Caution, vcnty of fld due to military jet acft operns & practice inst apchs durg hrs 0700-2200MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)

CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-17)

EVANSTON ARPT: New arpt reported. 5 mi NNW; elev 6600' one dirt strip N/S 2800' in length, soft when wet. (3-2)

LARAMIE RADIO: About July 1, freq 3023.5 kc will oper on req. (5-13)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. (1-16) June 14, TACAN shut down until aprx July 13 - reconstr. (5-17) Durg this period, following route structure & MEAs in efct: Unusable Awys: V6N FBR-CKW; V4 MLD-CKW; V4N and V6N RKS-CKW; V187 RKS-Yampa Int; J32 V, J84V SLC-RKS; J84V RKS-BFF. Unusable Reporting Points: Superior, South Pass, Sweetwater, Green River, Hiway, Dinosaur and Yampa. Usable Awys: V6 between FBR and CKW with an MEA of 11,000'. (5-13) About June 27, VOR will be shut down until aprx July 8 - reconstr. (6-3)

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)

★WORLAND RADIO: June 8, freq 272.7 mc comsnd.

PUERTO RICO: SAN JUAN AIR ROUTE TRAFFIC CONTROL CENTER: About July 1, freq 126.9 mc will be chgd to 130.4 mc El Yunque peripheral site. (6-20)

SAN JUAN-ISLA GRANDE ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6) May 13, twr tmpryly relctd on NW corner of old trml bldg - renovation of twr structure.

SAN JUAN, ISLA GRANDE ARPT SPECIAL NOTICE: Effective 0400Z July 1, 1960 altimeter setting procedures within 100 nmi are revised as follows: A QNH altimeter setting and a system of alts shall be used below 24,000' MSL. At and above 24,000' the standard altimeter setting of 29.92 inches/1013.2 millibars/ and a system of flt levels shall be used.

SAN JUAN, ISLA GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg, due non-visibility tmpry twr unable to observe tfc on extreme S portion CG/Navy ramp, ramp area E of CG hangar, extreme E end rnwy 9, ramp on N side J. Mack Aero hangar, and apch area of rnwy 27. Pilots will assume full responsibility for avoiding tfc in blind areas. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (6-9)

SAN JUAN PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgtd. (1-7) Due to extsn of eastern end rnwy & txwy 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air/gnd channels - due terrain. (3-10)

MISSOURI: **BUTLER SPECIAL NOTICE: Flight Test Area approx 15 n mi SW within the following described area: beginning at lat 38-12, long. 94-38; 38-12, 95-15; 37-37, 95-01; 37-42, 95-20. Hours: 0100-2400 day or ngt. Altitudes: surface to 20,000' MSL. User: FAA, Acft. Engineering & Manufacturing Br., Kansas City, Mo. Expires May 1, 1962.

**CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500' MSL to 4500' MSL. Expires 9 Sept. 1960. (6-8)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T; 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual, Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WASHINGTON, D. C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D. C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U. S. Route 29 until past Falls Church. Departures proceed well right of U. S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D. C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49"-No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U. S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo.	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N. Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D. C.	332 kc
Wichita, Kans.	332 kc

*Operating on test basis.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: W-200).

(This does not apply to hearing aids)

ROCKY MOUNT, N C VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V194: Raleigh, N.C. VOR via RDU 087R	Temp. RMT Int	4000
Temp. RMT Int. via CVI 246R	Cofield, N.C. VOR	4000
V194N: Greensboro, N.C. VOR via Franklinton Int. to RMT VOR	None	----
V213: Kenansville Int. to RMT VOR	None	----
V213: Temp. RMT VOR Int. via Hopewell, Va. VOR 205R	Hopewell, Va., VOR	8000
V157: Kinston Int. via LVL 174R and Temp RMT VOR Int.	Lawrenceville, Va., VOR	7000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
RMT VOR	Temp. Rocky Mt. Int. RDU 087R/ LVL 174R	4000
Franklinton Int.	None	----
Oxford Int.	RDU VOR 020R/SBV 154R	As published
Clayton VOR Int.	RDU VOR 120R/LVL VOR 200R	5000
Eureka VOR Int.	RDU VOR 120R/CVI VOR 228R	5000
Oak City VOR Int.	CVI VOR 215R/ECG VOR 269R	As published
Sawmill VOR Int.	CVI VOR 192R/ECG VOR 253R	As published

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6000
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 009° R	5500
V114: AMA-CDS	AMA LFR 293° M inbnd brg CDS 296° R	5000
V140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4800
V151S: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4800

JET ROUTES

J-58V: ALS VOR-SPS VOR	ALS VOR direct RTN VOR; thence via RTN VOR 111°R and the SPS VOR 288° R to the SPS VOR
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR; thence via TBE VOR 127°R and the ABI VOR 323° R to the ABI VOR
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR
J-78V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR
J-6V: ABQ VOR-DKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR

Tmpry Vega Int.	AMA LFR 078°M inbnd brg, TXO 009°R	6500
Tmpry Borger Int.	AMA LFR 030°M inbnd brg, DHT 100°R	7500

Tmpry cancellation routes V12N TCC-GAG, V114N AMA-CDS, V114S AMA CDS, V140N AMA-SYO. Intersections Dumas, Plant, Bivins, Sam, Tower, West Side, Canyon, Palo Duro, Finley, Claude, Ranch, Pampa.

WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Int. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As publisned
V-1:	None	----
V-157: ILM VOR to Kinston VHF Int.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 037M crs. to EWN VOR 236R	3000
V-157: ILM VOR to Kinston VOR	ILM Rbn to ISO VOR via ISO 200R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056/FLO 088R	8000
Kenansville Int.	Temp Kenansville Int. EWN 260R/RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R/FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R/143° M crs. to CLB Rbn	5500

EXISTING JET ROUTES	SUBSTITUTE ROUTE STRUCTURE
J-79V: ORF VOR-ILM VOR	ORF VOR direct RMT VOR direct CLB rbn (191° M radial from RMT VOR and 010°M brg from CLB rbn)
J-77V: GVE VOR-ILM VOR	GVE VOR direct RMT VOR direct CLB rbn (191°M radial from RMT VOR and 010°M brg from CLB rbn)

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
Wilmington, N.C. VOR	Carolina Beach, N.C. HHW

POLO, ILLINOIS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-172: Chicago O'Hare VOR via ORD R-267	Temp. Malta Int. (ORD R-267, RFD R-133, API R-288)	3000
Temp. Malta Int. via ORD R-267	Temp. Polo, Ill. Int. (ORD R-267, RFD R-216)	8000
Temp. Polo Int. (CID R-082 and RFD R-216)	Temp. Charlotte Int. (CVA R-318 and CID R-082)	8000
Temp. Charlotte Int.	Cedar Rapids VOR (via CID R-082)	3500
V-158: Dubuque, Iowa VOR	Temp. Polo, Ill. Int. (DBQ R-110 and RKF R-216)	6800
V-129: Rewey, Wis. VOR	Temp. Pearl City Int. (RWY R-138 and RFD R-273)	3000
Temp. Pearl City Int. via RWY R-138	Temp. Polo, Ill. Int. (RWY R-138, RKS R-216)	4500

Enroute flt beyond Polo, Ill. Wausau, Wis., Anthony, Kans. and Iowa City, Iowa tmpry Ints. must cross Int. at tmpry MRA appropriate to planned route of flt.

COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R/FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R/EWN 011	5000
Jackson Int.	RMT 042R/LVL 142R	3000
Oak City Int.	RMT 091/FKN 192R	3000

✓ INDIANAPOLIS/CLEVELAND ARTCC CONTROL AREA/FLIGHT ADVISORY BOUNDARY: Effective July 4, 1960, the Indianapolis/Cleveland ARTCC Control Area/Flight Advisory Boundary is revised as follows: Beginning at the present Indianapolis/Cleveland ARTCC Control Area/Flight Advisory Boundary at the N edge of Victor 210, 30 smi E of the Rosewood VOR, thence direct to a point on the W edge of Victor 275, 25 smi SW of the Findlay VOR, thence southwesterly along the W edge of Victor 275 to its intersection with the N edge of Victor 277, thence northwesterly along the N edge of Victor 277 to its intersection with the N edge of Victor 14.

✓ CHICAGO/CLEVELAND ARTCC CONTROL AREA/FLIGHT ADVISORY BOUNDARY: Effective July 4, 1960, the Chicago/Cleveland ARTCC Control Area Flight Advisory Boundary is revised as follows: Beginning at the intersection of the N edge of Victor 277 and the N edge of Victor 14, thence direct to a point on the N edge of Victor 38, 30 smi E of the Fort Wayne VOR, thence westerly along the N edge of Victor 38 to its intersection with the S edge of Victor 96, thence direct to the intersection of the E edge of Victor 11 and the S edge of Victor 92.

✓ CHART CORRECTION: Correct identifiers of Navy Saufley Omni from NAS to NUN on Federal Airways and Mileage Chart (VOR).

✓ FORT WORTH/SAN ANTONIO CONTROL AND FLIGHT ADVISORY BOUNDARY: Effective July 1, 1960, the Fort Worth/San Antonio Control and Flight Advisory Boundary is revised as follows: from the present boundary point of lat 31-34-00, long. 94-36-00; direct to 31-25-50, 96-30-00; direct to 31-14-00, 96-38-00; direct to 31-14-00, 96-49-00; thence NW along the E edge of V15 to a point 34 smi SE of the Waco, Texas VOR thence counter-clockwise along an arc 34 smi from the Waco, Texas VOR as presently described.

✓ SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

AIRCRAFT MANEUVERS WITHIN CONTROL ZONES: To reduce the potential for in-flight conflict between aircraft operated in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers considered necessary for the safe and expeditious movement of air traffic within the associated control zones. For this purpose, maneuvers such as operation of aircraft at speeds in excess of the minimum speed consistent with safe operational limitations of an aircraft, formation fly-bys, and unnecessary low passes, will be considered as unusual and will not be approved.

Maneuvers which will be approved, on a traffic permitting basis, include:

1. Normal take-offs and landings including 360° overhead approaches and those conducted in formation.
2. Practice instrument approaches including those conducted with a chase plane.
3. Touch-and-go landings.
4. Flight check activities such as short field take-offs and landings, engine out operations, checking of navigational aids, etc.
5. Simulated forced landing patterns including practice flame-out maneuvers.
6. Low passes for prearranged aircraft test or calibration purposes and visual equipment checks, such as gear checks, provided the flights are not conducted at an excessive speed.
7. Jettisoning of fuel tanks or other external stores.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

(1) Table of Contents: change page number for "Visibility - Type and Programs" from "34" to "35".

(2) Page 1, last paragraph under General information delete 272.7 mc in the 3rd and 5th lines.

Radiated Test Signals:

(1) Page 15 add - *Fort Worth(Meacham 108.2 mc).

VOR Receiver Check Points:

(1) Page 17 add - Houghton, Michigan(County Mem'l): -- 241°; 3.5 nmi from arpt; alt. 2100'.

(2) Page 18 add - Lake Charles, Louisiana (McFillen Airpark : -- 305°; over Lake Charles H facil, dist 2.9 nmi from VOR.

(3) Page 20 Spokane, Washington - change to: Spokane, Washington (Int'l).

(4) Page 25, Tulsa, Oklahoma -change Lctn #1 to: 258°; Int S boundary taxi-strip and rnwy 30-12 ; Lctn #2 to: 266°; SW corner AA ramp at mid center ; Lctn #3 to: 265°; bend in taxi-strip at N end to rnwy 17L; and delete Lctn #4.

FAA and WB Telephone Numbers:

(1) Page 36, Tuscon, Arizona - change FAA telephone number to: AXminster 4-1463.

(2) Page 37, Fort Wayne, Indiana- correct to read: WB S 2577* and FAA S 2644.

(3) Page 37, Indianapolis, Indiana - change FAA telephone number to: CH 4-9561.

(4) Page 38, Greenwood, Mississippi - delete WB telephone number and add FAA telephone number: GL 3-2631.

(5) Page 38, delete - Farmington, Missouri FAA telephone number

(6) Page 38 add - Cape Girardeau, Missouri FAA telephone number EDgewater 4-2803.

(7) Page 40, Salt Lake City, Utah - change WB telephone number to: EMpire 3-9267*.

(8) Page 49 - Search and Rescue under Coast Guard Air Stations and Air Detachments change Miami, Fla to read: Miami, Fla; Dinner Key; HIghland 8-2674.

Standard Broadcast Stations:

(1) Page 100, Rochester, Minnesota KROC - change power to - 1.00 days, 0.25 ngts; location to - W edge 44-01-46, 92-29-31; elevation to - 1180'; height to - 180'; Type to - directional- days, non directional ngts.

(2) Page 101 Libby, Montana KOLL - change call letters to: KLCB.

(3) Page 107 Renton, Washington KQDE - change call letters to: KUDY.

(4) Page 108 Latysmith, Wisconsin WLDY - change power to - 1.00 days; 0.25 ngts; and latitude to 45-28-30.

(5) Page 99 Annapolis, Maryland WNAV - change power to - 5.00 days; 1.00 ngts; latitude to - 38-58-58 and height to - 385'.

Flight Test Areas:

(1) Page 118 add - Butler, Missouri - See this issue of Airgi page

(2) Page 118 add - Creve Coeur Airport, Missouri - See this issue of Airgi page

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route" published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas

a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.

b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.

c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas

The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.

a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.

b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route No. 1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route No. 2 (Houston, Texas to Lake Charles, La.) (Houston, Texas to New Orleans, La. Effective 5 May 1960.)
3. VOR/VORTAC Jet Route No. 3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route No. 4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route No. 8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route No. 12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route No. 14 (Cleveland, Ohio to Idlewild, N.Y..
8. VOR/VORTAC Jet Route No. 16 (Portland, Ore., to Pullman, Mich.,; Albany, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon.
9. VOR/VORTAC Jet Route No. 21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route No. 22 (Lake Charles, La.,to intersection with J55V).
11. VOR/VORTAC Jet Route No. 24 (Phoenix, Ariz., to Albuquerque, N.M.)
12. VOR/VORTAC Jet Route No. 25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route No. 26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route No. 29 (Houston, Tex., to Memphis, Tenn.)
15. VOR/VORTAC Jet Route No. 31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route No. 33 (Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
17. VOR/VORTAC Jet Route No. 34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route No. 35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route No. 37 (New Orleans, La., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route No. 42 (Dallas, Tex., to New York, N.Y.)
21. VOR/VORTAC Jet Route No. 45 (Alma, Ga., to St. Louis, Mo.)
22. VOR/VORTAC Jet Route No. 49 (Alma, Ga., to Spartanburg, S.C.)
23. VOR/VORTAC Jet Route No. 52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
24. VOR/VORTAC Jet Route No. 53 (Miami, Fla., to the Int. of J53V and J81V;Spartanburg,S.C.. to Pittsburgh Pa.)
25. VOR/VORTAC Jet Route No. 55 (From the intersection with J22V to Kenton, Del.)
26. VOR/VORTAC Jet Route No. 58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
27. VOR/VORTAC Jet Route No. 60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
28. VOR/VORTAC Jet Route No. 62 (Idlewild, N.Y., to Nantucket VOR.)
29. VOR/VORTAC Jet Route No. 64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
30. VOR/VORTAC Jet Route No. 67 (Idlewild, N.Y., to U.S.-Canadian Border.)
31. VOR/VORTAC Jet Route No. 69 (Spartanburg, S.C., to Gordonsville, Va.)
32. VOR/VORTAC Jet Route No. 71 (Appleton, Ohio to Front Royal, Va.
33. VOR/VORTAC Jet Route No. 75 (Miami, Fla., to U.S.-Canadian Border)
34. VOR/VORTAC Jet Route No. 77 (Miami, Fla., to U.S.-Canadian Border)
35. VOR/VORTAC Jet Route No. 78 (Los Angeles, Calif., to New York, N.Y.)

36. VOR/VORTAC Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.)
37. VOR/VORTAC Jet Route No. 80 (Denver, Colo., to New York, N. Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
38. VOR/VORTAC Jet Route No. 81 (The intersection of J81V and J53V to Barracuda Int.)
39. VOR/VORTAC Jet Route No. 82 (Chicago, Ill., to Boston, Mass.)
40. VOR/VORTAC Jet Route No. 84 (Oakland, Calif., to the U. S.-Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
41. VOR/VORTAC Jet Route No. 85 (Miami, Fla., to the U.S.-Canadian Border.)
42. VOR/VORTAC Jet Route No. 87 (Houston, Tex., to Northbrook, Ill.)
43. VOR/VORTAC Jet Route No. 89 (Northbrook, Ill., to Miami, Fla.)
44. Control 1150 (West Palm Beach, Fla., to Wilmington, N. C.)
45. VOR/VORTAC Jet Route No. 90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Point Allen rbn.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B. C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N. Y., & Boston, Mass.
21 New York City, N. Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N. Y., VOR to Albany, N. Y., VOR.
b. Idlewild, N. Y., VORTAC via Huguenot, N. Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
Baltimore, Md., Terminal Area-- Effective 5 May 1960
a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N. Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S. C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S. C., VOR.
28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.

b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
Effective 5 May 1960.

35. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
Effective 5 May 1960.

DISCONTINUANCE OF 135.0 MC: Effective 0800 GMT July 1, 1960, transmitting 135.0 mc will be discontinued in Flight Service Stations and Combined Stations/Towers.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126.18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

DISCONTINUANCE OF CONTINUOUS GUARD ON 3023.5 kc: Effective July 1, 1960 at the following locations, 3023.5 kc will be available "on request".

Glens Falls, New York
Martinsburg, West Virginia
Philipsburg, Pennsylvania
Youngstown, Ohio
Utica, New York
Dalhart, Texas
Memphis, Tennessee
Butler, Missouri
Cedar Rapids, Iowa
Chanute, Kansas
Des Moines, Iowa
Jackson, Michigan
Jamestown, North Dakota
Russell, Kansas
St. Louis, Missouri
Columbus, New Mexico
Crescent City, California
Idaho Falls, Idaho
Laramie, Wyoming
Oakland, California
Redmond, Oregon
Sacramento, California

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 annually, a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 11 statute miles east of West Plains, Missouri at 36°45'N, 91°39'W, excluding airways.

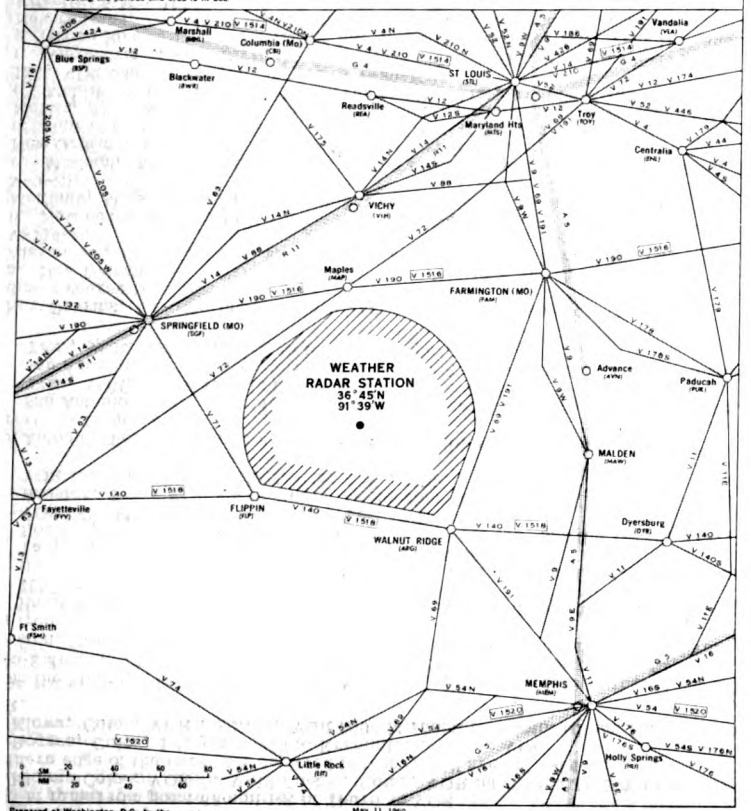
All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1300Z to 0300Z. Three Cessna 172 aircraft will operate VFR in the western portion of the area at selected altitudes between the surface and 10,000 feet MSL. One Beechcraft D-18 will operate VFR or IFR throughout the area between the surface and 23,000 feet MSL, generally within a selected group of five altitudes.

Flight operations will be conducted on days selected at random during the three and one-half month period each year. Specific information concerning these operations will be issued by NOTAM on each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St. Louis, Mo. FSS — Springfield, Mo. CS/T — Malden, Mo. FSS — Walnut Ridge, Ark. FSS — Memphis, Tenn. ARTCC
Vichy, Mo. FSS — Farmington, Mo. FSS — Flippin, Ark. FSS — St. Louis, Mo. ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.



NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is July 3, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F. 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F 2200-2400 M - F 0200-0500 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	NOTE: 330-360 flt levels deleted effect. May 8, 240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°,80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290 1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

ALTIMETER SETTINGS - VFR FLIGHTS: In order to maintain proper separation between IFR and VFR cruising altitudes, it is essential that VFR pilots keep altimeters corrected in accordance with altimeter setting issued by nearest weather reporting station. Current altimeter settings are available to VFR pilots from FAA Flight Service Stations, Airport Traffic Control Towers, and aviation broadcasts.

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

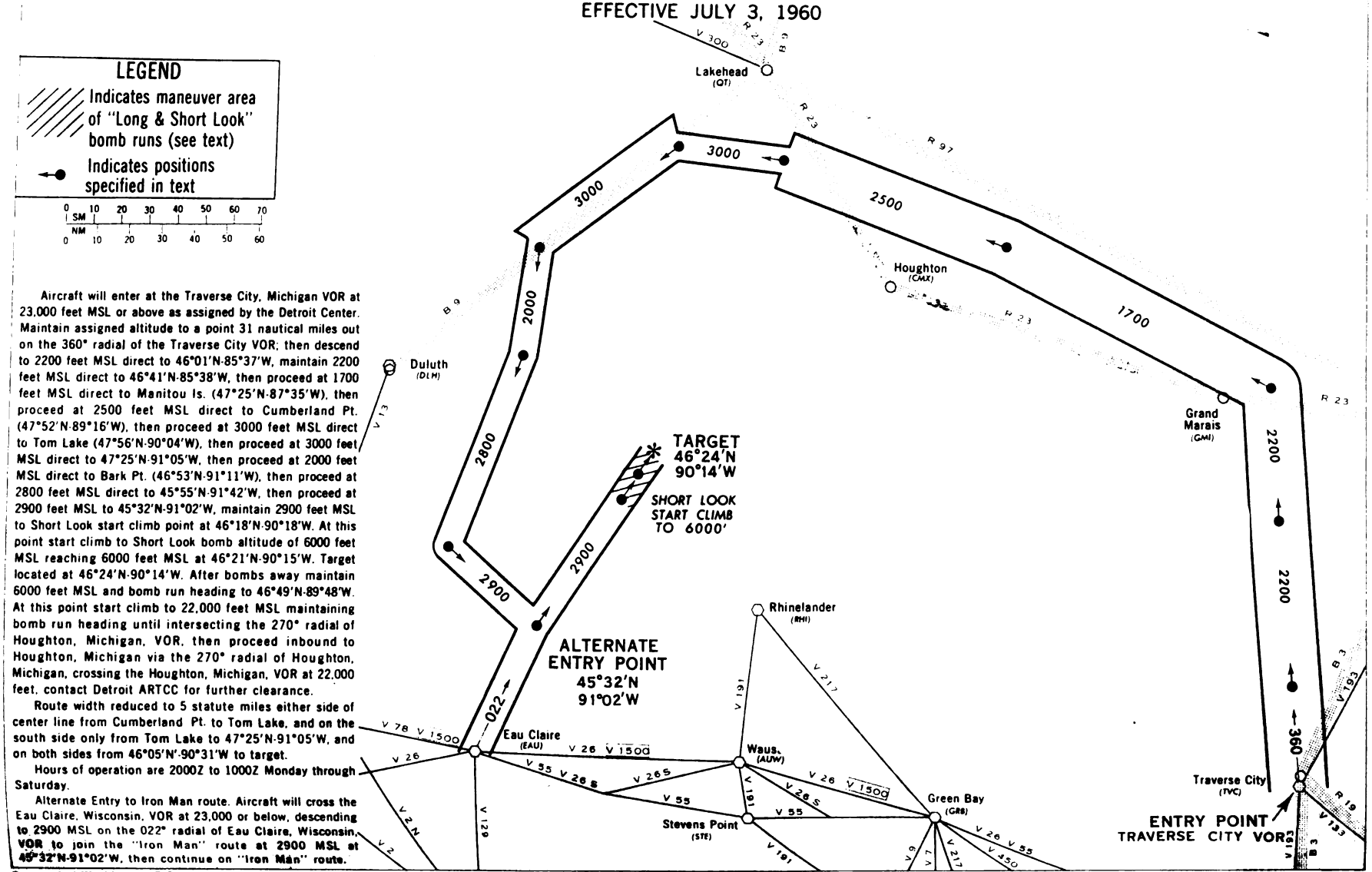
ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NAVIGATIONAL WARNING - USAF OPERATION "OIL BURNER": USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during the times specified for each route.

✓ Effective July 3, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE IRON MAN
EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center. Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR; then descend to 2200 feet MSL direct to 46°01'N-85°37'W, maintain 2200 feet MSL direct to 46°41'N-85°38'W, then proceed at 1700 feet MSL direct to Manitou Is. (47°25'N-87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N-89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N-90°04'W), then proceed at 3000 feet MSL direct to 47°25'N-91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N-91°11'W), then proceed at 2800 feet MSL direct to 45°55'N-91°42'W, then proceed at 2900 feet MSL to 45°32'N-91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N-90°18'W. At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N-90°15'W. Target located at 46°24'N-90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N-89°48'W. At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N-91°05'W, and on both sides from 46°05'N-90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N-91°02'W, then continue on "Iron Man" route.

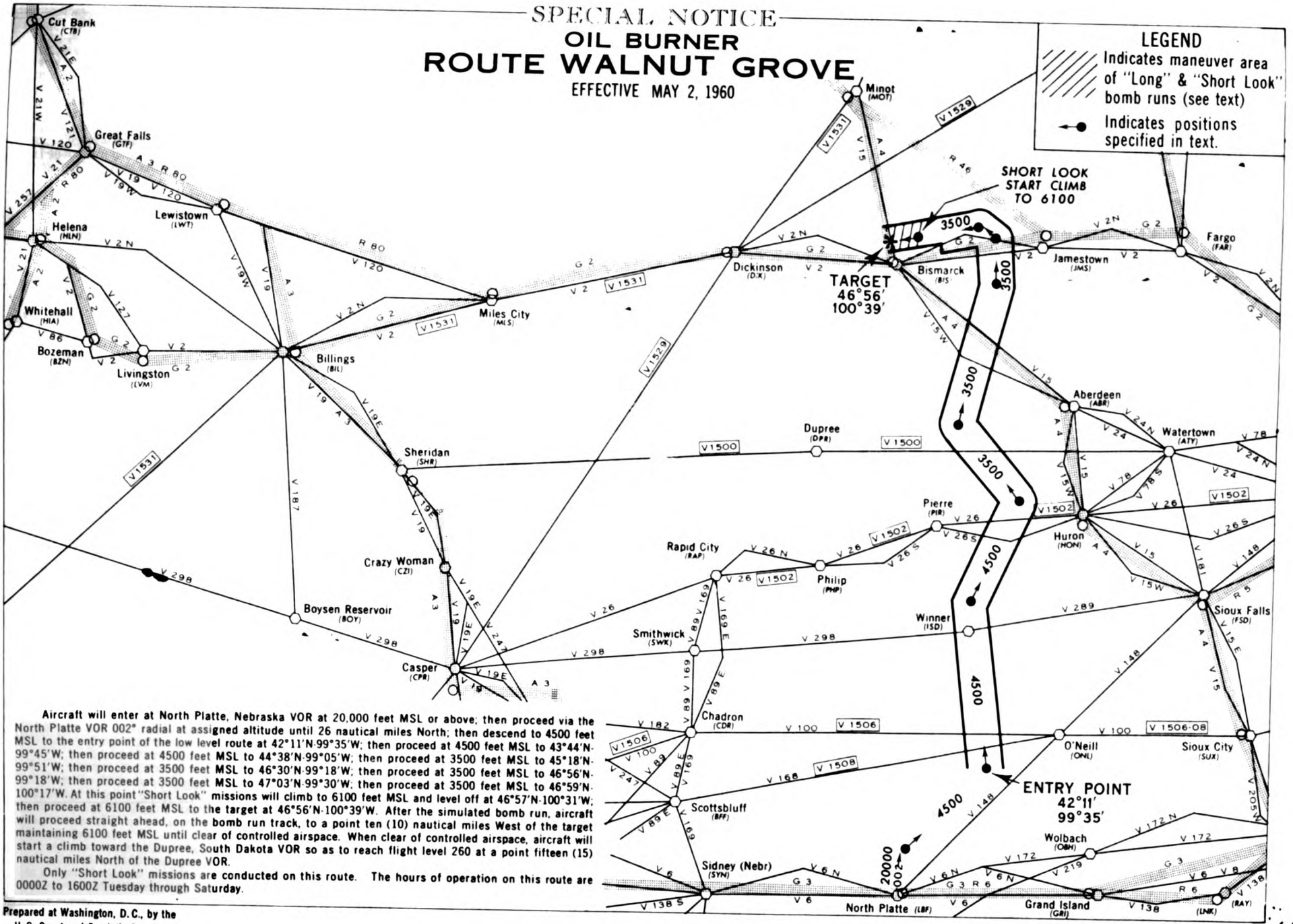
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(21 June 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE MAY 2, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11'N-99°35'W; then proceed at 4500 feet MSL to 43°44'N-99°45'W; then proceed at 4500 feet MSL to 44°38'N-99°05'W; then proceed at 3500 feet MSL to 45°18'N-99°51'W; then proceed at 3500 feet MSL to 46°30'N-99°18'W; then proceed at 3500 feet MSL to 46°56'N-99°18'W; then proceed at 3500 feet MSL to 47°03'N-99°30'W; then proceed at 3500 feet MSL to 46°59'N-100°17'W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57'N-100°31'W; then proceed at 6100 feet MSL to the target at 46°56'N-100°39'W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

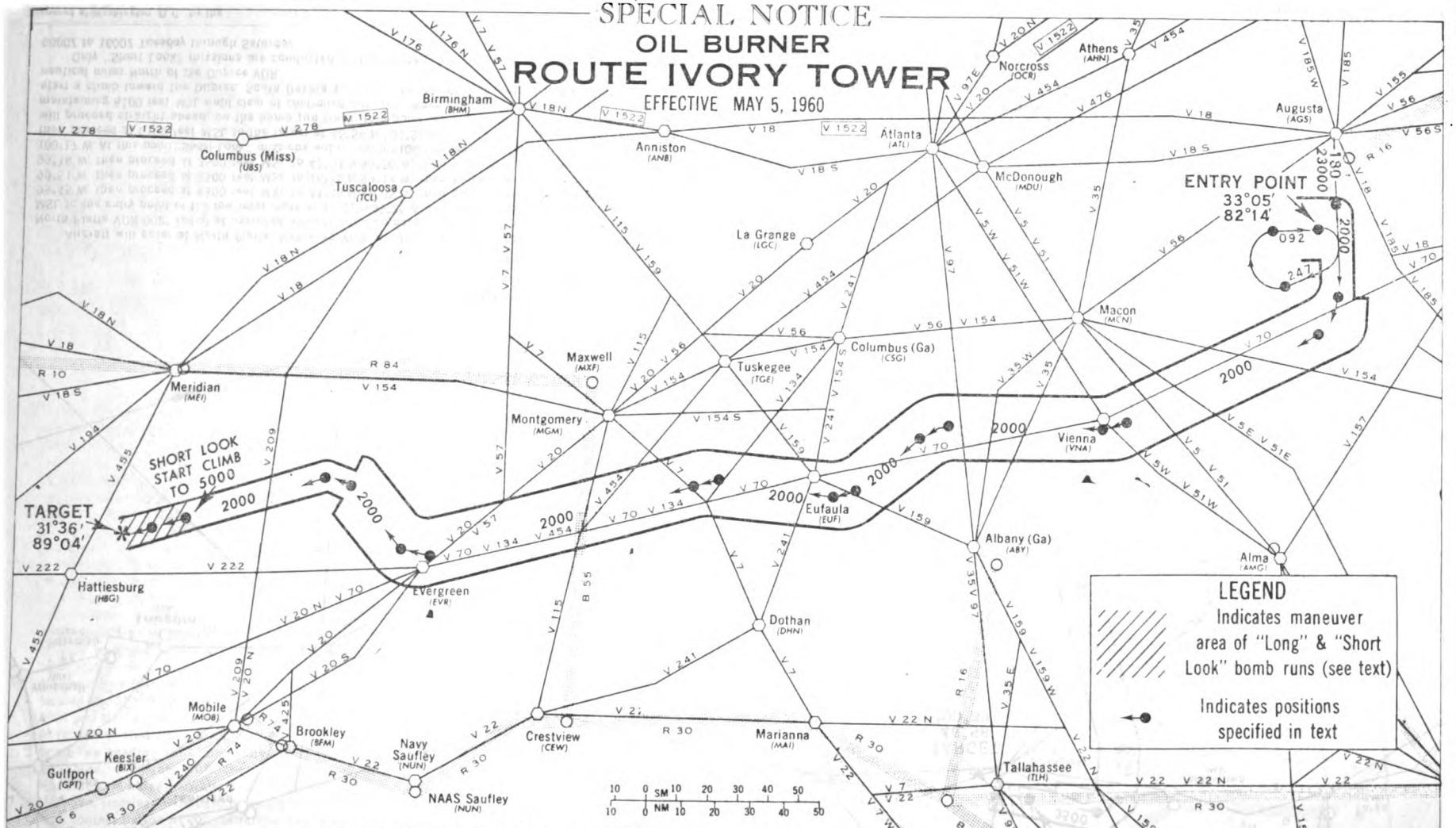
Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE MAY 5, 1960



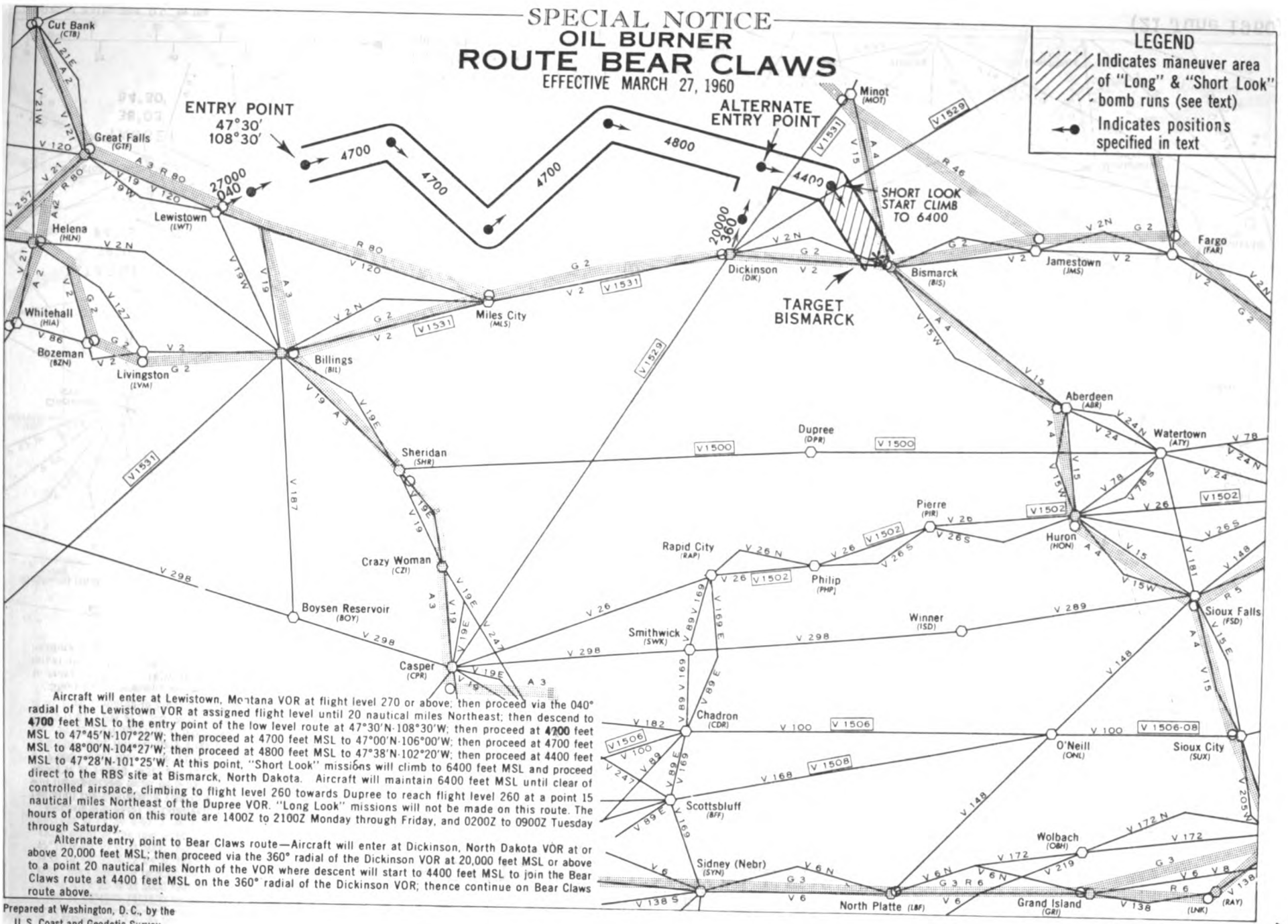
Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 0000Z to 1600Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(21 June 1960)



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to **4700** feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at **4700** feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE GREEN VALLEY

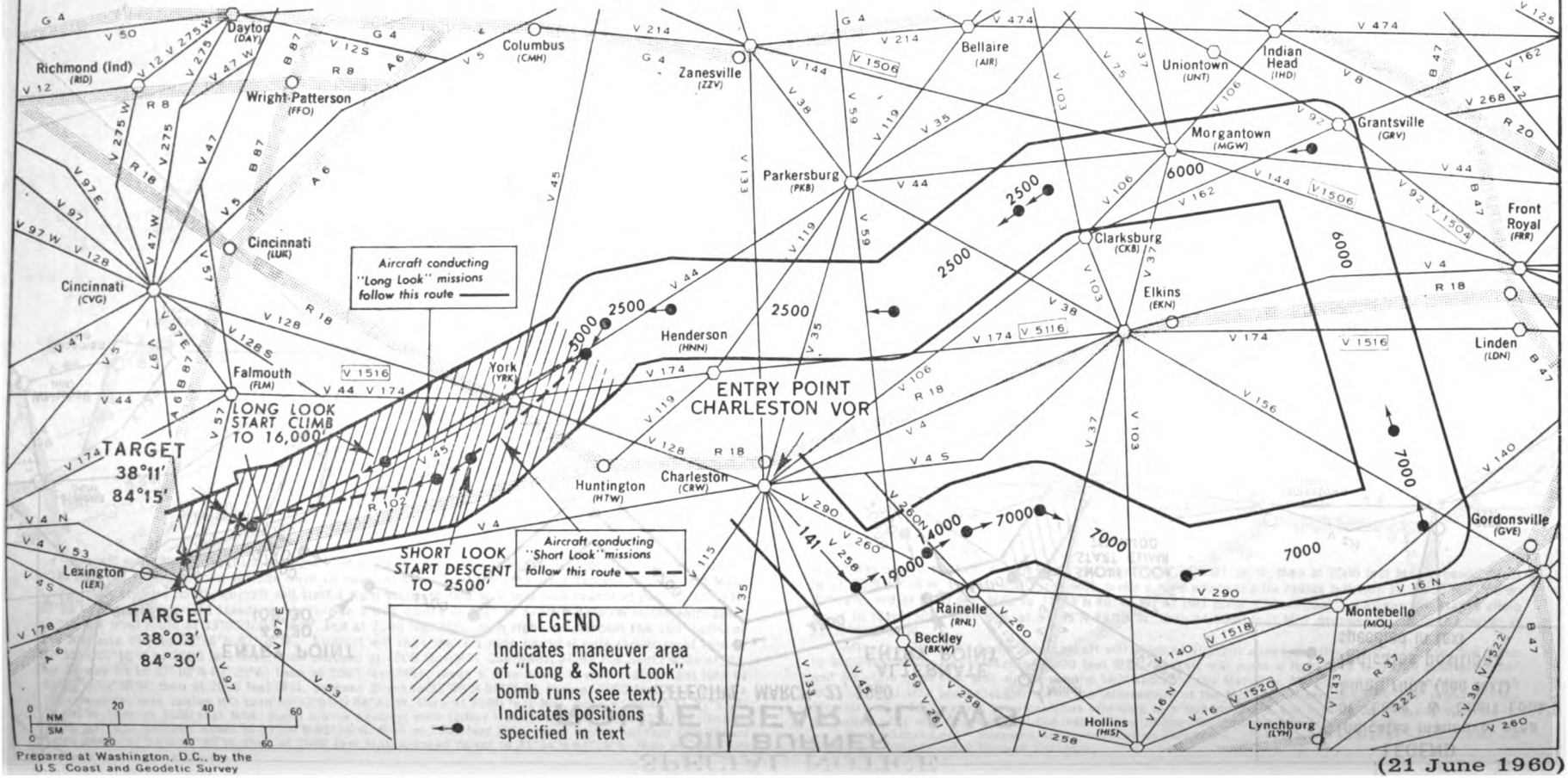
EFFECTIVE JUNE 19, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, descending to cross this point at 19,000' MSL. Aircraft will then proceed to 38°08'N-81°00'W at 19,000' MSL. Aircraft will then continue descent to cross 38°12'N-80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL; then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000' MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W, then at 6,000 feet MSL to 39°33'N-79°10'W; then to 39°25'N-80°27'W at 6,000' MSL; then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL; maintaining this altitude until after crossing Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

"Long Look" Missions will proceed from 38°49'N-82°38'W, maintaining 5,000' to 38°25'N-83°34'W; then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 332° radial, still at 16,000' MSL; then climb on the Lexington VOR 332° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



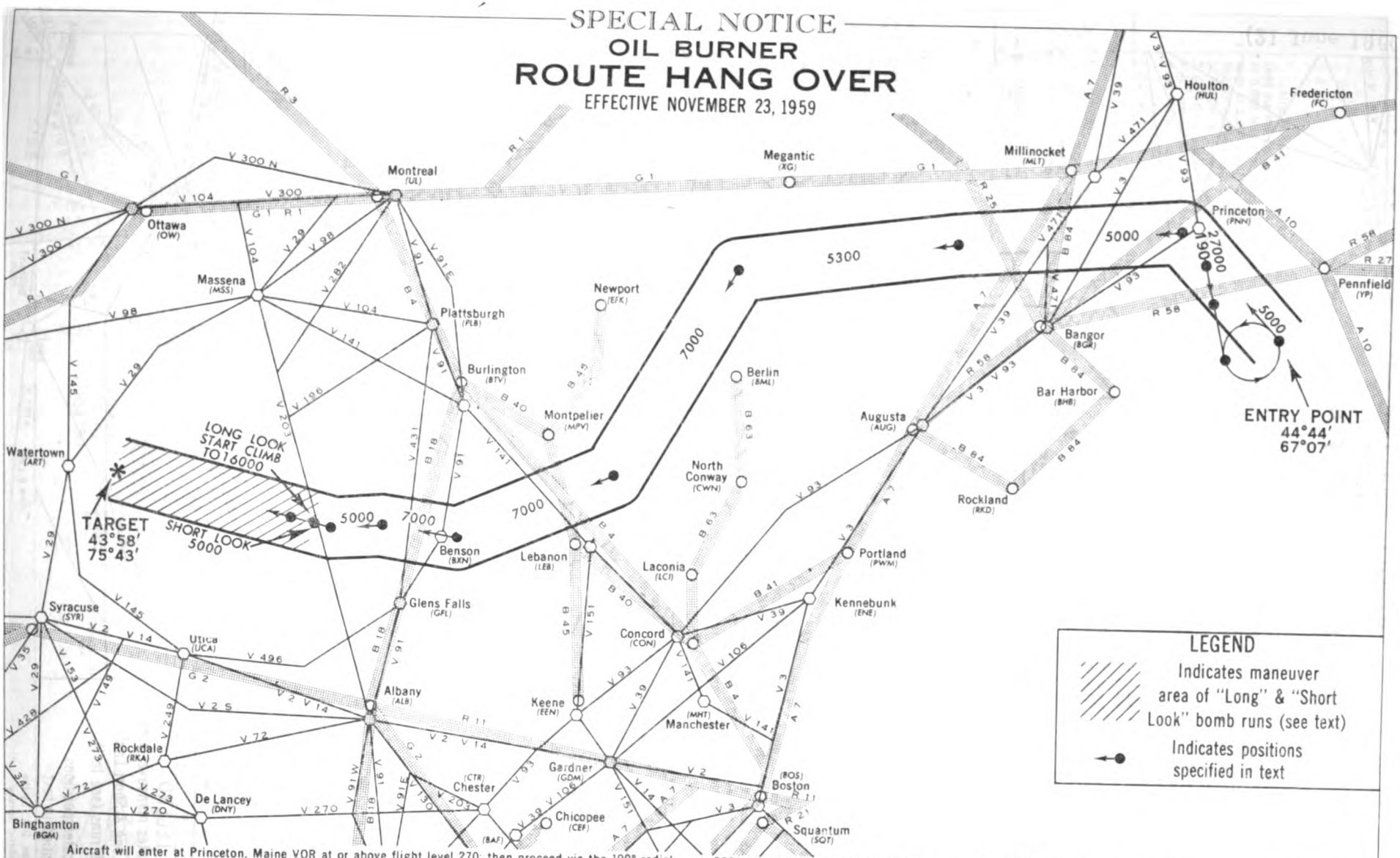
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(21 June 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE HANG OVER

EFFECTIVE NOVEMBER 23, 1959



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08'N-67°39'W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56'N-67°36'W at or above 20,000 feet MSL; then continuing descent to 44°39'N-67°32'W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44'N-67°07'W; then to 45°19'N-67°49'W at 5000 feet MSL; then to 45°16'N-69°30'W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08'N-71°09'W; then climb to 7000 feet MSL to 44°03'N-72°04'W; then to 43°42'N-73°12'W at 7000 feet MSL; then to 43°45'N-73°45'W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44'N-74°07'W; then to 43°45'N-74°15'W at 5000 feet MSL; then to 43°46'N-74°25'W at 5000 feet MSL; then to the RBS site at 43°58'N-75°43'W. "Long Look" missions will start climb at 43°45'N-74°15'W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45'N-74°15'W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13'N-75°38'W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE TAR PAIL
EFFECTIVE JUNE 19, 1960

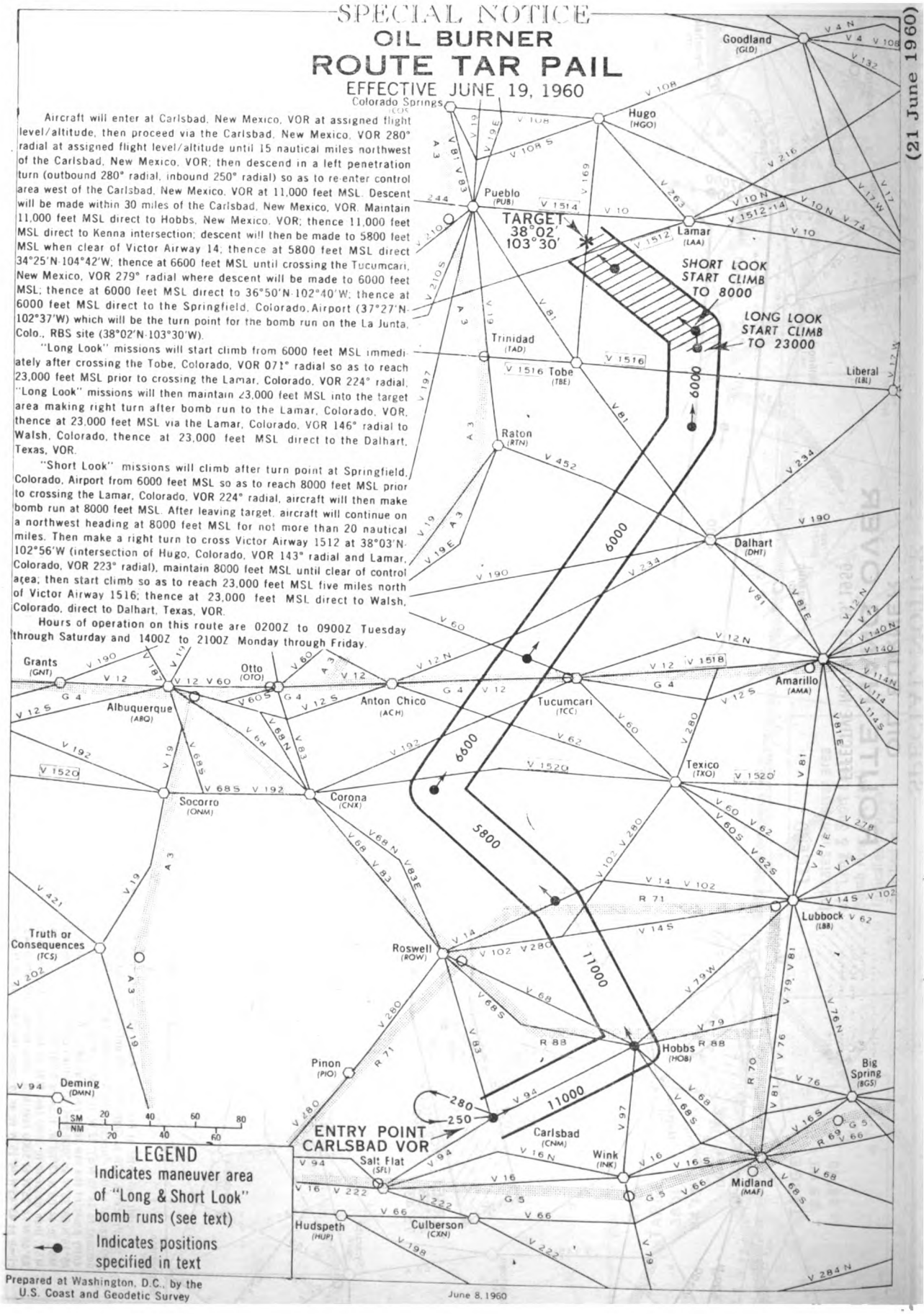
(21 June 1960)

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to re-enter control area west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Tucumcari, New Mexico, VOR 279° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 071° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial. "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N-102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

June 8, 1960

SPECIAL NOTICE

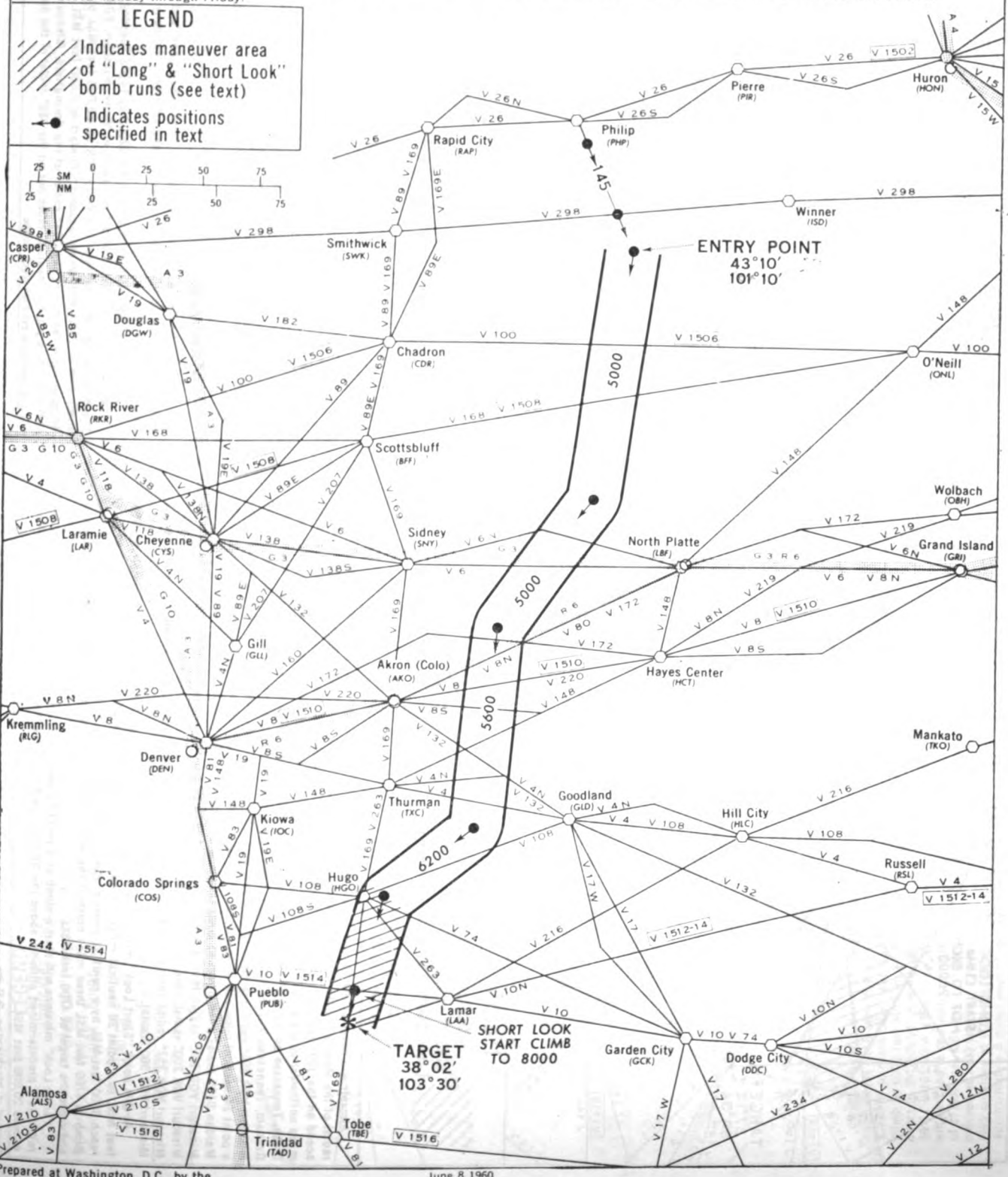
OIL BURNER

ROUTE ROUGH WOOD

EFFECTIVE JUNE 19, 1960

Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL; proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W; then at 5,000 feet MSL direct to 40°40'N-102°20'W; then at 5,600 feet MSL direct to 39°19'N-102°29'W; then at 6,200 feet MSL direct to 38°52'N-103°13'W; then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial; maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169; then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

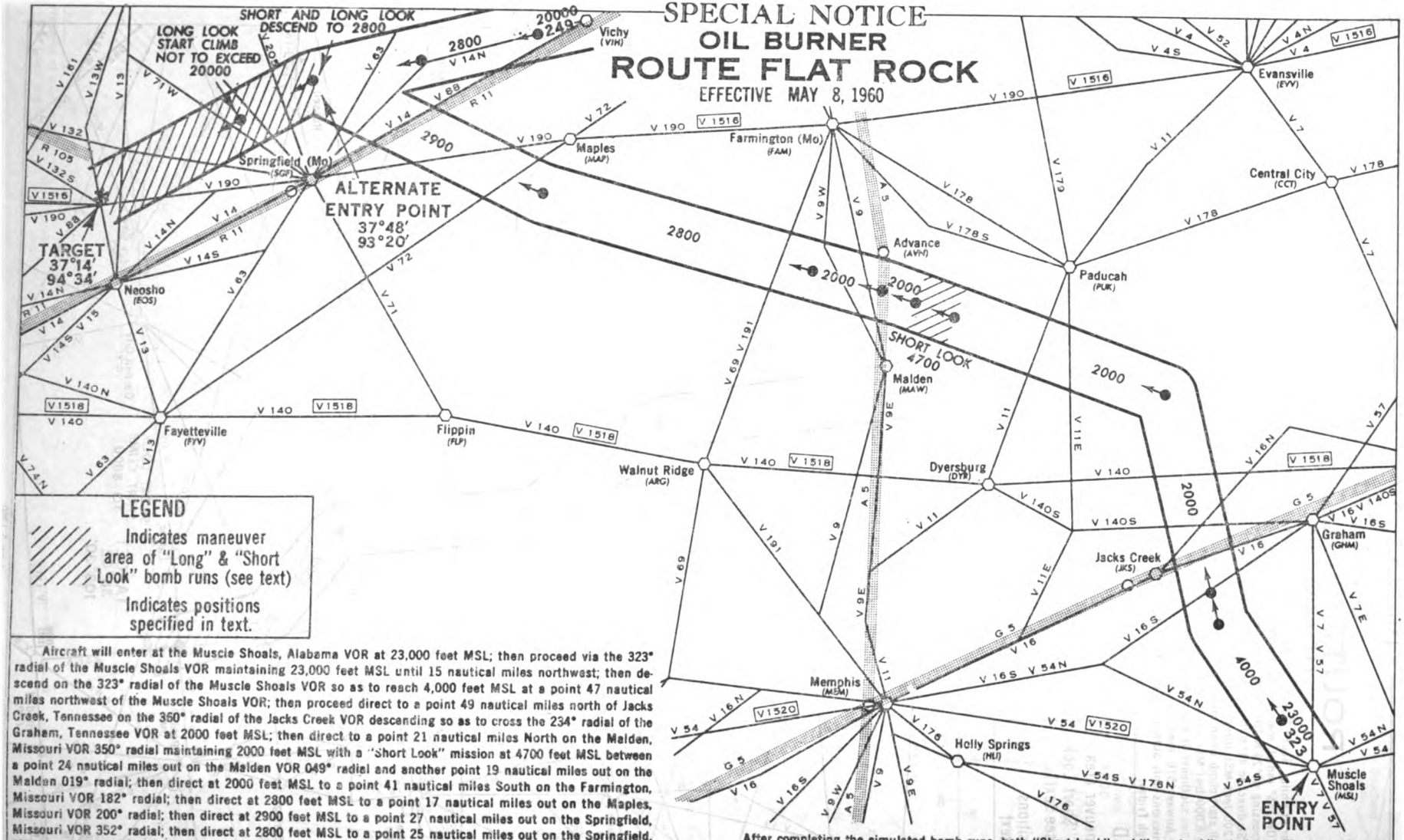
"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

June 8, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14'N-94°34'W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

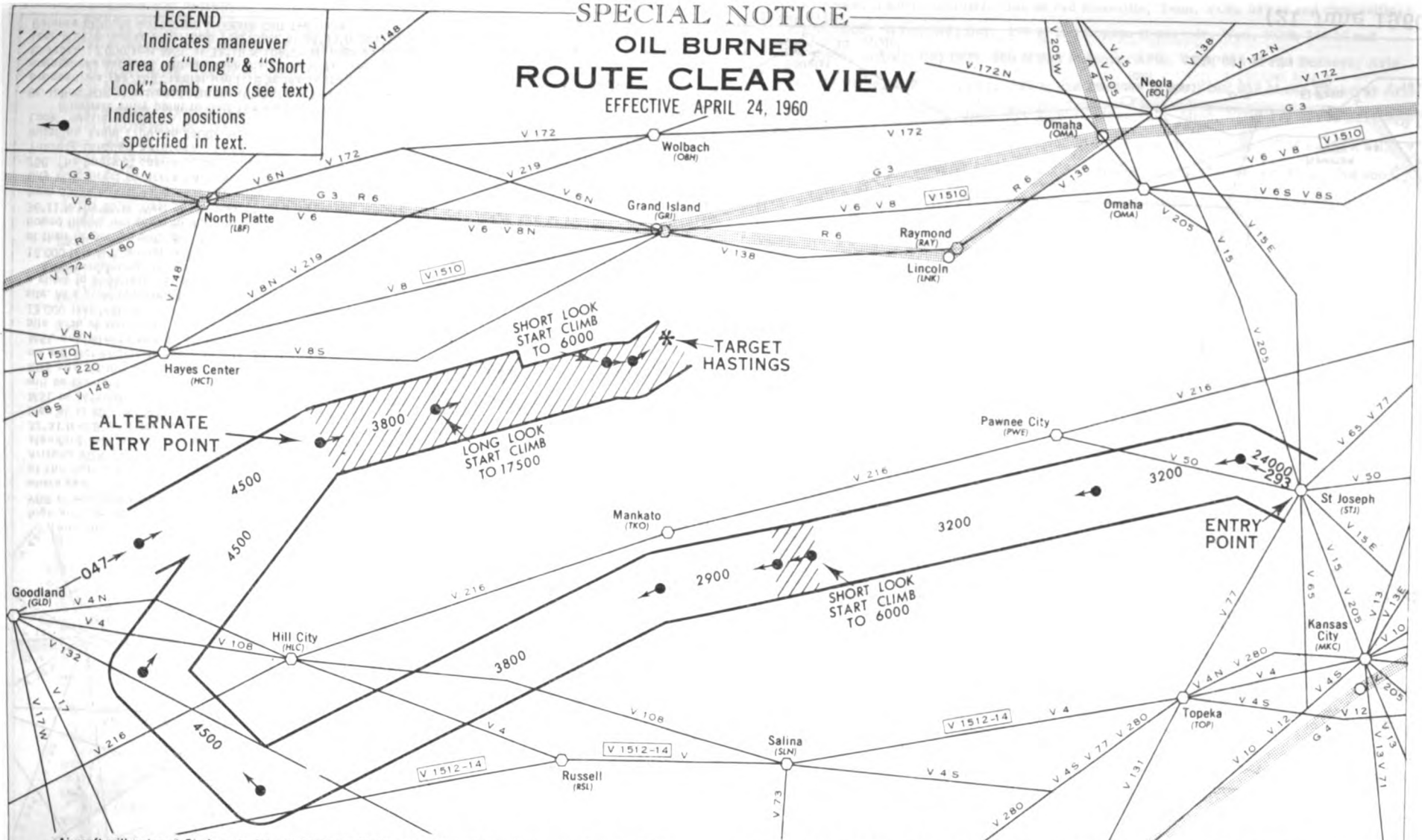
After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point–Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U. S. Coast and Geodetic Survey

(21 June 1960)

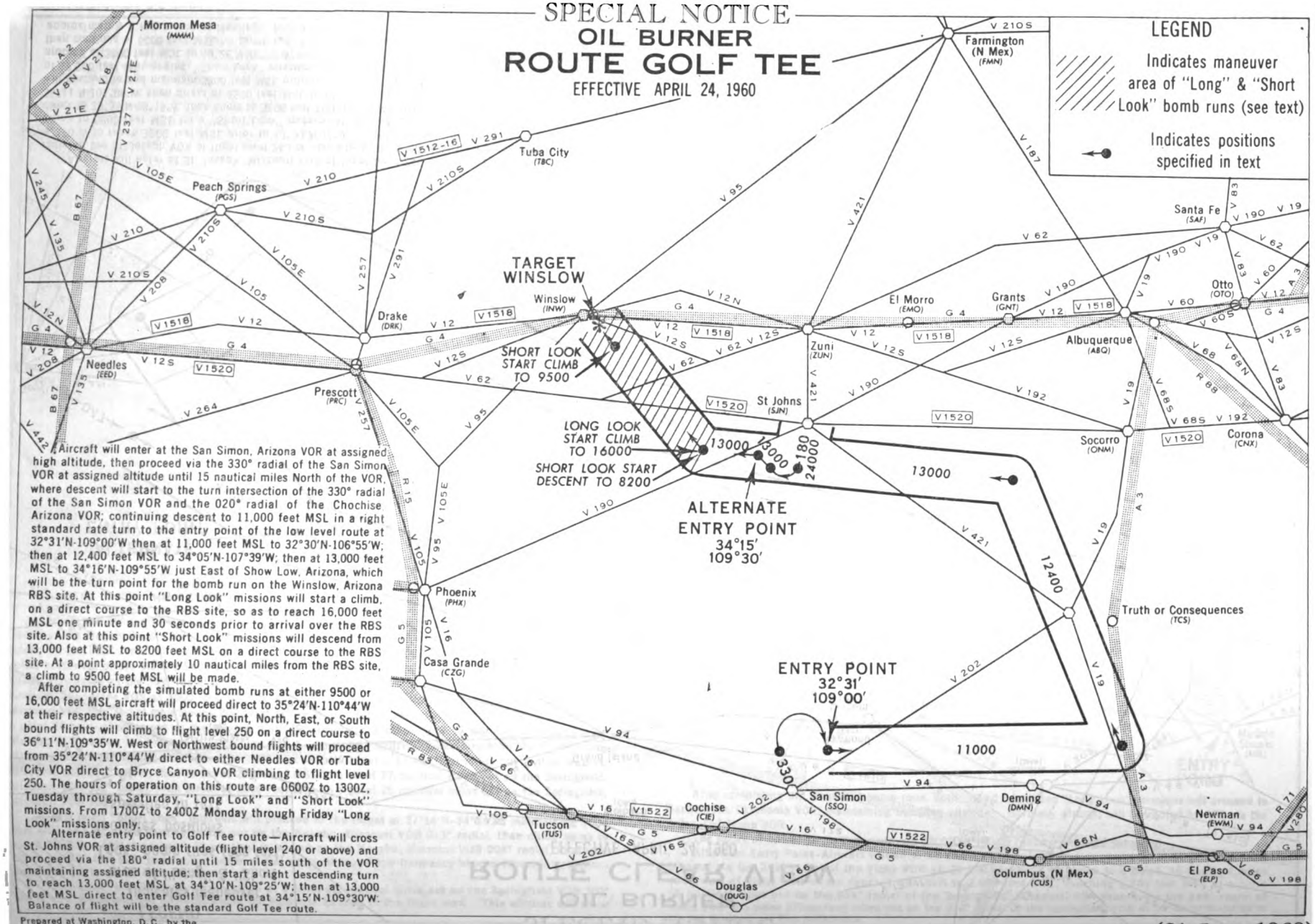


Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D. C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31′N-109°00′W then at 11,000 feet MSL to 32°30′N-106°55′W; then at 12,400 feet MSL to 34°05′N-107°39′W; then at 13,000 feet MSL to 34°16′N-109°55′W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24′N-110°44′W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11′N-109°35′W. West or Northwest bound flights will proceed from 35°24′N-110°44′W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10′N-109°25′W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15′N-109°30′W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(21 June 1960)

LOW ALTITUDE AIRWAYS

The following air traffic service routes have been established, changed or removed as indicated effective 28 July 1960.

(1) BELLTON, GA(VHF) INT: 230 M rad Toccoa, Ga. VOR; 328 M rad Athens, Ga. VOR.
(2) FORMAN, N. J.(VHF) INT: 208 M rad Robbinsville, N.J. VOR; 267 M rad Coyle

(21) BASAR, TENN(VHF) INT: 155 M rad Knoxville, Tenn. VOR; 097 M rad Cressville, Tenn. VOR.
(22) HUDSON, WYO(VHF) INT: 170 M rad Boysen Reservoir, Wyo. VOR; 246 M rad Casper, Wyo. VOR.

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 28 July 1960:

ESTABLISHED:

(1) BELLTON, GA(VHF) INT: 230 M rad Toccoa, Ga. VOR; 328 M rad Athens, Ga. VOR.

(2) FORMAN, N. J.(VHF) INT: 208 M rad Robbinsville, N.J. VOR; 267 M rad Coyle, N.J. VOR.

(3) NORCROSS, GA VOR(Change to on-request when cancelled as compulsory.)

(4) MONTEZUMA, GA(VHF) INT: 227 M rad Macon, Ga. VOR; 285 M rad Vienna, Ga. VOR.

(5) FLINT, GA(VHF) INT: 163 M rad Atlanta, Ga. VOR; 266 M rad Macon, Ga. VOR.

(6) BLUE RIDGE, GA(VHF) INT: 008 M rad Atlanta, Ga. VOR; 105 M rad Chattanooga, Tenn. VOR.

(7) RAINBOW, N C(VHF) INT: 166 M rad Knoxville, Tenn. VOR; 087 M rad Chattanooga, Tenn. VOR.

(8) BANNING, CALIF(VHF) INT: 076 M rad Ontario, Calif. VOR; 046 M rad March, Calif. VOR. (Change to on-request when cancelled as compulsory.)

(9) BUFORD, GA(VHF) INT: 025 M rad Norcross, Ga. VOR; 288 M rad Athens, Ga. VOR.

(10) SPRING BAY, UTAH(VHF) INT: 183 M rad Malad City, Utah VOR; 303 M rad Salt Lake City, Utah VOR.

(11) AVANT, ARK(VHF) INT: 268 M rad Little Rock, Ark. VOR; 340 M rad El Dorado, Ark. VOR.

(12) CLEO SPRINGS, OKLA(VHF) INT: 180 M rad Anthony, Kans. VOR; 255 M rad Vance, Okla. VOR. (MRA 2800. Depict flag)

(13) HORLICK, WIS(VHF) INT: 017 M rad Chicago(O'Hare), Ill. VOR; 120 M rad Milwaukee, Wis. VOR.

(14) SKIPPER, MASS(VHF) INT: 103 M rad Boston, Mass. VOR; 149 M rad Manchester, N.H. VOR.

(15) VALLEY, CALIF(LF) INT: 253 M brg from Burbank, Calif. LFR; 323 M brg from Los Angeles, Calif. Rbn.

(16) STEPHEN, S. DAK(VHF) INT: 094 M rad Pierre, S. Dak. VOR; 244 M rad Huron, S. Dak. VOR.

(17) CANOVA, S. DAK(VHF) INT: 130 M rad Huron, S. Dak. VOR; 279 M rad Sioux Falls, S. Dak. VOR.

MODIFIED:

(1) GWYNN, VA(VHF) INT: 320 M rad Cape Charles, Va. VOR; 008 M rad Norfolk, Va. VOR.

(2) MATHEWS, VA(VHF) INT: 297 M rad Cape Charles, Va. VOR; 008 M rad Norfolk, Va. VOR.

(3) BRYCELAND, LA(VHF) INT: 261 M rad Monroe, La. VOR; 109 M rad Shreveport, La. VOR.

(4) WALNUT, KANS(VHF) INT: 019 M rad Oswego, Kans. VOR; 091 M rad Chanute, Kans. VOR.

(5) McCUNE, KANS(VHF) INT: 019 M rad Oswego, Kans. VOR; 108 M rad Chanute, Kans. VOR.

(6) JAMESTOWN, LA(VHF) INT: 261 M rad Monroe, La. VOR; 121 M rad Shreveport, La. VOR.

(7) CUPPLES, LA(VHF) INT: 146 M rad Shreveport, La. VOR; 083 M rad Gregg Co., Tex. VOR.

(8) LUCIEN, LA(VHF) INT: 168 M rad Shreveport, La. VOR; 083 M rad Gregg Co., Tex. VOR.

(9) BETHANY, LA(VHF) INT: 198 M rad Shreveport, La. VOR; 083 M rad Gregg Co., Tex. VOR.

(10) BRONWOOD, GA(VHF) INT: 348 M rad Albany, Ga. VOR; 238 M rad Vienna, Ga. VOR.

(11) AMERICUS, GA(VHF) INT: 348 M rad Albany, Ga. VOR; 259 M rad Vienna, Ga. VOR.

(12) JUNCTION CITY, GA(VHF) INT: 178 M rad Atlanta, Ga. VOR; 084 M rad Columbus, Ga. VOR.

(13) CONCORD, GA(VHF) INT: 178 M rad Atlanta, Ga. VOR; 080 M rad La Grange, Ga. VOR.

(14) BOBBY JONES, GA(VHF) INT: 033 M rad Atlanta, Ga. VOR; 332 M rad McDonough, Ga. VOR.

(15) CRABAPPLE, GA(VHF) INT: 008 M rad Atlanta, Ga. VOR; 294 M rad Norcross, Ga. VOR.

(16) NELSON, GA(VHF) INT: 008 M rad Atlanta, Ga. VOR; 273 M rad Royston, Ga. VOR.

(17) TALLASSEE, TENN(VHF) INT: 197M rad Knoxville, Tenn. VOR; 103 M rad Crossville, Tenn. VOR.

(18) COLLEGE, GA(VHF) INT: 010 M rad Norcross, Ga. VOR; 273 M rad Royston, Ga. VOR.

(19) CLERMONT, GA(VHF) INT: 025 M rad Norcross, Ga. VOR; 273 M rad Royston, Ga. VOR.

(20) FONTANT, TENN(VHF) INT: 181 M rad Knoxville, Tenn. VOR; 110 M rad Crossville, Tenn. VOR.

(21) RASAR, TENN(VHF) INT: 166 M rad Knoxville, Tenn. VOR; 097 M rad Crossville, Tenn. VOR.

(22) HUDSON, WYO(VHF) INT: 170 M rad Boysen Reservoir, Wyo. VOR; 246 M rad Casper, Wyo. VOR.

(23) KNOB, ARIZ(VHF) INT: 350 M rad Phoenix, Ariz. VOR; 058 M rad Buckeye, Ariz. VOR.

(24) CACTUS, ARIZ(VHF) INT: 325 M rad Phoenix, Ariz. VOR; 058 M rad Buckeye, Ariz. VOR.

(25) MAYER, MINN(VHF) INT: 236 M rad Minneapolis, Minn. VOR; 110 M rad Darwin, Minn. VOR.

(26) HOMEDALE, IDAHO(VHF) INT: 252 M rad Boise, Idaho VOR; 185 M rad McCall, Idaho VOR.

(27) CHADWICK, MO(VHF) INT: 139 M rad Springfield, Mo. VOR; 225 M rad Dogwood, Mo. VOR.

(28) GOLDSTON, N C(VHF) INT: 244 M rad Raleigh, N.C. VOR; 117 M rad Liberty, N.C. VOR.

(29) ANNAWAN, ILL(VHF) INT: 134 M rad Cardova, Ill. VOR; 077 M rad Moline, Ill. VOR.

(30) TRIUMPH, ILL(VHF) INT: 046 M rad Bradford, Ill. VOR; 261 M rad Joliet, Ill. VOR.

(31) CLAYSVILLE, PA(VHF) INT: 250 M rad Pittsburgh, Pa. VOR; 146 M rad Wheeling, W. Va. VOR.

(32) SPRAGUE, ORE(VHF) INT: 253 M rad Lakeview, Ore. VOR; 348 M rad Klamath Falls, Ore. VOR.

CANCELLED:

(1) OLSON, N. MEX(VHF) INT.
(2) SAND HILLS, CALIF(VHF) INT.
(3) CHUCKWALLA, CALIF(VHF) INT.
(4) PROVIDENCE, CALIF(VHF) INT.
(5) HEMET, CALIF(VHF) INT.
(6) BREA, CALIF(LF) INT.
(7) WHITE CAP, CALIF(LF) INT.
(8) BROOME, CALIF(VHF) INT.
(9) BROOME, CALIF(LF) INT.
(10) PHELAN, CALIF(VHF) INT.
(11) DANBY, CALIF(VHF) INT.
(12) FENNER, CALIF(LF) INT.
(13) SANTA PAULA, CALIF(VHF) INT.
(14) BRUINS, ARK RBN.
(15) HARRIS, GA(VHF) INT.
(16) MONUMENT, GA(VHF) INT.
(17) ROSWELL, GA(VHF) INT.
(18) SILVER CITY, GA(VHF) INT.
(19) REYNOLDS, GA(VHF) INT.
(20) RICHFIELD, OHIO(VHF) INT.
(21) AUBURN, CALIF(LF) INT.
(22) TUCKER, ARK(VHF) INT.

RENAMED:

(1) BEAR, ARK(VHF) INT: 244 M rad Cabot, Ark. VOR; 335 M rad El Dorado, Ark. VOR. (Formerly Quachita Int.)

(2) FOSTER, LA(VHF) INT: 225 M rad Vance, Okla. VOR; 120 M rad Texarkana, Ark. VOR. (Formerly Shongaloo Int.)

(3) GUNTER, TEX(VHF) INT: 330 M rad Dallas, Tex. VOR; 064 M rad Bridgeport, Tex. VOR. (Formerly Tioga Int.)

(4) LEWISBURG, MISS(VHF) INT: 186 M rad Memphis, Tenn. VOR; 276 M rad Holly Springs, Tenn. VOR. (Formerly Arkabutla Int.)

(5) McCOY, TEX(VHF) INT: 105 M rad Somerset, Tex. VOR; 158 M rad San Antonio, Tex. VOR. (Formerly Floresville Int.)

(6) MILTON, TENN(VHF) INT: 130 M rad Nashville, Tenn. VOR; 081 M rad Graham, Tenn. VOR. (Formerly Murfreesboro Int.)

(7) NORGE, OKLA(VHF) INT: 192 M rad Oklahoma City, Okla. VOR; 066 M rad Hobart, Okla. VOR. (Formerly Chickasha Int.)

(8) PARKER, TEX(VHF) INT: 344 M rad Waco, Tex. VOR; 216 M rad Bridgeport, Tex. VOR. (Formerly Riovista Int.)

✓ HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled as indicated effective 28 July 1960:

ESTABLISHED:

(1) FORMAN, N J(VHF) INT: direction of holding - SW on 208 M rad Robbinsville, N.J. VOR; direction of turns-right; time - 1 min; MHA - 1500'.

(2) CLEO SPRINGS, OKLA(VHF) INT: direction of holding - W on 255 M rad Vance, Okla. VOR; direction of turns-right; time - 1 min; MHA - 2800'.

(3) BONNIE VIEW, TEX(VHF) INT: direction of holding - NE on 040 M rad Corpus Christi, Tex. VOR; direction of turns-right; time - 1 min; MHA - 2000'.

(4) SKIPPER, MASS(VHF) INT: direction of holding - E on 103 M rad Boston, Mass. VOR; direction of turns-left; time 2 mins; MHA - 1500'.

(5) STRASBURG, COLO(VHF) INT: direction of holding - E on 087 M rad Denver, Colo. VOR; direction of turns-right; time - 1 min.

MODIFIED:

(1) BANNING, CALIF(VHF) INT: direction of holding - E on 076 M rad ONT VOR; direction of turns-right; time - 1 min; MHA - 10,000'.

(2) RAYNE, LA(VHF) INT: direction of holding - NW on 280 M rad Lafayette, La. VOR; direction of turns-left; time - 1 min; MHA - 2500'.
(3) BAY POINT, CALIF(VHF) INT: direction of holding - NE on 022 M rad Oakland, Calif. VOR; direction of turns-right; time - 1 min; MHA - 4000'.
(4) JAMESTOWN, LA(VHF) INT: direction of holding - E on 261 M rad Monroe, La. VOR; direction of turns-right; time - 1 min; MHA - 3500'.
(5) LUCIEN, LA(VHF) INT: direction of holding - S on 168 M rad Shreveport, La. VOR; direction of turns-left; time - 2 mins; MHA - 1400'.
(6) CUPPLES, LA(VHF) INT: direction of holding - E on 083 M rad Gregg Co., Tex. VOR; direction of turns-right; time 1 min; MHA - 3000'.
(7) BRYCELAND, LA(VHF) INT: direction of holding - E on 261 M rad Monroe, La. VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(8) BETHANY, LA(VHF) INT: direction of holding - SW on 198 M rad Shreveport, La. VOR; direction of turns-right; time - 2 mins; MHA - 1500'.
(9) DENVER, COLO VOR: direction of holding - N on 357 M rad; direction of turns-left; time - 2 mins; MHA - 7000'.
CANCELLED:
(1) WATKINS, COLO(VHF) INT: direction of holding - E on E crs. Denver, Colo. ILS lclzr; direction of turns- right; time - 1 min.
(2) DUPONT, COLO(VHF) INT: direction of holding - N on N crs. Denver, Colo. LFR; direction of turns-right; time - 1 min; MHA - 7000'.
(3) DENVER, COLO LFR: direction of holding - N on N crs; direction of turns-left; time-1 min; MHA - 7000'.
(4) HENDERSON, COLO FM: direction of holding - N on N crs. Denver, Colo. LFR; direction of turns-left; time - 1 min; MHA - 7000'.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective on 28 July 1960:

(Part 608)

(1) In Section 608.30, Mount Clemens, Mich., (Selfridge AFB) Restricted Area/Military Climb Corridor (R-579) add the following: Description - That area based on the 336° T radial of the Selfridge AFB TVOR beginning 5 smi NW of the airbase and extending 32 smi NW of the airbase, having a width of 1 smi W and 3 smi E of the 336°T radial at the beginning and a width of 2.3 smi on each side of the 336°T radial at the outer extremity. Designated altitudes - 2, 600' MSL to 15, 600' MSL from 5 smi NW of the airbase to 6 smi NW of the airbase. 2, 600' MSL to 24, 600' MSL from 6 to 7 smi NW of the airbase. 2, 600' MSL to 27, 000' MSL from 7 to 10 smi NW of the airbase. 6, 600' MSL to 27, 000' MSL from 10 to 15 smi NW of the airbase. 10, 600' MSL to 27, 000' MSL from 15 to 20 smi NW of the airbase. 15, 600' MSL to 27, 000' MSL from 20 to 25 smi NW of the airbase. 19, 600' MSL to 27, 000' MSL from 25 to 32 smi NW of the airbase. Time of designation - continuous. Controlling agency - Selfridge AFB Apch Ctl.
(2) In Section 608.33, the Fort Leonard Wood, Mo., Restricted Area (R-199) amended by deleting "surface to 50, 000' MSL." and substituting therefor "Surface to 6, 000' MSL."

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

SPECIAL NOTICE

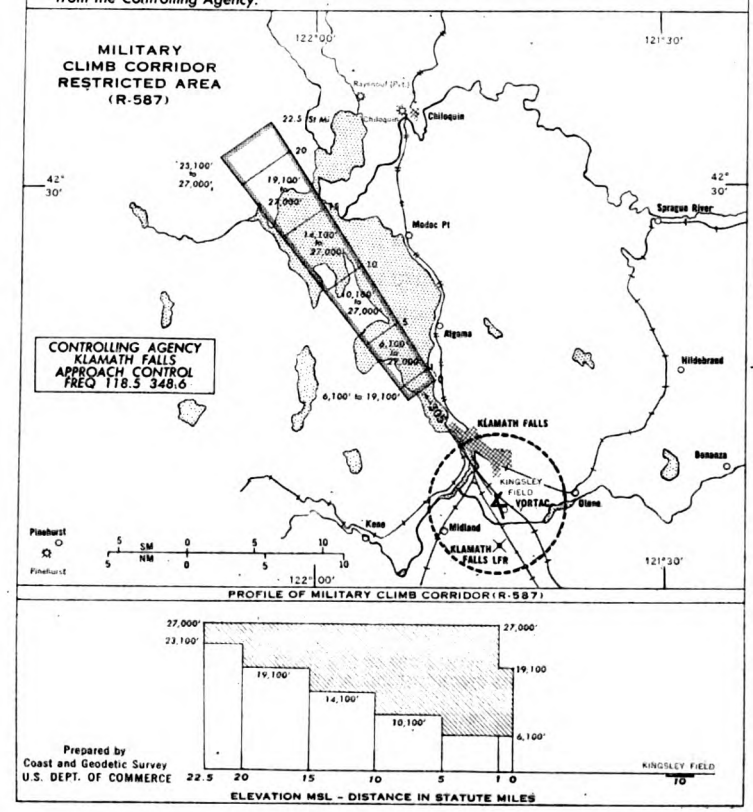
OREGON

KLAMATH FALLS (KINGSLEY FIELD) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. JUNE 30. 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U. S. A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

(21 June 1960)

INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station, leased telephones services are provided to the nearest	New London-Groton, Conn.	GI 3-3345	Providence, R.I.	Hillsboro Arpt., Oreg.	Portland, Oreg.
				Lockheed Air Terminal, Burbank	Los Angeles, Calif.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Springs, Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Hollywood, Fla.	JA 4-0163	" "
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
Laredo, Tex.	No. 21 (Rural)	Cotulla, Tex.
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	New York, N.Y. (IDL)
Newark, N.J.	MA 2-0121	" "
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City, Utah
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Springfield, Ohio	FA 2-4562	" "
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.

INTERPHONES Location	FSS Providing Service
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif.
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

IMPORTANT NOTICE - NEW FREQUENCY ASSIGNMENTS

Commensurate with FAA's efforts to improve the overall air traffic control communications system and to relieve congestion on the existing communications channels, an additional five megacycles of spectrum space is being made available to the aeronautical user effective July 1, 1960. In order to obtain maximum utilization of these additional radio frequencies, FAA is initiating a program of new frequency assignments within the band 118-135 MC/S at 0800 GMT on July 7, 1960.

This implementation invloves several hundred frequency changes throughout the United States, not including Alaska and Hawaii. To facilitate the users' transition to the new frequencies and to provide the greatest advance notice of the specific changes, we are presenting the following tabulation in terms of location, traffic control function, new frequency to be activated July 7, 1960, and existing frequency. Further, note also that many frequencies now assigned (shown in the "old frequency" column) have either been changed or will serve a different function.

LEGEND: H - High Altitude 24,000' and above
I - Non-Radar Sectors 23,000' and below
Ir - Radar Sectors 23,000' and below
A - Center Area Discrete 23,000' and below

117.975-121.425 Mc and 123.575-126.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	126.00		A
Albuquerque, N.M. (ARTC)	120.00		A
Alexandria, Minn. (Minneapolis ARTC)	121.00		A
Alpine, Texas (El Paso ARTC)	125.40		A
Amarillo, Texas (Albuquerque ARTC)	120.00		A
Ardmore, Okla. (Fort Worth ARTC)	126.00		A
Atlanta, Ga. (ARTC)	121.2		Ir
Bakersfield, Calif. (Los Angeles ARTC)	125.60		A
Barnstable, Mass. (Boston ARTC)	118.40		A
Barstow, Calif. (Los Angeles ARTC)	125.60		A
Billings, Mont. (Great Falls ARTC)	119.80		A
Blackfoot, Idaho (Salt Lake City ARTC)	125.30		A
Bradford, Ill. (Chicago ARTC)	124.20		A
Brookville, Ohio (Indianapolis ARTC)	126.30		A
Butte, Mont. (Great Falls ARTC)	119.80		A
Cameron, Texas (San Antonio ARTC)	125.80		A
Casper, Wyo. (Denver ARTC)	126.50		A
Charleston, W. Va. (Indianapolis ARTC)	126.30		A
Charleston, S.C. (Jacksonville ARTC)	120.10	125.10	Ir
Chattanooga, Tenn. (Atlanta ARTC)	126.50		A
Cheyenne, Wyo. (Denver ARTC)	126.50		A
Columbus, Miss. (Memphis ARTC)	126.10		A
Defiance, Ohio (Cleveland ARTC)	118.60		A
Del Rio, Texas (San Antonio ARTC)	125.80		A
Des Moines, Iowa (Kansas City ARTC)	125.00		A
Denver, Colo. (ARTC)	126.50		A
Dickinson, N.D. (Minneapolis ARTC)	121.00		A
Douglaston, N.Y. (New York ARTC)	126.30		A
Duluth, Minn. (Minneapolis ARTC)	121.00		A
Elko, Nev. (Salt Lake City ARTC)	125.30		A
Emmett, Idaho (Seattle ARTC)	125.00		A
Evansville, Ind. (Indianapolis ARTC)	126.30		A
Fallon, Nev. (Oakland ARTC)	125.70		A
Fayetteville, Ark. (St. Louis ARTC)	124.80		A
Ferndale, Calif. (Oakland ARTC)	125.70		A
Franklin, N.C. (Atlanta ARTC)	126.50		A
Fresno, Calif. (Oakland ARTC)	125.70		A
Glasgow, Mont. (Great Falls ARTC)	119.80		A
Globe, Ariz. (Phoenix ARTC)	126.60		A
Goodland, Kans. (Denver ARTC)	126.50		A
Goshen, Ind. (Chicago ARTC)	124.20		A
Graham, Tenn. (Memphis ARTC)	126.10		A
Grand Forks, N.D. (Minneapolis ARTC)	121.00		A
Grand Island, Nebr. (W) (Denver ARTC)	126.50		A
Grand Isle, La. (New Orleans ARTC)	125.10		A
Grand Mesa, Colo. (Denver ARTC)	126.50		A
Grand Rapids, Mich. (Detroit ARTC)	119.80		A
Great Falls, Mont. (ARTC)	119.80		A
Greensboro, N.C. (Atlanta ARTC)	126.50		A
Hobart, Okla. (Fort Worth ARTC)	126.00		A
Jackson, Miss. (Memphis ARTC)	126.10		A
Jamestown, N.D. (Minneapolis ARTC	121.00		A
Julian, Calif. (Los Angeles ARTC)	125.60		A
Key West, Fla. (Miami ARTC)	125.80		A
Kingsville, Texas (San Antonio ARTC)	125.80		A
Klamath Falls, Ore. (Seattle ARTC)	125.00		A
Lafayette, La. (New Orleans ARTC)	125.10		A
Lake George, N.Y. (Boston ARTC)	118.40		A
Laredo, Texas (San Antonio ARTC)	125.80		A
Las Vegas, Nev. (Salt Lake City ARTC)	125.30		A
Lebanon, Mo. (St. Louis ARTC)	124.80		A
Lometa, Texas (San Antonio ARTC)	125.80		A
Lubbock, Texas (El Paso ARTC)	125.40		A
Mansfield, Ohio (Cleveland ARTC)	118.60		A
Marshall, Texas (Fort Worth ARTC)	126.00		A
Melbourne, Fla. (Miami ARTC)	125.80		A
Midland, Texas (El Paso ARTC)	125.40		A
Miles City, Mont. (Great Falls ARTC)	119.80		A
Milwaukee, Wisc. (Chicago ARTC)	124.20		A
Minot, N.D. (Minneapolis ARTC)	121.00		A
Minneapolis, Minn. (ARTC)	121.00		A
Mobile, Ala. (New Orleans ARTC)	125.10		A
Moontownship, Pa. (Pittsburgh ARTC)	126.80		A
Mt. View, Calif. (Oakland ARTC)	125.70		A
Myrtle Beach, S.C. (Jacksonville ARTC)	120.40		A
Newport, Tenn. (Atlanta ARTC)	126.50		A
North Mountain, Pa. (New York ARTC)	126.30		A
Ogallala, Nebr. (Denver ARTC)	126.50		A
Palacios, Texas (San Antonio ARTC)	125.80		A
Pellston, Mich. (Detroit ARTC)	119.80		A

(21 June 1960)

Location	Freq. (Mc) New	Old	Function
Pensacola, Fla. (New Orleans ARTC)	125.10		A
Pierre, S.D. (Minneapolis ARTC)	121.00		A
Pine Bluff, Ark. (Memphis ARTC)	126.10		A
Pioche, Nev. (Salt Lake City ARTC)	125.30		A
Pueblo, Colo. (Denver ARTC)	126.50		A
Raton, N.M. (Albuquerque ARTC)	120.00		A
Red Bluff, Calif. (Oakland ARTC)	125.70		A
Redmond, Ore. (Seattle ARTC)	125.00		A
Saddle Peak, Calif. (Los Angeles ARTC)	125.60		A
Saginaw, Mich. (Detroit ARTC)	119.80		A
Salmon, Idaho (Great Falls ARTC)	119.80		A
Sarasota, Fla. (Miami ARTC)	125.80		A
Savannah, Ga. (Jacksonville ARTC)	120.40		A
Seattle, Wash. (LCL) (ARTC)	125.00		A
Seligman, Ariz. (Phoenix ARTC)	126.60		A
Ships Bottom, N.J. (New York ARTC)	126.30		A
Sioux City, Iowa (Kansas City ARTC)	125.00		A
Sioux Falls, S.D. (Minneapolis ARTC)	121.00		A
St. Albans, Me. (Boston ARTC)	118.40		A
St. Louis, Mo. (ARTC)	124.80		A
Sunnyside, Utah (Salt Lake City ARTC)	.25.30		A
Tallahassee, Fla. (Jacksonville ARTC)	120.40		A
Thermopolis, Wyo. (Salt Lake City ARTC)	125.30		A
Tonopah, Nev. (Oakland ARTC)	125.70		A
Truth or Consequences, N.M. (Albuquerque ARTC)	120.00		A
Tucson, Ariz. (Phoenix ARTC)	126.60		A
Wausau, Wisc. (Minneapolis ARTC)	121.00		A
Wayland, N.Y. (Cleveland ARTC)	118.60		A
Whitefish, Mont. (Great Falls ARTC)	119.80		A
Winchester, Ky. (Indianapolis ARTC)	126.30		A
Winnemucca, Nev. (Oakland ARTC)	125.70		A
Winslow, Ariz. (Phoenix ARTC)	126.60		A
Yakima, Wash. (Seattle ARTC)	125.00		A

132.025-134.975 Mc

Location	Freq. (Mc) New	Old	Function
Abilene, Texas (Fort Worth ARTC)	132.40	124.00	I
Alamosa, Colo. (Denver ARTC)	134.60	125.90	I
Albuquerque, N.M. (ARTC)	132.20	125.30	I
Alexandria, Minn. (Minneapolis ARTC)	133.40	125.60	I
Alma, Ga. (Jacksonville ARTC)	132.30	118.60	I
Amarillo, Tex.	132.30	124.90	I
(Albuquerque ARTC)	134.75	120.00*	H
Angels Camp #1, Calif.	133.00	126.50	I
(Oakland ARTC)	134.60	125.15	I
	133.90	125.50	I
Angels Camp #2, Calif. (Oakland ARTC)	134.30	126.40	I
Anniston, Ala. (Atlanta ARTC)	133.10	119.60	H
Anthony, Kans. (Kansas City ARTC)	134.30	118.95	H
Atlanta, Ga. (ARTC)	133.35	124.10	H
Augusta, Ga.	132.10	125.40	I
(Atlanta ARTC)	134.40	124.20	I
Aurora, Ill. (Chicago ARTC)	132.85	124.20	H
Austin, Tex. (San Antonio ARTC)	132.90	124.10	I
Avon, Ind. (Indianapolis ARTC)	134.35	120.85	H
Baldwin Hills, Calif. (Los Angeles ARTC)	132.10	124.50	I
Barnstable, Mass.	134.85	118.40*	H
(Boston ARTC)	132.10	118.60	I
Buena Vista, Va. (Washington ARTC)	133.30	119.60	I
Barstow, Calif.	132.30	124.30	I
(Los Angeles ARTC)	134.95	125.60*	H
	133.95	123.80	H
Binghamton, N.Y. (Sayre, Pa.) (New York ARTC)	132.60	121.00	I
Birmingham, Ala. (Atlanta ARTC)	133.60	120.60	I
Blackfoot, Idaho	132.70	124.80	I
(Salt Lake City ARTC)	133.25	125.30*	H
Brinkley, Ark. (Memphis ARTC)	133.55	126.10	H
Brownsville, Texas (San Antonio ARTC)	133.75	125.00	H
Bucks Elbow, Va. (Washington ARTC)	133.65	119.40	H
Butte, Mont. (Great Falls ARTC)	134.55	125.00	H
Cameron, Texas (San Antonio ARTC)	133.90	123.80	I
Caprock, N.M. (Albuquerque ARTC)	132.65	125.50	H
Casper, Wyo.	132.20	124.60	I
(Denver ARTC)	133.55	125.10	H
Charleston, S.C. (Jacksonville ARTC)	134.25	118.80	H
Cheyenne, Wyo.	132.35	124.00	H
(Denver ARTC)	133.00	120.40	I
Clarke, S.D. (Minneapolis ARTC)	132.60	120.90	I
Cincinnati, Ohio (Indianapolis ARTC)	132.60	121.20	I
Daytona Beach, Fla. (Jacksonville ARTC)	134.85	126.00	H
Defiance, Ohio (Cleveland ARTC)	132.20	120.50	I
Denver, Colo.	133.75	126.40	H
(ARTC)	134.85	123.80	H
Des Moines, Iowa (Kansas City ARTC)	133.50	119.80	I
Detroit, Mich. (ARTC)	134.65	119.80	H
Dickinson, N.D. (Minneapolis ARTC)	134.65	125.00	H
Dothan, Ala. (Jacksonville ARTC)	134.30	123.80	I
Dubuque, Iowa. (Chicago ARTC)	133.90	118.60	I
Duluth, Minn. (Minneapolis ARTC)	134.55	125.20	H
Effingham, Ill. (St. Louis ARTC)	134.60	123.90	I
Elko, Nev. (Salt Lake City ARTC)	132.25	124.50	H
El Paso, Texas (ARTC)	134.45	125.60	H
Emmett, Idaho (Seattle ARTC)	133.45	125.50	H
Emporia, Kans. (Kansas City ARTC)	132.25	121.20	H
Evansville, Ind. (Indianapolis ARTC)	132.10	126.40	I
Fallon, Nev. (Oakland ARTC)	134.45	125.70 *	H
Farmington, N.M. (Albuquerque ARTC)	133.40	125.20	I
Fayetteville, Ark. (St. Louis ARTC)	132.55	125.80	H
Flint Hill, Pa. (New York ARTC)	134.80	121.00	I
Fresno, Calif.	132.65	118.20	H
(Oakland ARTC)	133.50	120.20	I
Garden City, Kans. (Kansas City ARTC)	133.45	121.00	H
(Albuquerque ARTC)	134.50	126.00	I
Globe, Ariz.	132.10	121.25	I
(Phoenix ARTC)	133.85	126.60 *	H
	134.65	120.85	H
Goodland, Kans. (Denver ARTC)	132.50	125.60	I
Graham, Tenn.	132.35	120.20	H
(Memphis ARTC)	134.45	119.80	H
Grand Forks, N.D.	134.75	118.60	H
(Minneapolis ARTC)	132.40	120.80	I

Location	Freq. (Mc) New	Old	Function
Grand Isle, La. (New Orleans ARTC)	133.85	125.10*	H
Grand Island, Nebr. (Denver ARTC)	133.85	126.50*	H
Grand Mesa, Colo. (Denver ARTC)	132.15	123.80	H
Great Falls, Mont. (ARTC)	132.65	119.80*	H
Greensboro, N.C.	132.20	123.80	I
(Atlanta ARTC)	132.90	121.00	I
Greenville, Miss. (Memphis ARTC)	132.50	124.40	I
Henryville, Ind. (Indianapolis ARTC)	133.75	124.40	H
Hickory, N.C.	134.55	125.80	H
(Atlanta ARTC)	132.75	126.50	H
Hobart, Okla. (Fort Worth ARTC)	133.00	124.10	I
Holland, N.Y. (Cleveland ARTC)	133.95	118.60	H
Horton, Ore. (Seattle ARTC)	133.65	125.00	H
Houghton, Mich. (Detroit ARTC)	133.55	124.80	H
Houston, Texas (San Antonio ARTC)	134.35	120.60	H
Jackson, Miss.	132.10	125.30	I
(Memphis ARTC)	134.90	120.40	H
Joplin, Mo. (St. Louis ARTC)	133.40	124.60	I
Julian, Calif.	133.40	124.60	I
(Los Angeles ARTC)	134.55	120.40	H
Kingsville, Texas (San Antonio ARTC)	134.70	124.80	I
Kirksville, Mo. (Kansas City ARTC)	134.70	120.00	H
Klamath Falls, Ore. (Seattle ARTC)	133.05	125.00*	H
Lafayette, La. (New Orleans ARTC)	133.65	125.00	H
Lake Charles, La. (New Orleans ARTC)	133.00	125.20	I
Lake George, N.Y.	134.45	118.40*	H
(Boston ARTC)	132.65	124.00	I
Lebanon, Mo. (St. Louis ARTC)	133.80	126.05	H
Longview, Texas	132.45	126.00	H
(Fort Worth ARTC)	134.65	124.80	H
Los Angeles, Calif.	133.80	124.10	I
(ARTC)	134.20	119.60	I
	132.95	124.95	H
Lubbock, Texas (El Paso ARTC)	133.35	118.40	H
Lufkin, Texas (San Antonio ARTC)	134.80	119.20	I
Magna, Utah (Salt Lake City ARTC)	134.70	124.40	H
Mansfield, Ohio (Cleveland ARTC)	132.45	118.60*	H
Mason City, Iowa (Kansas City ARTC)	132.50	125.80	I
Mathews, Va. (Norfolk ARTC)	132.55	124.20	H
Melbourne, Fla. (Miami ARTC)	132.60	125.90	I
Miami, Fla.	133.75	125.80	H
(ARTC)	134.35	125.40	H
	134.95	125.00	H
Midland, Texas	133.10	124.60	I
(El Paso ARTC)	133.95	125.40*	H
Miles City, Mont. (Great Falls ARTC)	133.95	119.80*	H
Milwaukee, Wisc. (Chicago ARTC)	132.60	124.30	I
Mobile, Ala.	132.60	124.60	I
(New Orleans ARTC)	133.30	124.20	I
Moontownship, Pa. (Pittsburgh ARTC)	132.25	126.80*	H
Mountain View, Calif. (Oakland ARTC)	134.85	119.20	H
Myrtle Beach, S.C. (Jacksonville ARTC)	133.40	124.70	I
Nashville, Tenn.	134.80		I
(Memphis ARTC)	133.50		I
North Mountain, Pa. (New York ARTC)	132.95	118.80	H
Ogallala, Nebr. (Denver ARTC)	132.70	120.80	I
Oklahoma City, Okla. (Ft. Worth ARTC)	132.10	125.40	I
Omaha, Nebr. (Kansas City ARTC)	132.95	125.00	H
Orlando, Fla. (Miami ARTC)	132.95	125.60	H
Pellston, Mich.	133.85	126.60	H
(Detroit ARTC)	134.80	118.60	I
Pensacola, Fla. (New Orleans ARTC)	134.75	126.10	H
Pierre, S.D. (Minneapolis ARTC)	134.45	124.80	H
Pine Bluff, Ark. (Memphis ARTC)	132.30	124.50	I
Pioche, Nev. (Salt Lake City ARTC)	132.75	120.00	H
Portsmouth, Ohio (Indianapolis ARTC)	133.45	125.00	H
Pueblo, Colo. (Denver ARTC)	132.80	126.60	I
Philipsburg, Pa. (New York ARTC)	133.80	121.20	I
Raleigh, N.C. (Washington ARTC)	132.40	125.60	I
Raton, N.M. (Albuquerque ARTC)	133.05	125.50	H
Red Bluff, Calif. (Oakland ARTC)	133.75	124.30	H
Redmond, Ore. (Seattle ARTC)	134.35	125.00 *	H
Redwood Falls, Minn. (Minneapolis ARTC)	133.65	121.00	H
Rock Springs, Wyo. (Salt Lake City ARTC)	132.55	124.40	H
Rocky Mount, N.C. (Washington ARTC)	133.85	119.40	H
Saddle Peak, Calif.	132.50	123.90	I
(Los Angeles ARTC)	133.55	125.60 *	H
	134.75	119.00	H
Saginaw, Mich. (Detroit ARTC)	134.30	124.40	I
Saint Albans, Me. (Boston ARTC)	134.95	118.40*	H
St. Louis, Mo. (ARTC)	132.65	124.80*	H
Salmon, Idaho (Great Falls ARTC)	132.95	125.00	H
San Antonio, Texas	132.15	126.40	H
(ARTC)	134.95	125.80	H
San Luis Obispo, Calif. (Oakland ARTC)	132.80	118.80	I
Santa Barbara, Calif. (Los Angeles ARTC)	134.40	124.00	I
Savannah, Ga.	132.50	119.80	I
(Jacksonville ARTC)	134.70	124.60	I
Scappoose, Ore.	132.80	125.30	I
(Seattle ARTC)	133.90	124.10	I
Seattle, Wash.	134.95	120.60	H
(ARTC)	132.45	123.80	H
	133.50	125.60	I
Seligman, Ariz. (Phoenix ARTC)	132.45	120.10	H
Ships Bottom, N.Y. (New York ARTC)	133.55	118.80	H
Sioux City, Iowa (Kansas City ARTC)	132.80	120.40	I
Sioux Falls, S.D. (Minneapolis ARTC)	132.10	120.60	I
Spokane, Wash. (ARTC)	134.75	126.40	H
Springfield, Mo. (St. Louis ARTC)	132.90	123.70	I
Sunnyside, Utah	133.15	126.50	H
(Salt Lake City ARTC)	134.25	124.40	H
	134.90	120.60	I
Tallahassee, Fla.	132.80	121.00	I
(Jacksonville ARTC)	133.95	120.40*	H
Thermopolis, Wyo. (Salt Lake City ARTC)	132.85	125.30*	H
Tonopah, Nev. (Oakland ARTC)	133.35	125.70*	H
Waco, Texas (Fort Worth ARTC)	133.30	120.80	I
Washington, Iowa (Chicago ARTC)	133.70	125.95	I
Wausau, Wisc. (Minneapolis ARTC)	134.25	118.85	H
Wichita Falls, Tex.	132.75	126.10	H
(Fort Worth ARTC)	134.55	125.00	H
Winslow, Ariz.	132.70	126.00	I
(Phoenix ARTC)	134.35	123.70	H
Woodstock, Conn. (Boston ARTC)	133.75	119.40	I
Yakima, Wash. (Seattle ARTC)	134.65	125.50	H
Zuni, N.M. (Albuquerque ARTC)	133.65	125.70	H

* - Old frequency to be retained as Function A.

(21 June 1960)

LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

✓ LIST OF NAMES

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ALPIZAR-Perez, Evelio	11-27-39	Student S616495
ASHLEY, Otis H.	12-10-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3-1 -34	Flight Instructor Certificate 1358448
BLANCO, Navarro, Manual Angel	9-27-26	
BLAND, Virginia L. (female)	8-4 -22	Comm. ASEL & S, & Instrument 1244338
BROOKLEY, William Quitman	12-24-28	
BROWDER, Edward	6-22-17	30362
CAMACHO-Porro, Cesar Ricardo	12- 7-36	
CHEVALIER, S. Eugene, Jr.	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS- Blanco, Roberto Raul	12-19-19	
DIAZ-Lanz, Pedro	11- 8-26	
FERNANDEZ-Miranda, Roberto	6- 7-22	
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
HERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
HERNANDEZ Martinez, Jose	9-20-31	
HERRERA-Cabrer, Gonzalo	9-26-26	
HORMEL, Charles W.	2-2 -14	Pvt. 1437835
HUGHES, Paul J.	10-8 -28	
IZQUIERDO-Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8-2 -29	Pvt. ASEL 1425471
KOHN, Marvin	5-11-23	Comm 1164122
LOPEZ- Dominguez, Angel	10-18-34	
LORIE-Valls, Richard Luis	10-13-27	
MEROLA, Joseph R.	10-9 -25	936421
MILLARES de la OSA, Roberto	11-5 -17	
MONNAR-Marrero, Francisco	7-25-39	
MONTERO-Machado, Pedro	4-2 -31	
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Negueruela, Osvaldo	9-3 -35	
PINKSTON, Roy	2-23-25	Pvt. ASEL 1127766
REVUELTA- San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9-1 -37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SAXTON, Gaylord	11-20-22	
SHERGALIS, William J.	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11-3 -25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TRUEBA-Rojas, Humberto	7-4 -25	
VASQUEZ-Coeja, Daniel	3-4 -26	Number unknown
VERDECIA-Perez, Angel Rafael	2-7 -37	Student S363783
WALL, William	12-12-25	C-198195
WEIGHMANN, James	10-22-25	
WHITEHOUSE, Edward J.	3-14-14	
WILSON, Raymond L.	12-8 -22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr. 1326948
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

(Continued)

MEAs: Following minimum en route IFR alts are amended as follows, effective 7-28-60:

Section 610.13 Green Federal Airway 3 is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. LFR	Roseville INT, Calif.	3500
*Roseville INT, Calif.	Donner Summit, Calif.LF/RBN	11000
*7000 - MCA Roseville INT, NE-bound		
Auburn,Calif.FM	Roseville INT,Calif. SW-bound only	3500
Blue Canyon,Calif. FM	Auburn,Calif.FM SW-bound only	7000
Donner Summit, Calif.LF/RBN	*Reno,Nev.VOR	12000
*10500 - MCA Reno VOR, W-bound		

Section 610.14 Green Federal Airway 4 is amended to read in part:

FROM	TO	MEA
Malibu INT,Calif.	Camarillo,Calif. LFR	3500

Section 610.15 Green Federal Airway 5 is amended to read in part:

FROM	TO	MEA
Los Angeles, Calif. LF/RBN	*Riverside,Calif. LFR	5000
*11000 - MCA Riverside LFR, E-bound		
LaHabra,Calif.FM	Los Angeles,Calif. LF/RBN W-bound only	3000

Section 610.101 Amber Federal Airway 1 is amended to read in part:

FROM	TO	MEA
Los Angeles,Calif. LF/RBN	Valley INT,Calif.	4000
Valley INT,Calif.	Newhall,Calif.LFR	7000

Section 610.104 Amber Federal Airway 4 is amended to read in part:

FROM	TO	MEA
Sioux Falls,S.D. LFR	Huron,S.D.LFR	3000

Section 610.106 Amber Federal Airway 6 is amended to delete:

FROM	TO	MEA
Jacksonville,Fla. LFR	Alma, Ga. LFR	1600
Nashville,Tenn. LFR	Bowling Green,Ky. LFR	3000
Bowling Green,Ky. LFR	Lexington,Ky. LF/RBN	3000
Lexington,Ky. LF/RBN	Cincinnati,Ohio LFR	2400

Section 610.109 Amber Federal Airway 9 is deleted.

Section 610.216 Red Federal Airway 16 is amended to read:

FROM	TO	MEA
Florence,S.C.LFR	Lumberton,N.C. LF/RBN	1500
Lumberton,N.C. LF/RBN	Raleigh,N.C.LFR	2000

Section 610.217 Red Federal Airway 17 is amended to delete:

FROM	TO	MEA
Chanute,Ill. LF/RBN	Rensselaer INT, Ind.	1900

Section 610.218 Red Federal Airway 18 is deleted:

Section 610.226 Red Federal Airway 26 is deleted.

Section 610.233 Red Federal Airway 33 is amended to read:

FROM	TO	MEA
Buckroe Beach INT,Va.	Richmond,Va.LFR	1500

Section 610.284 Red Federal Airway 84 is deleted:

Section 610.290 Red Federal Airway 90 is amended to read in part:

FROM	TO	MEA
Camarillo,Calif. LFR	Burbank,Calif.LFR	6000

Section 610.603 Blue Federal Airway 3 is amended to delete:

FROM	TO	MEA
Grand Rapids, Mich. LFR	Traverse City,Mich LFR	2800
Traverse City, Mich.LFR	Sault Ste Marie, Mich.LFR	2400

Section 610.658 Blue Federal Airway 58 is deleted.

Section 610.679 Blue Federal Airway 79 is amended to delete:

FROM	TO	MEA
Banks INT,Canada	Annette Island, Alas. LFR	2800

Section 610.679 Blue Federal Airway 79 is amended by adding:

FROM	TO	MEA
U.S.Canadian Border	Annette Island, Alas. LFR	3000

Section 610.687 Blue Federal Airway 87 is deleted.

Section 610.1001 Direct Routes - U. S.
is amended to delete:

FROM	TO	MEA
Palacios,Tex.LFR	Richmond,Tex.LFR	1500

Section 610.6002 VOR Federal Airway 2
is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	Milwaukee,Wis.VOR	2500
Lansing,Mich.VOR Via N alter.	*Fowler INT,Mich. Via N alter.	**4000
*4000 - MRA **2900 - MOCA		
Fowler INT,Mich. Via N alter.	Salem,Mich.VOR Via N alter.	2900

Section 610.6004 VOR Federal Airway 4
is amended to read in part:

FROM	TO	MEA
Marshall,Mo. VORTAC	Hallsville,Mo.VOR	2400
Hallsville,Mo.VOR	Monroe INT,Mo.	2100
Dalton INT,Mo. Via N alter.	Hallsville,Mo.VOR Via N alter.	2400
Hallsville,Mo.VOR Via N alter.	St.Louis,Mo.VOR Via N alter.	2100

Section 610.6005 VOR Federal Airway 5
is amended to read in part:

FROM	TO	MEA
Summitville INT, Tenn.	Milton INT,Tenn.	*3000
*2400 - MOCA		
Milton INT,Tenn.	Nashville,Tenn.VOR	2000

Section 610.6006 VOR Federal Airway 6
is amended to read in part:

FROM	TO	MEA
*Ogden,Utah VOR Via N alter.	Blacksmith INT,Utah Via N alter.	**13000
*11000 - MCA Ogden VOR, N-bound **12000 - MOCA		

Section 610.6006 VOR Federal Airway 6
is amended to delete:

FROM	TO	MEA
Brecksville,Ohio FM	Chagrin Falls INT, Ohio E-bnd only	2500

Section 610.6009 VOR Federal Airway 9
is amended to read in part:

FROM	TO	MEA
Greenwood,Miss. VOR	Lewisburg INT, Miss.	*2400
*1800 - MOCA		
Lewisburg INT, Miss.	Memphis,Tenn.VOR	1500

Section 610.6012 VOR Federal Airway 12
is amended to read in part:

FROM	TO	MEA
*Aetna INT,Okla. Via N alter.	**Salt INT,Kans. Via N alter.	***6300
*10500 - MRA **4200 - MRA ***3500 - MOCA		

VOR Federal Airway 12 - cont'd.

FROM	TO	MEA
Dayton,Ohio VOR	*Plain City INT, Ohio	2500
*3000 - MRA		
Plain City INT, Ohio	Appleton,Ohio VOR	2500

Section 610.6014 VOR Federal Airway 14
is amended to read in part:

FROM	TO	MEA
Hobart,Okla.VOR Via S alter.	*Norge INT,Okla. Via S alter.	**4300
*4300 - MRA **3100 - MOCA		
Norge INT,Okla. Via S alter.	*Tuttle INT,Okla. Via S alter.	**2800
*2500 - MRA **2500 - MOCA		

Section 610.6015 VOR Federal Airway 15
is amended to read in part:

FROM	TO	MEA
*Prosper INT,Tex.	Gunter INT,Tex.	1900
*2100 - MRA		
Gunter INT,Tex.	Ardmore,Okla.VOR	2600
Waco,Tex.VOR Via W alter.	Parker INT,Tex. Via W alter.	*2000
*1900 - MOCA		
Parker INT,Tex. Via W alter.	Joshua INT,Tex. Via W alter.	2100

Section 610.6016 VOR Federal Airway 16
is amended to read in part:

FROM	TO	MEA
Knoxville,Tenn. VOR Via N alter.	*Hilton INT,Va. Via N alter.	**7000
*9500 - MRA **6600 - MOCA		

Section 610.6018 VOR Federal Airway 18
is amended to read in part:

FROM	TO	MEA
Shreveport,La.VOR Via S alter.	Bryceland INT,La. Via S alter.	*2000
*1900 - MOCA		
Bryceland INT,La. Via S alter.	Monroe,La.VOR Via S alter.	*2000
*1800 - MOCA		
*Ritter INT,S.C. Via S alter.	**Wald INT,S.C. Via S alter.	***1700
*2400 - MRA **3100 - MRA ***1500 - MOCA		

Section 610.6020 VOR Federal Airway 20
is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex.VOR	*Bonnie View INT, Tex.	1400
*2000 - MRA		
Hathaway INT,La. Via N alter.	*Rayne INT,La. Via N alter.	1500
*2500 - MRA		

Section 610.6025 VOR Federal Airway 25
is amended to read in part:

FROM	TO	MEA
*Red Bluff,Calif. VORTAC	Klamath Falls, Ore. VORTAC	**13500
*5000 - MCA Red Bluff VORTAC, S-bound **10000 - MOCA		

Section 610.635 VOR Federal Airway 35
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*Clinton INT,Ga.	2000
*2500 - MRA		
Clinton INT,Ga.	*Eatonton INT,Ga.	2000
*2300 - MRA		

Section 610.6038 VOR Federal Airway 38
is amended to read in part:

FROM	TO	MEA
Moline,Ill.VOR	Annawan INT,Ill.	2800
Annawan INT,Ill.	Triumph INT,Ill.	*3800
*2200 - MOCA		
*Triumph INT,Ill.	Joliet,Ill.VOR	2000
*3800 - MCA Triumph INT, W-bound		

Section 610.6045 VOR Federal Airway 45
is amended to read in part:

FROM	TO	MEA
Raleigh,N.C.VOR Via W alter.	Liberty,N.C.VOR Via W alter.	2000
Liberty,N.C.VOR Via W alter.	Greensboro,N.C.VOR Via W alter.	2000

Section 610.6054 VOR Federal Airway 54
is amended to read in part:

FROM	TO	MEA
Murphy INT,N.C.	Rainbow INT,N.C.	7000
Rainbow INT,N.C.	Sunset INT,S.C.	8000

Section 610.6055 VOR Federal Airway 55
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR Via E alter.	Ft.Wayne,Ind.VORTAC Via E alter.	2300

Section 610.6056 VOR Federal Airway 56
is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga.	**Flint INT,Ga.	1700
*3000 - MRA **3000 - MRA		
Flint INT,Ga.	Macon,Ga.VOR	1700

Section 610.6063 VOR Federal Airway 63
is amended to read in part:

FROM	TO	MEA
Wilton INT,Mo.	Hallsville,Mo.VOR	2600
Hallsville,Mo.VOR	Quincy,Ill.VOR	2000

Section 610.6064 VOR Federal Airway 64
is amended to read in part:

FROM	TO	MEA
*Thermal,Calif. VOR	Blythe,Calif.VOR	7000
*12000 - MCA Thermal VOR, W-bound		

Section 610.6068 VOR Federal Airway 68
is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	*McCoy INT,Tex.	3000
*3000 - MRA		
McCoy INT,Tex.	*Essen INT,Tex.	**2500
*4000 - MRA **2000 - MOCA		

Section 610.6069 VOR Federal Airway 69
is amended to read in part:

FROM	TO	MEA
*Cotton INT,La. Via W alter.	**Foster INT,La. Via W alter.	***2000
*2000 - MRA **3000 - MRA ***1600 - MOCA		
Foster INT,La. Via W alter.	El Dorado,Ark.VOR Via W alter.	*2000
*1600 - MOCA		

Section 610.6070 VOR Federal Airway 70
is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex.VOR	*Bonnie View INT, Tex.	1400
*2000 - MRA		

Section 610.6072 VOR Federal Airway 72
is amended to read in part:

FROM	TO	MEA
Dogwood,Mo.VOR	Maples,Mo.VOR	*3000
*2900 - MOCA		

Section 610.6072 VOR Federal Airway 72
is amended to delete:

FROM	TO	MEA
Brecksville,Ohio FM	Chagrin Falls INT, Ohio E-bnd only	2500

Section 610.6074 VOR Federal Airway 74
is amended to read in part:

FROM	TO	MEA
Greensburg INT, Kans.	*Salt INT,Kans.	**3600
*4200 - MRA **3300 - MOCA		

Section 610.6077 VOR Federal Airway 77
is amended by adding:

FROM	TO	MEA
Oklahoma City, Okla.VOR Via E alter.	Guthrie INT,Okla. Via E alter.	*3000
*2700 - MOCA		
Guthrie INT,Okla. Via E alter.	Ponca City,Okla.VOR Via E alter.	2500

Section 610.6077 VOR Federal Airway 77 is amended to read in part:

FROM	TO	MEA
Ft.Sill INT, Okla.	*Norge INT,Okla.	**2800
*4300 - MRA		
**2500 - MOCA		
Norge INT,Okla.	*Tuttle INT,Okla.	**2800
*2500 - MRA		
**2500 - MOCA		

Section 610.6083 VOR Federal Airway 83 is amended to read in part:

FROM	TO	MEA
Santa Fe,N.M.VOR	Taos,N.M.VOR	11000
Taos,N.M.VOR	Alamosa,Colo.VOR	12000

Section 610.6094 VOR Federal Airway 94 is amended to read in part:

FROM	TO	MEA
Bryceland INT,La.	Monroe,La.VOR	*2000
*1800 - MOCA		

Section 610.6097 VOR Federal Airway 97 is amended to read in part:

FROM	TO	MEA
Albany,Ga.VOR	Americus INT,Ga.	*1800
*1600 - MOCA		
Americus INT,Ga.	*Junction City INT,Ga.	**3000
*3000 - MRA		
**1600 - MOCA		
Junction City INT,Ga.	Concord INT,Ga.	*3000
*2200 - MOCA		
Concord INT,Ga.	Atlanta,Ga.VORTAC	2100
Atlanta,Ga.VORTAC	Crabapple INT,Ga.	3000
Crabapple INT,Ga.	Nelson INT,Ga.	*3800
*3500 - MOCA		
*Nelson INT,Ga.	Blue Ridge INT, Ga.	**7000
*5700 - MCA Nelson INT, N-bound		
**5700 - MOCA		
Blue Ridge INT, Ga.	Murphy INT,Tenn.	*8000
*5700 - MOCA		
Murphy INT,Tenn.	*Tallassee INT, Tenn.	7600
*7000 - MCA Tallassee INT, S-bound		
Tallassee INT, Tenn.	Knoxville,Tenn.VOR	4500
Cincinnati,Ohio VOR	*Brookville INT,Ohio	
Via E alter.	Via E alter.	2200
*4000 - MRA		
Brookville INT, Ohio	Shelbyville,Ind. VOR	2200

Section 610.6097 VOR Federal Airway 97 is amended to delete:

FROM	TO	MEA
Norcross,Ga.VOR	Silver City INT,Ga.	
Via E alter.	Via E alter.	3000
Silver City INT, Ga.	College INT,Ga.	
Via E alter.	Via E alter.	4000

VOR Federal Airway 97 - cont'd.

FROM	TO	MEA
College INT,Ga.	Harris INT,N.C.	
Via E alter.	Via E alter.	6800
Harris INT,N.C.	*Rasar INT,Tenn.	
Via E alter.	Via E alter.	7600
*7000 - MCA Rasar INT, S-bound		
Rasar INT,Tenn.	Knoxville,Tenn.VOR	
Via E alter.	Via E alter.	5000

Section 610.6097 VOR Federal Airway 97 is amended by adding:

FROM	TO	MEA
Albany,Ga.VOR	Montezuma INT,Ga.	
Via E alter.	Via E alter.	*2000
*1600 - MOCA		
Montezuma INT, Ga.	*Flint INT,Ga.	
Via E alter.	Via E alter.	**4000
*3000 - MRA		
**1800 - MOCA		
Flint INT,Ga.	Atlanta,Ga.VOR	
Via E alter.	Via E alter.	*3000
*2100 - MOCA		
London,Ky.VOR	Lexington,Ky.VOR	
Via W alter.	Via W alter.	2800
Lexington,Ky.VOR	Cincinnati,Ohio VOR	
Via W alter.	Via W alter.	2600

Section 610.6103 VOR Federal Airway 103 is amended to read in part:

FROM	TO	MEA
Greensboro,N.C. VOR	Madison INT,N.C.	2100
Madison INT,N.C.	Henry INT,Va.	5200
Henry INT,Va.	Hollins,Va.VORTAC	5600

Section 610.6106 VOR Federal Airway 106 is amended to read in part:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Berwick INT,Pa.	3500
Berwick INT,Pa.	Thornhurst,Pa.VOR	3700
Thornhurst,Pa. VOR	Wilkes-Barre Scranton,Pa.VOR	3500

Section 610.6116 VOR Federal Airway 116 is amended to delete:

FROM	TO	MEA
Windsor,Ont.Can. VOR	Tilbury INT,Ont.	#2000
#For that airspace over U.S. Territory		
Tilbury INT,Ont. Canada	Blue Pike INT,Pa.	2000

Section 610.6116 VOR Federal Airway 116 is amended by adding:

FROM	TO	MEA
Angler INT, Canada	Blue Pike INT, Pa.	*#2500
*2000 - MOCA		
#For that airspace over U.S. Territory		

Section 610.6131 VOR Federal Airway 131 is amended to read in part:

FROM	TO	MEA
*Talala INT,Okla.	Chanute,Kans.VOR	2200
*3000 - MRA		

Section 610.6132 VOR Federal Airway 132 is amended to read in part:

FROM	TO	MEA
Chanute,Kans.VOR	*Walnut INT,Kans.	2500
*3800 - MRA		
Chanute,Kans.VOR	McCune INT,Kans.	
Via S alter.	Via S alter.	2500

Section 610.6140 VOR Federal Airway 140 is amended to read in part:

FROM	TO	MEA
Hickman INT,Tenn.	Crawford INT,Tenn.	
Via S alter.	Via S alter.	4000
Crawford INT, Tenn.	London,Ky.VOR	
Via S alter.	Via S alter.	4500
Freedom INT,Ky.	*Bakerton INT,Ky.	
Via N alter.	Via N alter.	5500
*4500 - MRA		
Bakerton INT,Ky.	London,Ky.VOR	
Via N alter.	Via N alter.	*4500
*3200 - MOCA		

Section 610.6146 VOR Federal Airway 146 is amended by adding:

FROM	TO	MEA
Providence,R.I. VOR	Nantucket,Mass.VOR	1500

Section 610.6147 VOR Federal Airway 147 is amended to read in part:

FROM	TO	MEA
Allentown,Pa.VOR	Thornhurst,Pa.VOR	3700
Thornhurst,Pa.VOR	Elmira,N.Y.VOR	4000

Section 610.6149 VOR Federal Airway 149 is amended to read in part:

FROM	TO	MEA
Allentown,Pa.VOR	Thornhurst,Pa.VOR	3700
Thornhurst,Pa.VOR	Binghamton,N.Y.VOR	4000

Section 610.6154 VOR Federal Airway 154 is amended to read in part:

FROM	TO	MEA
Meridian,Miss. VORTAC	*York INT,Ala.	2000
*2400 - MRA		
*Junction City INT,Ga.	**Flint INT,Ga.	1700
*3000 - MRA		
**3000 - MRA		
Flint INT,Ga.	Macon,Ga.VOR	1700

Section 610.6159 VOR Federal Airway 159 is amended to read in part:

FROM	TO	MEA
*Malabar INT,Fla.	Orlando,Fla.VOR	
Via E alter.	Via E alter.	**1500
*3000 - MRA		
**1300 - MOCA		

Section 610.6163 VOR Federal Airway 163 is amended to read in part:

FROM	TO	MEA
*Essen INT,Tex.	**McCoy INT,Tex.	***2500
*4000 - MRA		
**3000 - MRA		
***2000 - MOCA		
McCoy INT,Tex.	San Antonio,Tex. VOR	3000

Section 610.6174 VOR Federal Airway 174 is amended to delete:

FROM	TO	MEA
Troy,Ill.VOR	Mound INT,Ill.	1900
Mound INT,Ill.	Bible Grove,Ill. VOR	2000
Bible Grove,Ill. VOR	Carlisle INT,Ill.	2100
Carlisle INT,Ill.	Scotland,Ind.VOR	2000
Scotland,Ind.VOR	*Mitchell INT,Ind.	2000
*4000 - MRA		
Mitchell INT,Ind.	Livonia INT,Ind.	2200
Livonia INT,Ind.	Louisville,Ky.VOR	2600

Section 610.6175 VOR Federal Airway 175 is amended to read in part:

FROM	TO	MEA
Wilton INT,Mo.	Hallsville,Mo.VOR	2000

Section 610.6181 VOR Federal Airway 181 is amended by adding:

FROM	TO	MEA
Watertown,S.D.VOR	Fargo,N.D.VOR	3800

Section 610.6187 VOR Federal Airway 187 is amended by adding:

FROM	TO	MEA
Rock Springs, Wyo. VORTAC	*Hudson INT,Wyo.	10000
*12500 - MRA		
Hudson INT,Wyo.	Boysen Reservoir, Wyo. VORTAC	10000

Section 610.6188 VOR Federal Airway 188 is amended to read in part:

FROM	TO	MEA
Williamsport,Pa. VOR	Thornhurst,Pa.VOR	4500
Thornhurst,Pa.VOR	Stroudsburg,Pa.VOR	3500

Section 610.6190 VOR Federal Airway 190 is amended to read in part:

FROM	TO	MEA
Bartlesville,Okla.	Oswego,Kans.VOR	1900
VOR		

Section 610.6191 VOR Federal Airway 191 is amended to read in part:

FROM	TO	MEA
Chicago O'Hare, Ill.VOR	Taylor INT,Wis.	*3000
*2000 - MOCA		
Taylor INT,Wis.	Horlick INT,Wis.	*3500
*2000 - MOCA		
Horlick INT,Wis.	Pike INT,Wis.	*3000
*2000 - MOCA		
Pike INT,Wis.	Milwaukee,Wis.VOR	2500

Section 610.6194 VOR Federal Airway 194
is amended by adding:

FROM	TO	MEA
Norfolk,Va.VOR	Gwynn INT,Va.	1500

Section 610.6209 VOR Federal Airway 209
is amended to read in part:

FROM	TO	MEA
Jane INT,Ala.	*York INT,Ala.	**6500
*2400 - MRA		
**1600 - MOCA		
York INT,Ala.	Tuscaloosa,Ala. VOR	*2400
*1600 - MOCA		

Section 610.6210 VOR Federal Airway 210
is amended to read in part:

FROM	TO	MEA
Marshall,Mo. VORTAC	Hallsville,Mo.VOR	2400
Hallsville,Mo.VOR	Monroe INT,Mo.	2100
Dalton INT,Mo. Via N alter.	Hallsville,Mo.VOR Via N alter.	2400
Hallsville,Mo.VOR Via N alter.	St.Louis,Mo.VOR Via N alter.	2100

Section 610.6222 VOR Federal Airway 222
is amended to read in part:

FROM	TO	MEA
Norcross,Ga.VOR	Lanier INT,Ga.	3000
Lanier INT,Ga.	Toccoa,Ga.VOR	3500

Section 610.6226 VOR Federal Airway 226
is amended to read in part:

FROM	TO	MEA
Williamsport,Pa. VOR	Thornhurst,Pa.VOR	4500
Thornhurst,Pa.VOR	Stillwater,N.J.VOR	3500

Section 610.6244 VOR Federal Airway 244
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	Sunol INT,Calif.	
Via S alter.	Via S alter.	4000
Sunol INT,Calif. Via S alter.	Stockton,Calif.VOR Via S alter.	5000

Section 610.6257 VOR Federal Airway 257
is amended by adding:

FROM	TO	MEA
Promontory Pt. INT,Utah	Spring Bay INT,Utah	
Via W alter.	Via W alter.	
	NW-bound	10000
	SE-bound	9000
Spring Bay INT, Utah	Malad City,Utah VOR	
Via W alter.	Via W alter.	10000

Section 610.6267 VOR Federal Airway 267
is amended by adding:

FROM	TO	MEA
Norcross,Ga.VOR	College INT,Ga.	*5000
*3100 - MOCA		
College INT,Ga.	Notteley INT,N.C.	*7000
*6300 - MOCA		

VOR Federal Airway 267 - cont'd.

FROM	TO	MEA
Notteley INT,N.C.	Knoxville,Tenn.VOR	7600
Norcross,Ga.VOR Via E alter.	Clermont INT,Ga. Via E alter.	3000
Clermont INT,Ga. Via E alter.	Rainbow INT,N.C. Via E alter.	7000
Rainbow INT,N.C. Via E alter.	Knoxville,Tenn.VOR Via E alter.	7600

Section 610.6275 VOR Federal Airway 275
is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	*Cedar Grove INT, Ohio	
Via W alter.	Via W alter.	2500
*3000 - MRA		
Cedar Grove INT, Ohio	Richmond,Ind.VOR	
Via W alter.	Via W alter.	2500

Section 610.6280 VOR Federal Airway 280
is amended to read in part:

FROM	TO	MEA
*Aetna INT,Okla.	**Salt INT,Kans.	***6300
*10500 - MRA		
**4200 - MRA		
***3500 - MOCA		
*Salt INT,Kans.	Hutchinson,Kans. VOR	**4200
*6300 - MCA Salt INT, SW-bound		
**2900 - MOCA		

Section 610.6283 VOR Federal Airway 283
is amended to read in part:

FROM	TO	MEA
*Fresno,Calif.VOR	Coarsegold INT,Calif.	
	N-bound	6000
	S-bound	5000
*4000 - MCA Fresno VOR, N-bound		
*Coarsegold INT, Calif.	Reno,Nev.VOR	15000
*10000 - MCA Coarsegold INT, N-bound		

Section 610.6288 VOR Federal Airway 288
is amended to read in part:

FROM	TO	MEA
*Corinne INT, Utah	Blacksmith INT, Utah	13000
*13000 - MRA		

Section 610.6454 VOR Federal Airway 454
is amended to read in part:

FROM	TO	MEA
Atlanta,Ga.VORTAC	Athens,Ga.VOR	3000

Section 610.6459 VOR Federal Airway 459
is added to read:

FROM	TO	MEA
*Fresno,Calif.VOR	Friant,Calif.VOR	
	NE-bound	6000
	SW-bound	5000
*4000 - MCA Fresno VOR, NE-bound		
Friant,Calif.VOR	Linden,Calif.VOR	7000

Section 610.6602 VOR Federal Airway 1502
is amended to delete:

FROM	TO	MEA
Windsor,Ont.Can.	Blue Pike INT,Pa.	#2000
#For that airspace over U.S. Territory		

Section 610.6602 VOR Federal Airway 1502
is amended by adding:

FROM	TO	MEA
Angler INT,Canada	Blue Pike INT, Pa.	*#2500
*2000 - MOCA		
#For that airspace over U.S. Territory		

Section 610.6604 VOR Federal Airway 1504
is amended to read in part:

FROM	TO	MEA
*Big Piney,Wyo. VOR	**Hudson INT,Wyo.	15000
*12500 - MCA Big Piney VOR, W-bound		
**12500 - MRA		
**12700 - MCA Hudson INT, W-bound		
Hudson INT,Wyo.	Casper,Wyo.VOR	*12500
*10000 - MOCA		

Section 610.6608 VOR Federal Airway 1508
is amended to read in part:

FROM	TO	MEA
Williamsport,Pa. VOR	Thornhurst,Pa.VOR	4500
Thornhurst,Pa.VOR	Stillwater,N.J.VOR	3500

Section 610.6610 VOR Federal Airway 1510
is amended to delete:

FROM	TO	MEA
Brecksville,Ohio FM	Chagrin Falls INT, Ohio E-bnd only	2500

Section 610.6610 VOR Federal Airway 1510
is amended to read in part:

FROM	TO	MEA
Moline,Ill.VOR	Annawan,Ill.VOR	2800
Annawan,Ill.VOR	Triumph INT,Ill.	*3800
*2200 - MOCA		
*Triumph INT,Ill.	Joliet,Ill.VOR	2000
*3800 - MCA Triumph INT, W-bound		

Section 610.6612 VOR Federal Airway 1512
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	*Plain City INT, Ohio	2500
*3000 - MRA		
Plain City INT, Ohio	Appleton,Ohio VOR	2500

Section 610.6614 VOR Federal Airway 1514
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	*Plain City INT, Ohio	2500
*3000 - MRA		
Plain City INT, Ohio	Appleton,Ohio VOR	2500
Marshall,Mo. VORTAC	Hallsville,Mo.VOR	2400
Hallsville,Mo.VOR	Monroe INT,Mo.	2100

Section 610.6635 VOR Federal Airway 1535
is amended to read in part:

FROM	TO	MEA
Reynolds INT, Idaho	*Boise,Idaho VOR	
	NE-bound	8000
	SW-bound	10000
*6600 - MCA Boise VOR, SW-bound		
*Boise,Idaho VOR	**Landmark INT, Idaho	***20000
*8600 - MCA Boise VOR, NE-bound		
**20000 - MRA		
***11000 - MOCA		
Landmark INT, Idaho	*Missoula,Mont. VOR	**#25000
*10500 - MCA Missoula VOR, SW-bound		
**12000 - MOCA		
#Continuous navigation signal coverage does not exist over the entire route segment below 35000 feet		

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 15, Number 6 dated 24 May 1960, as follows:

(1) On-Request Reporting Points - Modified - Effective 30 June 1960:
(a) Page 54, correct item (18) to read: ALBACORE, CALIF (LF) INT: 038 M rad Santa Catalina, Calif. VOR; 342 M brg to Long Beach, Calif. LFR.

(2) On-Request Reporting Points - Renamed - Effective 30 June 1960:
(a) Page 55, correct item (4) to read: ALMA CITY, MINNESOTA.

(3) Flight Advisory Service in Specified Areas:
(a) Page 49, correct item (24 c.) to read: Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif. 264° M radial; to Int. of Palmdale, Calif. 264° M radial and J-1-V.

✓ MEA, MCA, MOCA, MRA, INTERSECTIONS AND REPORTING POINTS: (1) Until further advised effective June 21, 1960, the following MEAs are established due to the decommissioning of the Thermal, Calif. LFR: G-5, from Riverside, Calif. LFR to Blythe, Calif. LFR 13,000'; Banning, Calif. FM to Riverside LFR, westbound only 10,000', MCA 11,000' Riverside LFR, eastbound. R-65 from Julian, Calif. Rbn to Hayfield Lake, Calif. Rbn 9,000'. The Salton Int, Calif LF is cancelled. (2) Effective 6/30/60, the following MEAs are established: V-171, from Nodine, Minn. VOR to Elba Int, Minn 2800'; Elba Int. to Goodhue Int, Minn MEA 3800', MOCA 2200'; Goodhue Int to Farmington, Minn VOR 2200'.
(21 June 1960)

the USAF, with conditions likely to include flights at low altitudes to avoid detection by the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly heavy traffic patterns. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY
New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEOGETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Albany	Green Bay	Twin Cities
Casper	Lewiston	Detroit Local
Cheyenne	Lincoln	WAC 191
Denver	Milwaukee	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Boise	6-10-60	Sacramento	5-31-60	WAC 405	5-31-60
Klamath Falls	6-9-60	Salt Lake City	6-9-60	WAC 470	5-31-60
Mt. Shasta	6-9-60	Seattle	6-13-60	JN 29	6-3-60
Mt. Whitney	6-1-60	Yellowstone Park	6-1-60	3073	5-31-60
Pocatello	6-10-60	Los Angeles Local	6-3-60	3096	6-13-60
Portland	6-10-60	WAC 304	5-31-60		

Instrument Approach Procedure Charts - Radio Facility Charts released since May 26, 1960

AL 26 VOR/ILS R27	Atlanta Arpt., Georgia
AL 89 RNG/VOR	Columbia Arpt., South Carolina
AL 97 RNG/VOR	Cliff Maus Field, Texas
AL 117 ADF/ILS R30	Des Moines Arpt., Iowa
AL 156 ADF/ILS R31	Baer Field, Indiana
AL 166 ADF-1/ILS R14R	Chicago-O'Hare Int'l Arpt., Illinois
AL 172 RNG	Grand Forks Int'l Arpt., North Dakota
AL 189 RNG	Brainard Field, Connecticut
AL 190 RNG	Rentschler Field, Connecticut
AL 198 VOR-1/ILS R21	Houston Int'l Arpt., Texas
AL 206 RNG/ILS R11/VOR	Hawkins Arpt., Mississippi
AL 233 ADF/ILS R4	Adams Field, Arkansas
AL 243 ADF/ILS R5	Macon(Cochran) Arpt., Georgia
AL 277 VOR	Muscle Shoals Arpt., Alabama
AL 294 RNG/ILS R27R/VOR Rad.120/VOR Rad. 132	(NAS) Metropolitan-Oakland Int'l, California
AL 320 RNG/ADF/ILS R9	Philadelphia Int'l Arpt., Pennsylvania
AL 361 ADF/ILS R31	McNary Field, Oregon
AL 369 ADF-1/ILS R3/VOR/ILS R21	San Antonio Int'l Arpt., Texas
AL 380 RNG/VOR/ADF/ILS R9	Travis (Chatham)Field, Georgia
AL 382 ADF	Schenectady Co. Arpt., New York
AL 415 VOR/RNG/ILS R12/ADF/ILS R30	Dale Mabry Field, Florida
AL 432 ADF-1/ILS R35R	Tulsa Arpt., Oklahoma
AL 457 RNG-1/RNG-2	Williamsport-Lycoming Co. Arpt., Pa.
AL 462 RNG/VOR	Winslow Arpt., Arizona
AL 491 RNG/VOR R12/VOR R30/VOR R17/ VOR R35	New Garden City Arpt., Kansas
AL 493 VOR	Farmington Arpt., New Mexico
AL 521 RNG/VOR	Jefferson Co. Arpt., Texas
AL 588 RNG-1/VOR-1/VOR-2	Silver Bow Co. Arpt., Montana
AL 590 RNG	Fanning Field, Idaho
AL 599 ADF/VOR R2	Danville Arpt., Virginia
AL 644 ADF/ILS R5	New Bedford Arpt., Massachusetts
AL 665 RNG/VOR	Merced Arpt., California
AL 669 ADF/ILS R13/RNG/VOR R4/VOR R31	Atlantic City(NAFEC) Arpt., New Jersey
AL 762 RNG VOR R20	Kahului Arpt., Hawaii
AL 856 VOR	Russell Arpt., Kansas
AL 929 VOR	North Bend Arpt., Oregon
AL 942 VOR	Salina Arpt., Kansas
AL 5001 RNG	Bethel Mun Arpt., Alaska

AL Revision Notice No. 17-60 Eastern and Western
RF Alaska - RF Anchorage Terminal Area

NEW CHARTS

AL 172 VOR - Grand Forks, North Dakota - Grand Forks Int'l Arpt.
AL 762 VOR-R2 - Kahului, Maui, Hawaii- Kahului Arpt.
AL 5001 ADF - Bethel, Alaska - Bethel Municipal Arpt.

DISCONTINUED CHARTS

AL 369 RNG-San Antonio, Texas-San Antonio Int'l Arpt
(LFR Permanently Decommissioned - Tel 6-9-60)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
All Directions	Radar site	within 20 mi	2500	T-dn-33	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 2500' and proceed direct to Hood VOR or Hood RBn.
NOTE: Prior arrangement for landing required for civil aircraft not on official business.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Killeen, Tex	Fort Hood AAF 923'	Fort Hood AAF Radar	1, Orig., 16 Jul 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
Fr	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
★ Eugene LFR	EUG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
→ Cottage Grove FM	EUG-VOR	Direct	3100	C-dn	500-1	500-1	600-1½
				S-dn-16	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn*E side of crs, 347° Outbnd, 167° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 900'
Crs and distance, breakoff point to Rny 16, 158°-.35 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make right climbing turn. Climb to 2000' on R-347 within 10 miles.

*Nonstandard due to terrain.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Eugene, Ore	Mahlon Sweet 365'	M-BVORTAC EUG	TerVOR-16, Amdt 1, 16 Jul 60	Orig, 1 Nov 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Mermaid Int (via R-224 PMM)	Int R-266 ELX & R-224 PMM	Direct	1600	T-dn	00-1	300-1	200-½
Int R-271 ELX & R-328 SBN	Int R-266 ELX & R-328 SBN	Direct	1600	C-dn	400-1	500-1	500-1½
→ (via R-328 SBN)				S-dn-9	400-1	400-1	400-1
Int R-266 ELX & R-328 SBN	Int* (Final)		1600	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 266 Outbnd, 086 Inbnd, 1900' within 10 miles of Int*
Minimum altitude over Int*, 1600'
Crs and distance, Int*, 086-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles of Int*, climb to 2000' on R-266 ELX, proceed to ELX, contact SBN radio for further instructions.
ADVISORY NOTE: Close flight plan with South Bend radio at minimum approach altitude or by long distance phone immediately upon landing.

*Int R-266 ELX & R-338 SBN

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Benton Harbor, Mich	Ross Fld 642'	BVOR ELX	2, Amdt 2, 16 Jul 60	1, 16 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GTF LFR	VOR	Direct	5500	T-dn*	300-1	300-1	200-½
GTF LOM	VOR	Direct	5500	C-dn	500-1	500-1	500-1½
Belt FM	VOR	Direct	5500	S-dn-21	500-1	500-1	500-1
Cascade FM	VOR	Direct	5500	A-dn	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved Radar patterns.

Procedure turn N side of crs, 026° Outbnd, 206° Inbnd, 5100' within 15 miles.
Minimum Altitude over facility on final approach crs, 4600'#
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Turn right, climb to 6000' on R-252 within 12 mi or, when directed by ATC, turn right, climb to 7000' on R-312 within 15 mi.
CAUTION: 4088' stacks 4.5 mi NE of airport.

*300-1 required on Runways 11-29.
#Descent to landing minimums authorized after passing 4 mi radar fix. If radar fix not received, ceiling minima of 900' apply.

★ City and State: Great Falls, Mont. | Airport Name & Elev.: Great Falls Int'l 3671' | Fac. Class & Ident.: BVOR GTF | Procedure No. & Eff. Date: 2, Orig, 16 Jul 60 | Sup. Amdt. No. Dated: None

Lafayette RBn	LFT VOR	Direct	1200	*T-dn	300-1	300-1	200-½
				#C-dn	400-1	500-1	500-1½
				S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 165° Outbnd, 345° Inbnd, 1300' within 10 mi. Beyond 10 mi NA. Procedure turn
→ nonstandard due to ATC requirements.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 345-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 1300** on R-360 within 15 mi or, when directed by ATC, turn right, climb to 1500' on on R-087 within 20 mi.
CAUTION: #494' TV Tower 3.0 miles WNW airport. **539' TV tower 7 mi NW of airport, 6 mi from centerline R-360.

*500-1 required for take-offs on Runway 28

★ City and State: Lafayette, La | Airport Name & Elev.: Lafayette 43' | Fac. Class & Ident.: BVOR LFT | Procedure No. & Eff. Date: 1, Amdt 4, 16 Jul 60 | Sup. Amdt. No. Dated: 3, 27 Dec 58

Monroe LFR	MLU-VOR	direct	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn 4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 1400' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 800'
→ Crs and distance, facility to airport, 035°-4.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.2 miles, climb to 1400' on R-035 within 10 miles*
CAUTION: 850' TV antenna located 3.7 miles WNW of airport.
AIR CARRIER NOTE: No reduction in take-off minimums for cargo and ferry flights authorized on Runways 4, 9, 13, 31, and 35.

*No control area beyond 10 miles

★ City and State: → Monroe, La | Airport Name & Elev.: Selman Field 79' | Fac. Class & Ident.: BVORTAC MLU | Procedure No. & Eff. Date: 1, Amdt 3, 23 Jul 60 | Sup. Amdt. No. Dated: 2, 25 Apr 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure CANCELLED, effective 23 July 1960 or upon decommissioning of Akron LFR.

★ City and State: Akron, Ohio | Airport Name & Elev.: Akron Airport 1051' | Fac. Class & Ident.: SBMRLZ AKR | Procedure No. & Eff. Date: 1, Amdt. 4 11 Aug 55 | Sup. Amdt. No. Dated: 3 12 Nov 54

Procedure CANCELLED, effec. 23 July 1960 or upon decommissioning of Akron LFR.

★ City and State: Akron, Ohio | Airport Name & Elev.: Akron Airport 1051' | Fac. Class & Ident.: SBMRLZ AKR | Procedure No. & Eff. Date: 2, Amdt 1 11 Aug 56 | Sup. Amdt. No. Dated: Orig 12 Nov 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Cottage Grove FM	EUG-LFR	Direct	3100	T-dn	300-1	300-1	200-½
EUG-VOR	EUG-LFR	Direct	2000	C-dn	500-1	500-1½	600-1½
				S-dn-ry-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 356 Outbnd, 176 Inbnd, 2000' within 10 mi, NA beyond 10 mi. (Nonstd. due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 150-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi, turn right and climb to 2000' on N crs of EUG-LFR within 10 mi.
CAUTION: Terrain 1294', 7 mi E of N crs of range, 10.5 mi from range station.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Eugene, Ore	Mahlon Sweet 365'	SBRAZ EUG	1, Amdt 9, 16 Jul 60	8, 13 Apr 57

Procedure CANCELLED, effective 16 Jul 60, or upon decommissioning of the LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Santa Barbara, California	Municipal 14'	SBMRLZ SBA	1, Amdt 4 23 Jul 1955	3 1 Aug 52

Winslow VOR	INW-LFR	Direct	7000	T-dn	300-1	300-1	300-1
				C-dn	500-2	600-2	600-2
				S-dn-17	*400-1	600-2	600-2 ←
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 340 Outbnd, 160 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5600'
Crs and distance, facility to airport, 160-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi, climb to 7000' on E crs within 20 mi.

→ *CAUTION: 940' per minute 110 k.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Winslow, Ariz	Municipal 4937'	SBRAZ INW	1, Amdt 8, 16 Jul 60	7, 4 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

ABI VOR	LOM	Direct	3800	T-dn	300-1	300-1	200-½
ABI LFR	LOM	Direct	3800	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of S crs, 170° outbnd, 350° inbnd, 3800' within 10 miles. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 3200'
Crs and distance, facility to airport, 350°-6.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6 miles after passing LOM, climb to 3100' on crs 350° within 20 miles or, when directed by ATC, turn right, climb to 3200' on R-085 of ABI-VOR.
CAUTION: Towers 2032' msl 2.6 mi WNW, 2115' msl 5.2 mi NW, 2067' msl 6.8 mi NW, 2685' msl 8.7 mi SSE, 2778' msl 7.9 mi SSW.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Abilene, Tex.	Municipal 1778'	LOM AB	1, Orig, 23 Jul 60	None

Int Navarre R-048 & 270° brng to LOM	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Navarre VOR	LOM (Final)	Direct	2300	C-dn	400-1	500-1	500-1½
Int Navarre R-322 & 090° brng to LOM	LOM	Direct	2500	S-dn-1	400-1	400-1	400-1
Int Navarre R-282 & 062° brng to LOM	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Akron VOR direct to LOM	LOM	Direct	2500				

Procedure turn East side of crs 186° Outbnd, 006° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 006°-3.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM, climb to 2500' direct to Akron HW or, when directed by ATC, make a right climbing turn and return to LOM at 2500'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Akron, Ohio	Akron-Canton 1228'	LOM CA	1, Amdt 12, 23 Jul 60	11, 18 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
AMA VOR	TDW RBN	Direct	5000	T-dn	300-1	300-1	200-½
AMA LFR	TDW RBn	Direct	5000	C-dn	600-1	600-1	600-1½
Soncy Int	TDW RBn	Direct	5000	S-dn-3	600-1	600-1	600-1
Bivins Int	TDW RBn	Direct	5300	A-dn	800-2	800-2	800-2
Claude Int	TDW RBn	Direct	5000				
→ Palo Duro Int	TDW RBN	Direct	4900				
Tower Int	TDW RBN	Direct	5300				
Sam Int	TDW RBN	Direct	5300				
Westside Int	TDW RBN	Direct	5000				

→ Procedure turn S side of crs 215° Outbnd, 035° Inbnd, 5000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4600'.
→ Crs and distance, facility to airport, 035°-5.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.0 mi after passing TDW RBn, climb to 4900' on crs 035° within 20 miles.
→ CAUTION: Towers 3994' msl 3.4 mi SW; 3886' msl 2.1 mi SW; 3855' msl 2.7 mi SSW of airport.

★ City and State: Amarillo, Tex — Airport Name & Elev.: AFB/Municipal 3604' — Fac. Class & Ident.: MHW TDW — Procedure No. & Eff. Date: 1, Amdt 3, 23 Jul 60 — Sup. Amdt. No. Dated: 2, 23 Apr 60

GTF LFR	LOM	Direct	5700	T-dn**	300-1	300-1	200-½
GTF VOR	LOM	Direct	5700	C-d	500-1½	500-1½	500-1½ ←
Belt FM	LOM	Direct	5700	C-n	500-2	500-2	500-2 ←
Cascade FM	LOM	Direct	5700	S-d-34	500-1	500-1	500-1
				S-n-34	500-2	500-2	500-2 ←
				A-dn	800-2	800-2	800-2

Radar transitions and vectoring utilizing Great Falls RADAR authorized in accordance with approved RADAR patterns.
Procedure turn W side of crs, 161° Outbnd, 341° Inbnd, 6000' within 10 miles. Beyond 10 miles NA. All turns W side of crs. High terrain E.
Minimum Altitude over facility on final approach crs, 5000'
Crs and distance, facility to airport, 341°-6.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.5 miles, climb to 6000' on crs of 341° within 20 mi or, when directed by ATC, climb to 5000' on NW crs GTF-LFR within 15 mi.
CAUTION: 3840' MSL towers 1.1 mi SW of airport.
**300-1 required on runways 11/29.

★ City and State: Great Falls, Mont — Airport Name & Elev.: Great Falls Int'l 3671' — Fac. Class & Ident.: LOM GT — Procedure No. & Eff. Date: 1, Amdt 3, 16 Jul 60 — Sup. Amdt. No. Dated: 2, 27 Aug 55 (ADF portion Comb. ILS-ADF)

Lafayette VOR	LFT RBn	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 180 Outbnd, 360 Inbnd, 1200' within 10 mi. Beyond 10 mi NA. Nonstandard due to → ATC requirements.
Minimum Altitude over facility on final approach crs, 700'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi climb to 1300' on crs of 360 within 10 mi.
CAUTION: 494' TV Tower 3.0 mi WNW airport.
* 500-1 required for take-offs on Runway 28.

★ City and State: Lafayette, La — Airport Name & Elev.: Lafayette 43' — Fac. Class & Ident.: BMH LFT — Procedure No. & Eff. Date: 1, Amdt 2, 16 Jul 60 — Sup. Amdt. No. Dated: 1, 22 Nov 58

Ontario VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
Fontana FM/Int	LOM	Direct	5000	C-dn	500-1	500-1	500-1½
RIV LFR	Colton RBn, LOM (Final)	Direct	4200	S-dn-25	400-1	400-1	400-1
→ Colton RBn		Direct	2800	A-dn	800-2	800-2	800-2
Int 075° crs to LOM & SE crs BUR LFR	LOM	Direct	4000				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved Radar patterns.
→ Procedure turn* S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 5 mi. NA beyond NW crs RIV-LFR.
→ Minimum altitude over facility on final approach crs, 2800'
→ Crs and distance, facility to airport, 255°-6.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.2 mi after passing LOM, climb to 3000' on crs of 255° within 8 mi.
*Nonstandard due to terrain.

★ City and State: Ontario, Calif — Airport Name & Elev.: International 952' — Fac. Class & Ident.: LOM ON — Procedure No. & Eff. Date: 1, Amdt 11, 23 Jul 60 — Sup. Amdt. No. Dated: 10, 9 Jan 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
ABI-VOR	LOM	Direct	3800	T-dn	300-1	300-1	200-½
ABI-VOR	LOM	Direct	3800	C-dn	400-1	500-1	500-1½
				*S-dn-35	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of S crs, 170° outbnd, 350° inbnd, 3800' within 10 miles. Beyond 10 miles NA.
Altitude of Glide Slope and distance to appr end of Rnwy at OM, 3753'-6.0 mi; at MM, 2007'-.55 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3100' on N crs of ILS within 20 miles or, when directed by ATC, turn right, climb to 3200' on R-085 of ABI-VOR.
CAUTION: Towers 2685' msl 8.7 mi SSE, 2778' msl 7.9 mi SSW, 2032' msl 2.6 mi WNW, 2115' msl 5.2 mi NW, 2067' msl 6.8 mi NW.
*400-1 required when glide slope not utilized. 3° glide slope.

★ City and State: Abilene, Tex | Airport Name & Elev.: Municipal 1778' | Fac. Class & Ident.: ILS I-ABI | Procedure No. & Eff. Date: ILS-35, Orig, 23 Jul 60 | Sup. Amdt. No. Dated: None

Talmadge Int	Derby Int (Final)	Direct	2800	T-dn	300-1	300-1	200-½
→ Medina Int	Derby Int	Direct	2800	C-dn	400-1	500-1	500-1½
Akron-Canton LOM	Derby Int	Direct	2800	S-dn-19	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 006 Outbnd, 186 Inbnd, 2800' within 10 mi of Derby Int. (nonstandard due to traffic)
No glide slope markers or compass locaters. Descent to airport minimums after passing Derby Int - 2800' over Derby Int; 5.8 mi from Derby Int to Runway 19.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 mi after passing Derby Int, climb to 2500' (or to a higher altitude when requested by ATC) on S crs ILS to LOM.
Major Change: Deletes transition from Akron LFR.

★ City and State: Akron, Ohio | Airport Name & Elev.: Akron-Canton 1228' | Fac. Class & Ident.: ILS CAK | Procedure No. & Eff. Date: 2, Amdt 5, 23 Jul 60 | Sup. Amdt. No. Dated: 4, 2 Apr 55

AMA-VOR	LOM	Direct	5000	T-dn	300-1	300-1	200-½
AMA-LFR	LOM	Direct	5000	C-dn	400-1	500-1	500-1½ ←
Borger Int	LOM	Direct	5000	S-dn-03	200-½	200-½	200-½
Bivins Int	LOM	Direct	5300	A-dn	600-2	600-2	600-2
Canyon Int	LOM	Direct	4800				
Claude Int	LOM	Direct	5000				
Finley Int	LOM	Direct	5000				
Palo Duro Int	LOM	Direct	4900				
Plant Int	LOM	Direct	5300				
Sam Int	LOM	Direct	5300				
Tower Int	LOM	Direct	5300				
W Side Int	LOM	Direct	5000				

→ Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 5000' within 10 mi
Altitude of Glide Slope & distance to approach end of Rnwy at OM, 5000'-5.0 mi; at MM, 3815'-.6 mi
Minimum altitude at G. S. interception inbnd on final, 5000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4900' on NE crs ILS within 20 miles.
→ CAUTION: Towers 3994' msl 3.4 mi SW; 3886' msl 2.1 mi SW; 3885' msl 2.7 mi SW of airport.

★ City and State: Amarillo, Tex | Airport Name & Elev.: Amarillo AFB/Mun 3604' | Fac. Class & Ident.: ILS I-AMA | Procedure No. & Eff. Date: ILS-3, Amdt 2, 23 Jul 60 | Sup. Amdt. No. Dated: 1, 18 Jun 60

Morton Int	Indian Int*	via RADAR Vector	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-32R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn NA. All maneuvering to ILS final approach crs of 318° I-OHA must be under ORD ASR control.
No Glide Slope, markers or compass locators.
Minimum altitude over Indian Int* on final approach crs, 2000'
Crs and distance, Indian Int* to Runway 32R, 318°-4.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing Indian Int*, make immediate right turn, climb to 2500' and proceed to OBK-VOR via OBK R-170 or, when directed by ATC, (1) climb to 3500', proceed to Spring Lake Int via ORD R-300; (2) climb to 2500', proceed to OHA LOM.
NOTES: Arrival radar at O'Hare and departure radar at Midway must be operative.
Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd approach crs, inbnd to Indian Int. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.
*Indian Int: Int R-051 API-VOR & SE crs ILS I-OHA.

★ City and State: Chicago, Ill | Airport Name & Elev.: O'Hare Int'l 667' | Fac. Class & Ident.: ILS I-OHA | Procedure No. & Eff. Date: ILS-32R, Orig, 16 Jul 60 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GTF LFR	LOM	direct	5700	T-dn**	300-1	300-1	200-½
GTF VOR	LOM	direct	5700	C-d	500-1	500-1	500-1½
Belt FM	LOM	direct	5700	C-n	500-1½	500-1½	500-1½
→ Cascade FM	S crs ILS	071°-12	6000	S-dn-34	200-½	200-½	200-½ ←
				A-dn	600-2	600-2	600-2

→ RADAR transitions and vectoring utilizing Great Falls RADAR authorized in accordance with approved RADAR patterns.

→ Procedure turn W side of crs, 161° Outbnd, 341° Inbnd, 6000' within 10 miles. NA beyond 10 mi. All turns West
→ side of course - high terrain East.
Minimum Altitude at G.S. int inbnd, 5700'
Altitude of G.S. and distance to approach end of rny at OM 5700-6.5, at MM 3900 -.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ climb to 6000' on N crs ILS (341°) LOM within 20 miles or, when directed by ATC, climb to 5000' on NW crs GTF-LFR
→ or R-312 GTF within 15 mi.
→ CAUTION: 3840' MSL LFR towers 1.1 miles SW of airport.

**300-1 required for runways 11-29.

★ City and State: Great Falls, Mont — Airport Name & Elev.: Great Falls Int'l 3671' — Fac. Class & Ident.: ILS GTF — Procedure No. & Eff. Date: ILS-34, Amdt 3, 16 Jul 60 — Sup. Amdt. No. Dated: 2, 27 Aug 55 (ILS portion of Comb. ILS-ADF)

Excelsior Int	LOM	Direct	2300	T-dn	300-1	300-1	200-½
FGT-VOR	LOM	Direct	2300	C-dn	500-1	500-1	500-1½
St. Paul Int	LOM	Direct	2300	S-dn-4	200-½	200-½	200-½
MSP VOR	LOM	R-165	2500	A-dn	600-2	600-2	600-2
MSP LFR	LOM	Direct	2300				
→ Int I-APL localizer & FGT VOR R-298	LOM (Final)	039°-6.9	2200				
All sectors of radar site within 20 mi	LOM	As directed by ATC	2500				

Procedure turn South side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 mi
→ Minimum Altitude at G. S. Int Inbnd, 2100'
→ Altitude of G. S. and distance to approach end of Runway at OM, 2088'-4.5 mi; at MM. 1035'-0.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' on NE crs ILS within 20 miles.

★ City and State: → Minneapolis, Minn — Airport Name & Elev.: Minneapolis-St. Paul International 840' — Fac. Class & Ident.: ILS I-APL — Procedure No. & Eff. Date: ILS-4, Amdt 2, 16 Jul 60 — Sup. Amdt. No. Dated: 1, 18 Jul 59

Ontario VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
Fontana FM/Int	LOM	Direct	5000	C-dn	500-1	500-1	500-1½
Riverside LFR	Colton RBn	Direct	4200	S-dn-25	200-½	200-½	200-½
→ Colton RBn	LOM (Final)	Direct	2800	A-dn	600-2	600-2	600-2
Int W crs ILS & SE crs BUR LFR	LOM	Direct	4000				

Radar transitions and vectoring utilizing March Radar are authorized in accordance with approved Radar patterns.

→ Procedure turn #S side of crs, 075° Outbnd, 255° Inbnd, 3200' within 5 mi of LOM. NA beyond NW crs RIV LFR.
→ Minimum altitude at glide slope int inbnd, 2800'
→ Altitude of glide slope and distance to approach end of Runway at LOM, 2806'-6.2 mi; at MM, 1120'-.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 3000' on W crs within 8 miles.

#Nonstandard due to terrain.

★ City and State: Ontario, Calif — Airport Name & Elev.: International 952' — Fac. Class & Ident.: ILS I-ONT — Procedure No. & Eff. Date: ILS-25, Amdt 11, 23 Jul 60 — Sup. Amdt. No. Dated: 10, 10 Jan 60

U.S. GOVERNMENT PRINTING OFFICE : 1960

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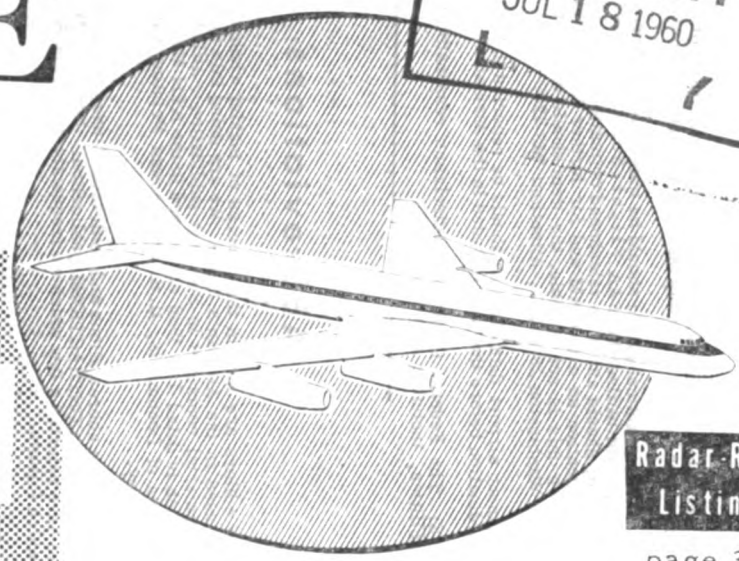
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VOL. 15, NO. 9

JULY 5, 1960

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
JUL 18 1960



special notices

SAVE THIS ISSUE!
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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Inportant or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway	efctv	effective	nmi	nautical miles
aprx	approximate	emgcy	emergency	patn	pattern
avbl	available	eqpmt	equipment	rvr	river
brg	bearing	excp	except	svc	service
btn	between	extsn	extension	smi	statute miles
bcst	broadcast	extsv	extensive	tkof	take-off
char	characteristic	facil	facility	tmpry	temporary
combd	combined	flt	flight	trml	terminal
coml	commercial	inst	instrument	tsmt	transmit
comsn	commission	intsv	intensive		
comm	communication	intl	international		
constr	construction	int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●———
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	COLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAs). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from an FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
→ = New or revised data
[redacted] = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . . Distantly controlled
DME . . . . . Distance Measuring Equipment
DMET . . . . . TACAN collocated DME
FM . . . . . VHF fan marker (100 watts)
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . . Instrument Landing System (voice or localizer channel)
J . . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM . . . . . VHF fan marker, low power (5 watts)
LMM . . . . . Compass locator station when installed at middle marker site
LOM . . . . . Compass locator station when installed at outer marker site
MA . . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . . Range (loop radiators), power less than 50 watts
MM . . . . . VHF middle marker
MRA . . . . . Range (adcock, vertical radiators) power 50 watts or more, but less than 150 watts
MRL . . . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
RA . . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station locator marker at a range station

NOTES

1. Range courses are magnetic in-bearings.
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the word/s "transponder" or "no code transponder," as appropriate, to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 1180mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. " (Mesa Rica)	1190, 1203, 269.2, 301.4, 2846, 317.6	ARSR	
Albuquerque, Kirtland AFB, N. Mex.	109.2,1103,113.2,1211,1239,124.3,126.8, 134.1,136.8,13788,142.02,2430,3486 1192,3856 270.6, 289.4, 335.8, 363.8 3054 2630	ASR-PAR BCN	
Atlanta, Ga.	133.35, 3271 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6 ,123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.18, 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8 ,362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore, Friendship Intl Arpt., Md	257, 281;109.7, 119.3 ,120.4, 243.0, 360.8, 381.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1203, 125.2 243.0, 301.4, 324.7, 319.2 ,132.3 307.9 3537. 1198 3630 3406 1206 124.5 3792 2504.	ARSR BCN	
Boston, Logan Intl Arpt., Mass.	278, 382;110.3, 118.1, 118.3, 119.1 126.5, 126.18, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo, Greater Buffalo Arpt., N. Y.	278;120.5,110.3, 119.8, 126.5 126.18, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 118.5, 119.8, 125.9, 126.18, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8, [redacted]	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332;109.7, 118.1, 125.4, 119.0, 126.18 236.6, 2430,3486,3636,3838,1257,1250	ASR BCN	Gds 122.6 mc.
Cincinnati, Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.18, 243.0, 257.8, 323.8, 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1,1244,125.0,125.2,284.6	ARSR	
(Brecksville)	120.2,124.3, 283.7, 317.7	ARSR	
Cleveland, Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9 120.2, 126.18, 275.1, 348.6, 275.1	ASR	
Columbus, Port Columbus Arpt., Ohio	278; , 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	
Dallas, Love Fld., Texas	278, 110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.18, 243.0, 257.8, 290.8,	ASR	
Milwaukee, General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 123.9 124.9, 243.0, 257.8, 283.0, 285.4	ASR	

FAA OPERATED RADAR UNITS

(5 July 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas-Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.18, 134.1, 136.8, 137.88 139.32, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486, 3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts.
Denver Colo.	118;9, 119.3, 124.1, 125.0, 243.0, 126.5, 301.4, 319.2, 324.7, ,285.5	ARSR&BCN	
Denver, Stapleton Airfld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124:8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4, 12 3.9, 124.5, 125.3, 125.6, 126.1, 126.4, 3558 243.0 3630, 269.2, 2696, 3014, 3104, , 317.5, 319.9, 3356, 351 9, 360.7 354.1	ARSR	
Detroit, Willow Run Arpt., Mich.	332;109.5, 118.4, 121.3, 123.7, 124.9, 142.74, 243.0, 257.8, 263.0, 3,	ASR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 225.4, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209, 1194, 1255, 1203, 3606, 3232, 3791, 3537	ARSR	
Ft Worth, Carter Fld., Texas	317;109.5, 118.1, 118.9, 123.9, 126.18, 270 6 263.6, 2430, 2578, 2630, 3079, 3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265, 1239, 2430, 2846, 3014, 3072, 3230	ARSR	
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Intl Arpt, Texas	278;109.9, 118.1, 118.3, 1187, 123.7, 126.18, 257.8, 284 6, 290.3, 312 6, 348.6	ASR	
Indianapolis, Ind.	119.3, 120.1, 125.3, 312.6, 319.8,	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.9, 118.1, 119.9, 121.3, 126.18, 243.0, 257. 8, 355.8, [redacted] 290.3, 121.1, 348.6	ASR	
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6	ASR	
Kansas City, Mo.	1189, 123.6, 1197, 125.1, 317.7, 335.6, 326.2, 381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.18, 243.0, [redacted] 257.8, [redacted] 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville, McGhee-Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 120.4, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 3608	ASR	
Lake Charles-Chennault AFB/Mun, La.	119.1, 119.3, 126.18, 134.1, 136.8, 3414 137.88, 142.02, 236.6, 243.0, 225.4, 270.6, 2758, 2894, 3358, 3638, 3794, 3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1, 1198, 3382	ASR	Dprt ctl unavbl.
Los Angeles (Paso Robles)	121.0, 124.0, 362.3, 381.6	ARSR	
Los Angeles Intl Arpt., Calif.	109.9, 124 8, 119.3, 121.1, 243.0, 263.0, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville, Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.18, 243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCNI	
Memphis Mun Arpt, Tenn	278, 371;109.9, 118.3, 119.1, 1197, 126.18, 243.0, 257.8, 291.6, 3406, 348.6	ASR	
Miami, Florida	1189, 1203, 124.7, 1205, 12 58, 291.6, 301.4, 311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt, Fla.	118, 118.3, 1197, 121.6, 1237, 126.18, 263.0, 1239, 2430, 250.2, 257.8, 3386, 3486	ASR	
Milwaukee, General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 12550 124.9. 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203, 124.7, 1255, 301.4, 3192, 324.7, 343.6	ARSR	
Minneapolis-St. Paul Intl Arpt., Minn.	266, 278, 103, 11 7, 118.7, 1193, 1185, 126.18 2430, 2578, 2630, 2908, 3054, 3382, 3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3, 118.5, 123.7, 125.7, 126.18 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1, 136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4, 126 8	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville, Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.18, 243 0 257.8, 348.6, 383.8 284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.18, 257.8	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB lclzr 1093mc.
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9 3238, 301.4	ARSR	
New Orleans-Moisant Intl. Arpt., La.	278;109.9, 118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6 1255, 284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 2904, 124.3, 123.6, 124.1, 3007, 125.1, 1263, 1254, 125.5, 3438 1259, 132 3, 3788, 2430, 2854, 3014, 306.3, 3356, 355.8, 363.1, 381.6, 3535	ARSR BCN	
" (Palermo, N. J.)	1188, 2783, 317.6, 301.4	ARSR	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 132.3, 134.1, 134.64, 136.8, 137.88, , 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362, 1099, 1265, 1187, 1189, 1204, 1257, 2430, 2630, 274.3, 3814, 126.1	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1255, 118.5, 120.7, 124.1, 132.3, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, , 342.2	ARSR	Does not guard 120.7 &
Norfolk Mun Arpt, Va.	281;1168, 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 132.3, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2,
Oakland, Calif.	120.4, 123.8, 1242, 124.6, 1258, 2430 3792 2712, 2917, 3014, 3134, 3356, 3799, 3854	ARSR BCN	
Oakland Metropolitan Oakland Intl Arpt Calif.	341, ;109.9, 118.1, 118.3, 119.3, 128.9, 126.18, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.18, 134.1 1368, 13788, 142 02, 236.6, 243.0, 2554, 263.0, 2706, 2894, 3054, 3358, 3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 121.1, 137.88, 243.0, 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 132.3, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8, 3606, 3623, 1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	117.2, 119.0, 123.9, 13 2.3, 134.1, 134.64, 1368, 137.88, 142 02, 14364, 2430, 2636, 2708, 2894, 2996, 3068, 3108, 3148, 3188, 3220 3556, 3284.		Does not gd 3023.5kc; 117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	371;109.3124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona 2854	124.5, 125.4, 126.6, 275.1, 279.6, 2837 243.0 1264, 301:4, 2696, 1198 2690, 2502	ARSR	

FAA OPERATED RADAR UNITS

(5 July 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.1, 121.1, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR	
Portland Intl Arpt., Oreg.	278; 109.9, 118.1, 124.9, 126.18, 290.3, 119.8, 2430, 284.8, 3054, 3486, 3856	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 132.3, 126.18, 1208 121.2, 1199	ASR BCN	Does not gd 3023.5kc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7 121.4, 2360	ARSR	Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257; 113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 383.8, 142.02, 243.0, 327.4, 379.9, 289.4, 335.8, 363.8, 252.6	BCN	Arr & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, , 319.2 121.0 3438	ARSR & BCN	
St. Louis-Lambert-St. Louis Mun Arpt., Mo.	278; 103, 117.4, 118, 1185, 1193 12618 2578, 342.2, 3382, 3486, 3606, 3791, 121.1	ASR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206 123.6, 2430, 2692, 2783	ARSR & BCN	Arr. ctl unavbl.
Salt Lake City Mun #1 Arpt, Utah, 2502	278; 116.8, 109.5, 118.3, 119.5, 1209, 126.18, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex. 3538	118.2, 119.7, 120.5, 291.7, 335.6, 3631, 319.8, 121.2, 278.3, 285.4, 322.5	ARSR BCN	Arrival Ctl unavbl
San Antonio Intl Arpt., Texas	278; 109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	353, 119.7, 124.9, 125.3, 125.7 126.18, 132.3, 137.88, 142.02, 243.0, 263.6, 300.4, 304.4, 3631 307.6, 317.2, 354.8, 363.8	ASR-BCN	Gds 122.7 mc. Does not gd 3023.5 kc Arr & dptr ctl avbl Miramar NAS, Lindbergh Fld, N. Island NAS. Dptr ctl avbl Brown & Ream NAS.
San Francisco Intl Arpt., Calif.	379; 109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 121.4	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201; 120.1, 121.3, 123.7, 132.3, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.18, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc
Seattle Wash. 1206	120.3, 121.2, 124.6 2430, 2837, 301.4, 317.6, 3192, 311.8, 2855, 2904, 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash. 1180	323, 110.3, 1236, 1195, 1259, 3486, 1180 126.18, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34
Sherman-Perrin AFB, Tex.	109.6; , 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 269 2, 275 1, 291 5, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0; 270.6 289.4, 294.8, 301.4, 335.8, 363.8 Req: 236.6, 275.8, 295.6, 361.4	ASR-BCN	ASR apch avbl rnwy 5 & 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 14202, 236.6, 343.0, 289.6, 237.5 2708, 2758, 2694, 323.2, 3358, 3658	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 30235 kc.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4
Tucson-Davis Monthan AFB. Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB. Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 306.3 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.18, 134.1, 225.4, 236.6, 243.0, 2630, 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	124.7, 125.8 124.0, 124.4, 123.9, 132.3, 137.88, 3182, 326.2, 378.8, 385.4, 243.0 382.2	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278; 109.9, 118.1, 118.3, 119.1, 1197 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332; 109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	264; 119.5, 124.2, 124.6, 126.18, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	Dptr ctl unavbl

INSTRUMENT LANDING SYSTEMS

(5 July 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG., DEG. MAG.	MM alter- * &— **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham Mun (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile, Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery, Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.05	245 MG	
ARKANSAS: Ft. Smith Mun (L7)	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock, Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	108.5	ACV	332.6	314	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield, Meadows Fld (L7)	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank, Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.7	(LIM) 251 AT	4.44	266 FA	LIM lctd 0.5 mi.
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International (Rnwy 25R) (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey, Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland, Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento Mun (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco Intl (L7)	109.5	SFO	332.6	261	0.66	379 FO	8.4	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara Mun (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs, Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the
Denver, Stapleton Airfld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	LMM ident
Grand Junction, Walker Fld (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks, Bradley Fld (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington, New Castle Co. (L7)	110.3	ILG	335	14	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	45	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando Mun	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola Mun	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee, Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7) (rnwy 9F)	109.9	ATL	333.8	89	0.62	308 TL	4.7	375 AT	DME
Atlanta (rnwy 15-33) (L7)	109.3	AZA	332.0	328	0.62	326 ZA	5.23	344 AZ	
Augusta, Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus, Muscogee Co.						371 SG		301 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon, Mun (Cochran Fld) (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah, Travis (Chatham) (L7)	109.9	SAV	333.8	92	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise-Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello Mun	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L (L7)	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	MIX ILS only.
Chicago-O'Hare Intl, Rnwy 14L (L7)	110.1	OHA	334.4		0.72		6.7	368 OH	
Moline, Quad-City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Peoria, Greater Peoria	109.9	PIA	333.8		0.66	201 IA	6.05	219 PI	
Quincy - Mun Baldwin Fld	110.3	UIN	335	35	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield, Capital (L7)	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville, Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne, Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis, Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.51	341 IN	DME
South Bend, St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines Mun (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	233 SU	
KANSAS: Topeka-Philip Billard Mun (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita Mun (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	243 LEX	LOM is HW facil
Louisville, Standiford Fld (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge, Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles, Chennault AFB/Mun	109.9	LCH	333.8	147	0.68	219 CH	6.29	227 LC	
Monroe, Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	BC-unusable.
New Orleans, Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport, Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland Mun (L7)	109.9	PWM	335	112	0.66	326 WM	6.2	394 PW	BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. ▸ & ▬ **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore, Friendship Intl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston, Logan Intl (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford Mun (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester Mun (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit, Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint, Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids, Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing, Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie, Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth Mun (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intl (L7) (Rnwy 4)	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson, Hawkins Fld (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin Mun	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City Mun (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis, Lambert-St. Louis Mun (L7)	110.3	STL	335	238	0.64	201 TL	4.71	219 ST	DME
MONTANA: Billings-Logan Fld (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	ILS not certified for auto apch.
Great Falls Intl (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln, Union Mun	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha Mun (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno Mun	109.3	RNO		163	2.6	254 RNO	6.67		LMM is LFR. MHW ident ACE, freq 215 kc) lctd 12.83 smi. BC-restricted
NEW JERSEY: Atlantic City, (Pomona) NAFEC (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	60	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany Mun (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	All day Sun, MM, OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lclzr & glide slope monitored auto shutdown 2400-0800 Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lcl zr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM, OM & MM unmonitored 2400-0 700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22L	110.9	IWY	330.8	223	0.66		6.37	392 IW	rnwy 4R or 22L. Simultaneous opern not avbl.)
Niagara Falls Mun (L7)	110.1	IAG	334.4	277	0.65	233 AG	4.7	329 IA	
Rochester - Monroe Co.	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse, Hancock (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains, Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte, Douglas Mun (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington, New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 HD	BC-restricted
Winston-Salem, Smith Reynolds	110.3	INT	335	328		296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck Mun (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati, Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.51	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus, Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton Mun (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield Mun. (L7)	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown Mun (L7)	110.1	YNG	334.4	320	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City, Will Rogers Fld (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa Mun. (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	338 TU	
OREGON: Eugene, Mahlon-Sweet Fld (L7)	109.5	EUG	332.6	159	0.71		4.31	379 EU	

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(L5) - Instrument Approach (recn) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(5 July 1960)

LOCATION | LCLZR FREQ | LCLZR IDENT | GLIDE SLOPE FREQ | APCH BRG. DEG. MAG. | MM alter. | LMM Freq/Ident | OM (cont dashes) | LOM Freq/Ident | REMARKS

(5 July 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. •& — **miles (statute)	LMM Freq /Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford Mun (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton (L7)	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland, Intl (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem, McNary Fld	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem-Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie, Port Erie (L5)	110.3	ERI	335	59	0.62	201 RI	4.35		BC-unusable
Harrisburg - York State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia-Intl (L7)	109.3	PHL	332.0	85	0.86	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh, Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh: Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading, General Spaatz Fld (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence, Green (L7)	109.3	PVD	332	46	0.54		6.17	368 PV	
SOUTH CAROLINA: Charleston AFB/MUN (L7)	110.3	CHS	335	143	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville Mun	110.3	GRL	335	2	0.71	201 RL	4.2	272 GR	BC-restricted
Spartanburg Mun (L7)	109.3	SPA	332.0	44	0.7	209 PA	5.08	287 SP	BC-unusable
SOUTH DAKOTA: Huron, Howes Mun	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls, Foss Fld (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol, Tri-City (L5)	109.9	TRI	333.8	271	0.65	201 RI	4.3	239 TR	BC-restricted unusable above 6000'
Chattanooga, Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW Lclzr/glide slope
Knoxville, McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis Mun (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville, Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Abilene Mun (L7)	110.3	ABI	335	350	0.73	332 BI	7.3	353 AB	
Amarillo AFB/Mun (L7)	110.3	AMA	335	29	0.67	314 MA	5.8	338 TDW	LOM is Tradewind MHW facil
Austin, Mueller Mun (L7)	109.5	AUS	332.6	305	0.60		5.5	353 AU	LOM is MHW facil.
Beaumont, Jefferson Co. Mun (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-Rio Grande Valley Intl (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas, Love Fld (L7)	110.3	DAL	335	127	0.72	211 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth, Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth, Meacham Fld (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston Intl (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock Mun (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland-Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio Intl (L5)	109.7	SAT	333.2	32	0.66	201 AT	4.38	219 SA	
Tyler, Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun (L7)	109.7	SPS	333.2		0.64	254 PS		296 SPS	LOM is HW facil.
UTAH: Salt Lake City Mun #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington Mun (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	65	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk Mun (L7)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond, Byrd Fld (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.06	224 SE	BC-unusable
Spokane, Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima Mun (L7)	110.1	YKM	334.4	269	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington, Tri-State	109.9	HTS		114	0.92	293 TS	5.37	287 HT	
Wheeling, Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison, Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee, General Mitchell Fld (L5)	110.3	MKE	335	6	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne Mun (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs Mun (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	L-BVOR-DTV	ANB	108.8;V;207,243.0,2554,2727	(3)-3023.5 req,#	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-3023.5req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Mun	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9 , 124.9, 305.4, 385.6	(2), # 124.5,3198	
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;1207,2430,2554 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2V1207,2430,255.4,2727	(3), #	FSS -Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5;#	
(1)Gadsden	M-BVOR-DTV	GAD	112.0V1207,2430,2554,272.7	(3)-3023.5req	FSS-Anniston
(1)Huntsville	L-BVOR	HSV	1082;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3V1207,2430,2554,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates Fld	C(g)		385;118.3,126.18,2578,2430,3486	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108.4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 272.7	(3)-3023.5req,#	DME
" Dannelly Fld	C(g)		278;119.7, 126.18,2430,2578,348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N
" " "	CM		362		180 A 266 N
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	M-BVOR-DTV	MSL	116.5 ;V;255.4, 243.0 120.7 ,272.7	(3)-3023.5req,#	
Ozark-	MRLW	OZR	212		60 A 114 N
Cairns AAF	MHW	OKB	410		240 A 294 N
" Brantley	MHW	XBR	251		
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 1254	/1225,2344,2410,2482	2216 Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MHW	ITS	407		
Selma,Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-18
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-3023.5req,#	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3V1207,2430,2554,272.7	(3)-3023.5req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9V2430,2554,1207,272.7	(3)-3023.5, #	DME FSS-Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	114.8V1207,2430,2554,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ,120.7, 272.7	(3), #	#
(3)Drake	M-VORW	DRK	113.1		
Ft. Hauchuca-	HW	FHU	410		
Libby AAF	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5,req,#	67 N 166 A 262 N 346 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(1)Gila Bend	H-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORTACW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 2430		DME
" Sky Harbor	AC(g)		278;118.1,1187,1202,126.18,2578,3486,3538	(2), #	
" Mun	Center		119.3, 124.5, 125.0, 125.40 126.0, 126.4, 126.6, 132.10, 132.45, 132.70, 133.85, 134.35, 134.65, 243.0, 250.2, 269.0, 269.6, 271.2, 275.1, 279.6, 281.5, 283.7, 285.4, 290.3, 300.7, 301.4, 317.7, 319.2	#	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7 243.0,272.7	(3)-3023.5req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVORTAC-DTV	SJN	112.3V1207,2430,2554,2727	(3)-3023prior req,#	FSS-Tuni,NM ex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Mun	C(g)		371;118.3,243.0,2578,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVORTAC	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-3023.5req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ; 119.1, 126.18, , 243.0, 3828,340.2,360.2	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7 ,272.7	(3)-3023.5, req,#	DME
"	BMH	ELD	368		
(1)Fayetteville	M-BVOR-DTV	FYV	114.9V1207,2430,2554,2727	(3)-3023.5, #	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req, #	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.5V1207,2430,2554,2727	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Mun	AC(g)		269;118.3,126.18,2578,2430,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams Fld	AC(g)		335;126.18,118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, ,120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) " ➢	H-BVORTAC	TXK	117.1		DME
Turrell (N)	MHW	NO3	242		
(1)Walnut Ridge	M-BVOR-DTV	ARG	112;V;207,243.0,255.4,272.7	(3)-3023.5,req.#	DME
CALIFORNIA					
(1)Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, ➢ 120.7	(3)-30235 req.#	
Arcata	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1)Avenal	M-BVOR-DTV	AVE	117;V;243.0,255.4,120.7,272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7,272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g) 278	118.1,126.18,243.0,257.8,123.7,268.6,348.6		(2), #	
(3)Big Sur	M-VORW	BSR	114.0		
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req.#	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7,120.9,126.18, 243.0,257.8,360.6,118.4,348.6	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,120.1,120.9,122.5,122.7,126.7,126.18,135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Mun	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1)Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; ➢ 272;120.7,272.7	(3)-30235 req.#	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORTACW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req.#	68 A 165 N 248 A 345 N
(1)El Centro ➢	M-BVORTAC	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1)Fillmore ➢	M-BVORTAC-DTV	FIM	112;V;207,243.0,2554	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4, 120.7 , 272.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	M-VORW	FJS	114.3		
(1)Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4, 120.7 272.7,2430	(3)-30235 req.#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV ➢	FAT	344;V;255.4, 120.7 272.7	(3), #	75 A 135 N 255 A 315 N
1) "	H-BVOR ➢	FAT	112.9		DME
" Air Term	AC(g) 278	118.1,126.18,243.0,121.1,257.8,348.6,317.7		(2), #	
Fullerton Mun	C(g.7)		212;119.1, 243.0,257.8,348.6	#, 122.5	(0700-2300)
1)Gaviota	M-BVOR-DTV	GVO	112.3;V;207,243.0,255.4,272.7	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
3)Goffs	M-VORW	GFS	114.4		
1)Gorman	L-BVORTAC-DTV	GMN	109.0;V;243.0,255.4,120.7,272.7	(3), #	FSS-Bakersfield
Hawthorne Mun	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Mun	C 219	118.9,126.18,137.88,236.6,243.0,295.4		(2), #	
(3)Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(1) "	M-BVOR-DTV	JLI	114.0;V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-San Diego
(1)Lake Hughes	L-VORW	LHS	108.4		
(1)Linden	M-BVORTAC-DTV	LIN	115.5;V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-Stockton
Lompoc-Vandenburg(A)	HW	VBG	524		
Long Beach, FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Intl	AC(g)		242;119.5, 120.5, 126.18, 119.8, 243.0, 257.8, 348.6, 379.1, 338.2	(1), 122.6, #	
"	VHF/DF		Gds: 118.9,119.3,119.5,122.1,120.5,121.1,122.5,126.18,143.64,122.6,122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) "	H-*BVOR	LAX	113.6		DME
" Intl	AC(g.7)		278;124.8,118.9, 119.3, 123.7 121.1,243.0,118.5,324.7,263.0,291.6,348.6,269.0,307.0	(1), #, 122.7	
"	Center IFF BCN		119.9, 120.0, 120.6, 120.8, 121.0, 121.2, 123.6, 123.9, 124.2, 124.4, 125.4, 125.6 125.9 126.4, 126.6, 132.10, 132.30, 132.50, 132.95, 133.40, 133.55, 133.80, 133.95, 134.20, 134.40, 134.55, 134.6, 134.75, 134.95, 243.0, 269.4, 275.1, 278.3, 281.4, 283.7, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 318.2, 323.2, 323.8, 340.6, 352.0, 353.5, 353.9, 354.1, 360.7, 362.3, 379.2, 380.1, 381.6, 385.3	#	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 1189,1193,1195,1203,121.1,122.1,1225,1227,1248,126.18,1359		
(1)Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305;V;243.0,255.4,120.7,272.7	(3), #	
(1)Maxwell ➢	L-BVORTAC-DTV	MXW	112;V;207,243.0,255.4,272.7	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
	CM		1189	122.5	
Montague	BH-DTV	SIY	388;V;243.0,255.4,120.7,272.7	(3), #	
Monterey NAAS	MHZ	NSU	356		Cont excp VFR on req
" Peninsula	CM		356;119.9	(1), #	(Apch ctl avbl 0800-2400)
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.9	(2), #	
" Los Gatos	HW	NU	284		
(1)Napa	M-BVORTAC-DTXV	APC	110.8;V;207,243.0,2554	(3), #	FSS Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7,272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

CALIFORNIA

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7 Trans wea bcst 362 kc	(3)-3023.5 req,#	20 A 124 N 200 A 304 N
(1) "	H-BVORTAC	OAK	116.8		DME
Metropolitan Oakland Intl	AC(g.7)		341;118.1,1183,1193,1239, 12618, 2504,2578,2692,274.3,3054,3791	(1), #, 122.6	
"	Center		119.4, 119.7, 120.2, 120.3, # 120.4, 120.8, 121.2, 123.8, 124.0, 124.1, 124.2, 124.6, 125.0, 125.55, 125.6, 125.7, 125.8, 125.9, 126.6, 132.65, 132.80, 133.00, 133.35, 133.50, 133.75, 133.90, 134.30, 134.45, 134.60, 134.85, 243.0, 250.2, 269.0, 271.2, 271.4, 281.5, 285.4, 285.5, 290.4, 290.8, 291.6, 291.7, 300.7, 301.4, 313.4, 317.5, 319.9, 322.5, 326.2, 335.6, 343.8, 250.2, 353.8, 355.8, 360.8, 363.0, 378.8, 379.2, 380.3, 385.4		
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.18, 126.7		
"	UHF/DF		Gds: 243.0, 2504, 257.8, 2692, 274.3, 305.4		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	H53;V2430,2554,1207,272.7	(3)-3023.5 req,#	FSS- San Deigo
(1)Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 1207,272.7	(3), #	DME
" Intl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Oxnard	L-VORW	OXR	108.2		
" Venutra Co.	AC(g)		275;118.5,1247,2430,2578,3192,3486	#, 122.5	(0500-2100)
" AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4,1207 272.7	(3)-3023.5,req,#	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
"	C(g)		307.2;1183,1205,12618,2430,2578, 3486	122.5, #	Official Business Only
(1)Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7,272.7	(3)-3023.5,req,#	DME
Pt. Mugu NAS	HW	NTD	224; 391;118.5, 126.18	(2)	
(1)Point Reyes	M-VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3)Rice	H-VORW	RCE	117.7		
Richmond (A)	MHWZ	NMN	265		Unmonitored
Riverside (S)	L-VORW	RAL	111.4		
Riverside FSS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7,272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	18 A 115 N 202 A 295 N
(1) "	H-BVORTAC	SAC	115.2		DME
" Mun	C(g)		260;119.5,126.18,243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	M-BVORTAC-DTV	SNS	117;V;1207,2430,2554,2727	(3)-3023.5 prior req,#	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	L-VOR	SAN	111.8		
"	H-BVORTAC-DTV	DEG	114.5;V;1207,2430,2554,2727	3)-3023.5req,#	
"	C(g)		278;183,126.18,2578,3486,2430,363.1	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt.Woodson	MHW	NK1	239		
San Francisco	AC(g)		379;185,124.3,1205,120.9,126.18, 2430,2630,2694,2846,2903,307.2,121.4	(1), #, 122.7	
" Intl	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds:1185,1248,1205,1209,1227,126.18,req:1201,120.3,122,1267,1359		
San Francisco Gap	MHWZ	SFG	332		
(1)San Jose	L-VOR	SJC	108.2		
" " Mun	C(g.7)		227;119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 1201,121.3,1237,1225,132.3,1368 (req 100-155)		
" " "	UHF/DF		Gds: 1201,121.3,1237,1225,132.3,1368 (req 225.0-399.9)		
(1)San Luis Obispo	M-BVORTAC-DTV	SBP	112.4;V;1207,2430,2554, 272.7	(3)-3023.5 req,#	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
SanRafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C(g.7)		290;121.3,2430,2578,3486	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4,1207 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	H-BVORTAC	SBA	114.9		DME
(1)Santa Catalina	L-BVOR-DTV	SXC	111.6;V2430,2554,120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" " Mun	C(g)		201;120.3,126.18,243.0,2578	(1), #, 122.6	(0700-2300)
(1) Sausalito	L-BVORTAC-DTXV	SAU	1104;V2430,2554,1207	(3)-3023.5 req,#	FSS-Oakland
Stockton	BMRLZ-DTV	SCK	212;V243.0,2554,1207,272.7	(3)-3023.5,req,#	65 A 147 N 245 A 327 N
(1) "	H-BVORTAC	SCK	116.0		
" Mun	C(g)		299;118.7,126.18,2430,2578,3486	(2), #	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
(1)Thermal	M-BVORTAC-DTV	TRM	116.7;V;243.0, 255.4, 120.7,272.7	(3), #	DME
Torrance Mun	CI		221;118.1	(2), #	10-sunset wkdays 09-" Sat,Sun,hdays
(3)Twenty Nine Palms	M-BVORTACW	TNP	114.2		
(1)Ukiah	M-BVOR-TVBJ	UKI	112.3;V;243.0, 255.4; 120.7;278,272.7	(3), #	DME
Van Nuys	C(g)		227;1201,12618,2430,258.8,2758	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0,257.8,275.8		
Victorville,Geo.AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
(1)Williams	M-BVORTAC-DTV	ILA	114.4;V2430,2554,1207,2727	(3), #	FSS-Marysville
(1)Woodside	L-BVOR-DTXV	OSI	111.4;V243.0,2554,1207	(3)-3023.5 req,#	DME FSS-Oakland

COLORADO

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

			TRANSMITS	GUARDS	REMARKS
COLORADO					
(1) Alamosa	M-BVOR-DTV	ALS	1139V1207.2430.2554.2727	(3)-30235 req#	FSS-Trinidad
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)	215	118.5,1199,1202,1261 8,2430,2578,2743,3486,275.V(2), #		
" "	VHF/DF		Gds: 1185,1199,1202,1221,1225,1259,126.18,1266,1267		
Denver	SBMRAZ-DTXV	DEN	379;V1207.2430.2554.2727 Trans wea bcst 379	(3)-30235req,#	59 N 168 A 239 N 335 A
(1) "	M-BVORTAC	DEN	116.3		DME
" Stapleton Airfld	AC(g)		118.3,1195,1248 1205, 126.18,13788,2430, 2578,,307.0343.6,348.6, 363.8	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	VHF/DF		Gds: 118.1 118.3.119.3 1195,120.5.120.9,122.1,126.18,135.9,137.88		
(1) Dove Creek	M-BVORTAC-DTV	DVC	114.4V2430.2554.1207.272.7	(3)-30235 req#	FSS-Farmington,NM
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200.	
Eagle	TVBJ	EGE	V;243.0, 255.4;391;120.7	(3)-3023.5 req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1) Gill	L-BVOR-DTV	GLL	108.8V2430.2554.1207.272.7	(3)-30235 req#	FSS-Denver
(1) Grand Junction	H-BVORTAC-DTVBJ	GJT	112.4;V;243.0, 255.4, 278;120.7,272.7	(3)-3023.5 prior req., #	DME
(1) Gunnison	L-BVORTAC-DIV	GUC	114.9V2430.2554.1207.2727	(3)-30235 req#	FSS Grand Jct
Hanover	MHW	HNR	356		
(1) Hugo	M-BVOR-DTV	HGO	108.4V2430.2554.1207.2727	(3)-30235 prior req, #	FSS-LaJunta
(1) Kiowa FSS-Denver	M-BVORTAC-DTV	IOC	114.2;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	
(1) Kremmling FSS-Eagle	M-BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391;120.7	(3)-30235req,#	
(1) Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	DME
(1) Meeker	H-BVORTAC-DIV	EKR	1157;V1207.2430.2554	(3)-30235req,#	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V;243.0, 255.4 120.7,272.7	(3), #	80 A 165 N 260 A 330 N
(1) "	M-BVORTAC	PUB	116.7		
Memorial	AC(g)		396;119.1,126.18,2430,2578	(2), #	
(3) Thurman	M-VORW	TXC	112.9		
(1) Tobe	M-BVORTAC-DIV	TBE	1134;V1207.2430.2554.2727	(3)-30235req,#	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,1207 272.7	(3)-30235,req,#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Mun	C(g)		203;120.9,2578,243.0	(2), #,	
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford FSS	SBMRAZ-DTV	HFD	329V2430.2554.1207.272.7	(3), #	64 A 143 N
(1) "Windsor Locks	L-BVOR	HFD	114.9		244 A 323 N
(3) New Haven (P)	L-VOR	HVN	111.2		
(1) Norwich	L-BVORTAC-DIV	ORW	109.8;V;243.0.2554.1207	(3), #	DME FSS Providence,RI
(1) Putnam	M-BVORTAC-DIV	PUT	113.8;V;1207, ,255.4	(3), #	FSS-Worcester,Mass
(1) Wilton FSS-Idlewild	M-BVOR-DTXV	ILT	113.6;V;255.4, 120.7 2430	(3)-3023.5, #	DME

			TRANSMITS	GUARDS	COURSES REMARKS
CONNECTICUT					
Windsor Locks, Bradley Fld	AC(g)		284;119.5,124.2,1261 8,263.0,2430, 3799,124.6,3232,3854	(2), #	
	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(1) Kenton FSS Millville, NJ	H-BVORTACDIV	ENO	114.8V2430.2554.1207.272.7	(3), #	DME
New Castle	MRLWZ DTV	ILG	350		19 A 109 N
(1) " FSS-N.Phila,Pa	L-BVORTAC-	EWT	112.4V1207.2430.2554.2727	(3), #	199 A 289 N
Wilmington, New Castle Co.	AC(g)		278;324.7,121.1, 126.18, 136.8, 1208 243.0, 257.8, 305.4, 275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;V:255.4, 120.7 272.7 Trans wea bcst 332 (Wash., D.C.)	(3), #	18 A 140 N 214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-VOR	DCA	112.3		
"National	AC(g)		278;118.1, 118.3, 119.1, 119.7, 126.5, 134.64, 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 3118	(1), #, 122.7	
	VHF/DF(Ctr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
"	Center		119.2, 120.2, 125.2, 125.8, 123.9, 124.0, 124.3, 124.4, 124.5, 124.7, 126.4, 132.4, 133.30, 133.65, 133.85, 137.68, 243.0, 269.2, 271.2, 279.6, 290.3, 301.4, 318.2, 323.8, 326.2, 363.0, 378.8, 382.2, 385.4, 385.6	#	Call Washington Center
" " "	VHF/DF(twr)		Gds: 1181,1183,1191,1239,122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1V1207.2430.2554.2727	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7, 272.7	(3)-30235req,#	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 12618,137.88,1368,134.1)		
"	UHF/DF		Gds: 243.0,255.4,272.7,3054.(Req: 363.8,3014,279.6,3502,2366,3854)		
Cross City	SMRAWZ	CTY	269		33 A 125 N 213 A 316 N
(1) "	M-BVOR-DTV	CTY	1120V1207.2430.2554.2727	(3)-30235; #	FSS-Gainesville
Daytona Beach	SBMLZ-DTV	DAB	284;V;243.0, 255.4 120.7, 272.7	(3), #	17 A 102 N 197 A 282 N
(1) "	M-BVOR	DAB	112.5		DME
" Mun	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C(g.7)		272121.3,2430,257.8,3486	#, 122.5	
Ft. Myers	BH-DTV	FMY	341V1207.2430.255.4,272.7	(3)-30235,req,#	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5;#	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7, 272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 2504, 2692, 3486, 1240, 317.7	(2), #	
"	Center	SEE PAGE 33 FOR CENTER FREQUENCIES			
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.18, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-I	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332V1207.2430.2554.2727	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" NAS	CM		350.118.7.126.18.132.3.263.6.305.2	(2), #	
(1)LaBelle	M-BVOR-DTV	LBL	112.9V1207.2430.2554.2727	(3)-30235.req,#	FSS-Ft Myers
(1)Lakeland	H-BVOR-DTV	LAL	1160V2554.1207.2727	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; 120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4. 120.7	(3)-30235,req,#	69 A 159 N 249 A 343 N
	CM		118.4.13788	#, 122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7, 272.7	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 119.7, 123.7, 121.6 338 1239 2630 126.18 2430 350.2 257.8 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.5, 120.9, 123.6, 124.0, 124.1, 124.2, 124.5, 124.7, 125.1, 125.2, 125.8, 132.60, 132.95, 133.75, 134.35, 134.95, 243.0, 269.0, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 283.7, 285.4, 285.5, 285.6, 291.6, 301.4, 311.8, 319.9, 340.6, 351.9, 355.8, 380.3	#	
"	VHF/DF (Twr)		Cds: 118.1, 118.3, 119.7, 122.7, 123.7, 123.9, 126.18		
" Tamiami	C(g.7)		209;121.1	122.6, #	(0600-2200)
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Gainesville	M-BVORTAC-DTV	OCF	112.8;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5;#	
(1)Orlando	H-BVOR-DTV	ORL	112.2V1207.2430.2554.2727	(3)-30235,req	DME
" Mun	AC(g)		278.118.7.126.18.2430.2908.2578.1194.3486	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVORTAC DTV	PHK	112.4V1207.2554.272.7	(3), #	FSS-W.Palm Beach
Panama City,	MRAWZ	PAM	275	(2)	41 A 131 N
Tyndall AFB	HW	AAN	396		221 A 311 N
" "	M-VOR	PAM	112.4		
" " "	CM		275;119.1	122.5, #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7, 272.7	(3)-30235req,#	78 A 161 N 232 A 341 N
" Mun	C(g)		305.319.9.126.18.2430.2578.3486	(2), #	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VORW	NUN	117.2		
" "	MHW	NUN			
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVORTAC-DTV	PIE	116.4;V;255.4, 120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intl	C(g.7)		317;118.3.257.8.3486.2430	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272.1201.257.8.2430.3486	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7.272.7	(3)-30235,req,#	10 A 117 N 190 A 267 N
(1) "	H-BVORTAC	TLH	117.5		DME
" Dale Mabry	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6, 1181, 3182	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N. 236 A 316 N
" Intl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
(1)Taylor	L-BVOR-DTV	TAY	1096V2430.2554.2727	(3)-30235req,#	FSS-Voldesta,Ga.
Vero Beach	BMH-TV	VRB	209V1207.2430. 2554.2727	(3)-30235,req,#	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4, 120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intl	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6, 3182, 1180	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson,S.C.	L-BVORTAC-DTV	AHN	109.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
"	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.18, 243.0, 1237 257.8, 271.2, 290.8, 3382, 3436, 348.6, 121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

Atlanta	VHF/DF		Gds: Req: 118.1, 119.1, 119.3, 122.7, 125.7, 126.18, 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		118.8, 118.9, 119.2, 119.4 # 120.0, 120.3, 120.8, 120.9, 121.2, 123.9, 124.9, 125.0, 125.2, 125.5, 126.4, 126.5, 132.10, 132.20, 132.75, 132.90, 133.10, 133.35, 133.60, 134.40, 134.55, 243.0, 250.2, 250.4, 269.6, 278.3, 281.4, 285.6, 290.3, 291.6, 300.7, 301.4, 307.9, 311.8, 312.6, 317.6, 319.9, 324.7, 326.2, 327.1, 335.6, 342.2, 343.8, 353.7, 353.8, 360.6, 360.7, 379.2		
" Fulton Co.	C(g.7)		245;118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385;V;243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	60 A 143 N 240 A 323N
" "	HW	NEA	275		
(1)Columbus	H-BVOR-DTV	CSG	117.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Muscogee Co.	AC(g)		287;125.3, 257.8	(2), #	
Doles (A)	MHW	DLE	400		
Hinesville-Ft.Stewart	MHW	HIN	407		
(1)La Grange	M-BVOR-DTV	LGC	115.6;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353;V;243.0, 255.4, 120.7, 272.7	(3)-30235req, #	24 A 146 N 204 A 324 N
(1) "	L-BVOR TAC	MCN	110.8		DME
Mun(Cochran Fld)	AC(g.7)		278;118.3, 243.0, 257.8, 348.6	(2)-3023.5, #	
(1)McDonough	M-BVOR-DTV	MDU	113.6V;120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1)Norcross FSS-Atlanta	M-BVORTAC-DTV	OCR	116.6;V;243.0, 255.4 120.7, 272.7	(3)-30235, req, #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	DME
Savannah	SBMRLZ-DTV	SAV	263;V;243.0, 255.4, 120.7	(3), #	52 A 142 N 232 A 322 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278;119.1, 126.18, 257.8, 348.6	(2), #	
" (Chatham)	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1)Toccoa	L-BVOR-DTV	TOC	109.8V;120.7, 243.0, 255.4, 272.7	(3)-30235req, #	FSS-Anderson S.C
(1)Valdosta	M-BVOR-DTV	VLD	113.7;V;243.0, 255.4, 272.7	(3)-3023.5 req, #	
" Moody AFB	HW	VAD	338		
(1)Vienna	L-BVORTAC-DTV	VNA	116.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req, #	FSS-Macon
			IDAHO		
Boise	SBRAZ-DTV	BOI	359;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26A 121 N 206 A 290 N
(1) "	H-BVORTAC	BOI	113.3		DME

			IDAHO		
Boise Air Term.	AC(g.7)		278;118.1, 126.18, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds:243.0 255.4 257.8 305.4 348.6		
Burley	SBMRAZ-DTV	BYI	272;V;243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVORTAC	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		DME
Gooding	BH-DV	GNG	215V; 255.4 120.7	(3), #	FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MLD	332;V;243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N 270 A 331 N
(1) "	H-BVORTAC	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MLP	206V;243.0, 255.4, 120.7	(3)-30235 #	5 A 95 N 185 A 275 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PIH	257;V;243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N 236 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
" Mun	C(g)		278;119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1)Twin Falls	M-BVOR	TWF	115.8		Ctld-Burley
			ILLINOIS		
Belleville, Scott AFB	SMRAZ	BLV	407	#	50 A 144 N 230 A 324 N
" "	L-VOR	BLV	112.2		
" "	MHZ	BVX	362		
(3)Bible Grove	L-VORW	BIB	109.0		
(1)Bradford	M-BVOR	BDF	114.7 (122.1 ctld PeoriaCS/T)		DME
(3)Centralia	M-VORW	ENL	108.8		
(1)Champaign	L-BVORTAC-DTV	CMI	110.0 122.2, 243.0, 126.7, 255.4, 272.7 #, 122.1		
" University of Ill.	AC(g)		233;118.9, 119.8, 257.8, 243.0 #, 122.5		
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350V;120.7, 243.0, 255.4, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	243		
"Meigs Fld	C(g)		200;121.3, 257.8, 243.0	(2), #	(0600-2200)
"Midway	AC(g.7)		278;118.4, 118.7, 119.5, 119.9, 123.7, 126.18, 243.0, 257.8 [redacted] 311.8, 119.2	(1), #, 122.7	
" "	VHF/DF(twr)		Gds: 118.4, 118.7, 119.5, 122.7, 123.7, 126.18, 119.9 req 121.3, 126.7, 135.9, 126.5		
"	Center		118.2, 119.4, 119.7, 120.2, # 120.5, 120.6, 120.9, 121.2, 123.6, 124.0, 124.2, 124.5, 124.6, 124.7, 125.1, 126.5, 132.60, 132.85, 133.70, 133.90, 243.0, 250.2, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.2, 311.8, 317.6, 318.2, 323.2, 340.6, 353.5, 353.8, 354.1, 360.8, 362.3, 378.8, 379.1, 382.2		
" O'Hare Intl	AC(g)		332;118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 1250 243.0, 348.6, 363.8, 3838	(1), #, 122.6	
(1) " "	L-VORTAC	ORD	111.6		
" "	VHF/DF		Gds:118.1, 119.0, 122.6, 124.5, 125.7, 126.18, (req 122.1, 126.7, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR TAC-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	109.4V1207,2430,2554,272.7	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;207,2430,2554,2727 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVORTAC	JOT	112.3		
"	VHF/DF		Gds: 121.3, 122.5, 122.7, 126.18, 126.7, 135.9, req 100-160)		
Moline	SBMRAZ-DTV	MLI	224;V;207,2430,2554,272.7	(3), #	85 A 174 N 265 A 354 N
(1) "	M-BVORTAC	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	116.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVORTAC-DTV	OBK	113.0;V;207,2430,2554,2727	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Greater Peoria	AC(g)		278;191,126.18,257.8,348.6	(2), #	
"	UHF/DF		Gds: 257.8,255.4,272.7,243.0;req: 305.4,353.5,285.6		
(1)Peotone	M-BVORTAC-DTV	EON	116.5V1207,2430,2554,272.7	(3), #	FSS-Joliet
(1)Polo	M-BVORTAC-DTV	PLL	113.8V2430,2554,1207,272.7	(3)-30235req,#	FSS-Rockford
(1)Pontiac FSS Peoria	L-BVOR-DTV	PNT	109.6V2430,2554,1207,2727	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	115.6V1207,2430,2554,272.7	(3)-3023.5,req,#	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	M-VORW	RAN	117.2		
(3)Roberts	M-VORTACW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVORTAC-DTV	RFD	110.8V2430,2554,1207,2727	(3)-3023.5,req,#	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,2578	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	H-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,305.4,348.6	(2), #	
"	UHF/DF			243.0,305.4	
(1)Troy	M-BVORTAC-DTV	TOY	116.0V1207,2430,2554,2727	(3)-30235 req,#	FSS-St. Louis, Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0,207,255.4,272.7	(3)-30235,req,#	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-BakalarAFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DTV	EVV	113.3V1207,2430,2554,272.7	(3), #	
"Dress Mem'l	AC(g)		278;112.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	113.9		
" Baer Fld	AC(g)		278;348,191,126.18,1255,2578,338.2	(2), #	
"	UHF/DF		Gds: 243.0,2554,257.8,338.2 348.6, On req:300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;120.7,2430,2554,2727 Trans wea bcst 266 kc.	(3)-3023.5,req,#	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 119.1, 118.5, 121.3, (1), 122.7, # 121.1 126.18, 243.0, 257.8, 355.8, 290.3,348.6		
"	Center		118.2, 118.8, 119.3, 119.7, # 120.1, 120.9, 123.8, 124.1, 124.8, 124.9, 125.2, 125.3, 125.4, 125.6, 126.0, 126.3, 132.10, 132.60, 133.45, 133.75, 134.35, 269.6, 271.2, 275.1, 278.3, 281.5, 285.4, 290.4, 291.7, 301.4, 312.6, 318.2, 319.8, 338.6, 342.2, 352.0, 353.5, 353.7, 380.1, 385.4, 385.6		
"	VHF/DF(Twr)		Gds 118.1,118.5,119.9,121.1,122.5,126.18;req 122.1,125.3,126.7,135.9		
	VHF/DF(Ctr)		Gds:119.3 ,120.65,120.1 ,124.9,125.3;req122.1,122.5,126.18,126.7,135.9		
(1)Knox	M-BVOR-DTV	OXI	117.1V2430,2554,1207,272.7	(3)-30235req,#	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	109.8V1207,2430,2554,272.7	(3)-30235req,#	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V120.7,2430,2554,2727	(3)-30235,req,#	
(1)Lewis	M-VORW	LEU	112.4		
McCool	MHW	MCL	359		
(1)Nabb FSS-Louisville,Ky	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7 ,272.7	(3), #	
Richmond	MHW	RID	385		
(3) "	M-VORW	RID	116.1		
(1)Scotland	L-BVORTAC-DTV	SCJ	111.2V1207,2430,2554,2727	(3)-3023.5req,#	DME/FSS-Terre Haute
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7 , 272.7	(3)-3023.5, req,#	03 A 97 N 183 A 256 N
(1) "	M-BVORTAC	SBN	115.4		DME
" St. Joseph Co.	AC(g)		278;189,2430,2578,121.0	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman Fld	AC(g)		278;183,126.18,2578,2430,2 630	(2), #	
" "	UHF/DF		Gds: 243.0,2554,2578,2630,2727;req:275.2,3054		
(1)West Point	L-BVOR-DTV	EPT	110.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	DME
Cedar Rapids	BMH-DTV	CID	248;V;207,2430,2554,272.7	(3)-30235,req,#	
(1) "	L-BVORTAC	CID	111.8		
" Mun	AC(g)		278;199 187,257.8, 2430	122.5 , #	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7 272.7	(3)-30235req,#	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Mun	AC(g)		278;183,1249,126.18,2430,2578,3486,3388	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1 ;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req,#	
(1)Iowa City FSS-Cedar Rapids	L-BVOR-DTV	IOW	111.0;V;243.0, 255.4, 120.7 ,272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTV	LMN	116.7;V;243.0, 255.4; ;120.7 ,272.7	(3)-30235,req,#	
(1)Mason City	M-BVOR T&C-DTV	MCW	114.9;V;243.0, 255.4. 120.7,272.7	(3)-30235,req,#	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	
(1)Newton	L-BVOR-DTV	TNU	112.2V1207,2430,2554,2727	(3)-30235,req,#	FSS-Des Moines
(1)Ottumwa	L-BVORTAC-DTV	OTM	111.6V1207,2430,2554,2727	(3), #	(3)-3023.5 prior req,#

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | FREQUENCIES GUARDS | RANGE COURSES | LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | FREQUENCIES GUARDS | RANGE COURSES

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.5		DME
" Mun "	AC(g)		396 187,126.18,243 0,257 8,305 4,348 6	(2), #	
"	VHF/DF		Gds: 118.7 122.1 122.5 126 8,135 9		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	L-BVORTAC-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
"	MHW	ALO	382		
" Mun	AC(g)		278; 118.1 257.8	(2), #	
(1) Waukon	L-BVOR-DTV	UKN	109.6;V;120.7,243.0,255.4,272.7	(3)-30235 req,#	FSS-LaCrosse, Wis
KANSAS					
(1) Anthony FSS-Wichita	M-BVOR DTV	ANY	110.6;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	101 N 179 A 281 N 356 A
(1) "	M-BVOR	CNU	114.6		
(1) Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235req#	DME
(1) Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 prior req, #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5req,#	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1) Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-30235req,#	DME
(1) Hill City	H-BVOR-DTV	HLC	113.7;V;243.0, 255.4; 120.7,272.7	(3)-30235req,#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	M-BVORTAC	HUT	116.8		
" Mun	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax Mun	C(g.7)		278;119.1 126.18, 243.0 257.8	(2), #	
(1) Liberal FSS-Garden City	M-BVOR-DTV	LBL	116.6;V;243.0,255.4,120.7,272.7	(3)-30235req,#	
(3) Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
(3) Oswego	M-VORW	OSW	117.6		
Oxford	HW	OXS	382		
[redacted]	[redacted]	[redacted]	[redacted]		
(1) Russell	M-BVOR-DTV	RSL	114.5;V;243.0, 255.4; 120.7,272.7	(3)-30235 req,#	DME
(1) Salina	M-BVORTAC-DTV	SLN	115.3;V;243.0, 255.4; 120.7,272.7	(3)-30235,req,#	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3, 126.18	#, 122.5	Apch Ctl avail.
(1) Topeka	M-BVORTAC DTV	TOP	117.8;V;255.4 120.7 272.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
KANSAS					
Topeka	MHW	TOP	304		
"Philip Billard Mun	C(g)		278 187,126.18,243 0,257 8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	46 A 131 N 226 A 347 N
(1) "	M-BVOR	ICT	113.8		DME
" Mun	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1) Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1) Falmouth FSS-Cinn Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	HW	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVORTAC-DTV	LEX	115.9;V;243.0,255.4,120.7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272,119.1,121.1,243.0,257.8,269.0	(2), #	
London	BMH-DTV	LOZ	126.3;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
(1) "	M-BVORTAC	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman Fld	C(g)		278 119.5,126.18,243.0,257.8	(2), #	
" Standiford Fld	AC(g.7)		317;119.0,124.5,126.18,120.3, 348.6 243.0,257.8,326.2,381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
" "	UHF/DF		Gds 243.0, 257.8, 326.2, 348.6, 381.6		
(1) Mystic	L-BVOR-DTV	MYS	108.2;V;120.7,243.0,255.4,272.7	(3)-30235, #	FSS-Louisville
(1) New Hope - Owensboro-Daviess Co Apt	L-BVOR-DTV	EWO	110.2;V;243.0,255.4,120.7,272.7	(3)-30235,#	FSS-Louisville
	L-VOR	OWB	108.6		(0800-2000
(1) Paducah	M-BVOR-DTV	PUK	117.3;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
"	BMH	PUK	356		
(1) York	L-VORW	YRK	116.2		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 126.2 , 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7,272.7	(3), #	55 A 120 N 235 A 300 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 245.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 priorreq,#	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req,#	92 A 173 N 253 A 351 N
(1) "	H-BVOR	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
	Center		118.4, 118.9, 120.3, 123.6 # 124.0, 124.1, 124.3, 124.7, 124.8, 125.1, 125.4, 132.60, 133.00, 133.30, 133.65, 133.85, 134.75, 243.0, 269.4, 271.2, 274.3, 279.6, 281.5, 283.7, 290.8, 291.6, 291.7, 300.7, 301.4, 307.9, 313.4, 323.8, 327.1, 350.2, 380.1, 385.4		
" Callender NAS	CM		118.7	#	
" Moisant Intl	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2, 348.6	(1), #, 122.7 1255, 284.6	
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.18, 132.0 1359, 122.1, 122.5		
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Shreveport	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		54 A 144 N 234 A 342 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.0;V;243.0, 120.7, 255.4, 272.7	(3)-3023.5 req,#	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req,#	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req.#	15 N 129 A 195 N 309 A
(1) "	L-*BVOR-	HUL	108.2		DME
(1) Kennebunk FSS-Portland	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone-LoringAFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(3) "	L-VORW	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Mun	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	388;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req,#	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BAL	257;V-122.2) 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship Intl	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun 08-2330T, W & Th)
" " (P)	H	MTN	528		FSS-Morgantown, W.Va
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V;207, 243.0, 255.4, 272.7	(3)-3023.5 req,#	(0800-1600 Mon-Fri.)
Hagerstown Mun	CI		203;126.18, 257.8 req 118.5	(2), #	
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-3023.5 req,#	DME
(1) Shadyside	L-BVOR-DTV	SHZ	110.8;V;255.4, 120.7, 272.7	(3), #	FSS-Wash., D.C.
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash, D.C.	L-BVOR-DTV	EMI	109.4;V-122.2, 255.4 120.7	(3)-3023.5, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req,# Trans wea bcst 382 kc.	58 A 118 N 211 A 293 N
(1) "	H-*BVORTAC	BOS	117.7		
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, , 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.9 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

Boston–Bedford (Hanscom)	AC(g)		278; 118.9, 126.18, 243.0 244.2366, 257.8, 305.4, 348.6	#, 122.5 3023.5 req	
" "	VHF/DF	Gds: 124.4, 121.9, 122.5, 126.18, 189. (100-156 req)			
" "	UHF/DF	Gds: 243.0, 257.8, 305.4, 348.6, 2366			
" Logan Intl	AC(g)	278; 118.1, 118.3, 119.1, 121.7, 126.16, 126.5, 137.98, 2430, 2578, 2630, 271.2, 2908, 3436, 3486		(1) req, #, 1225	
" "	VHF/DF	Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88			
Canton (P)	MHW	CTS	212		
(1) Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6; V; 243.0, 255.4 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1) Gardner FSS-Worcester	L-BVORTAC-DTV	GDM	110.6; V; , 255.4, 120.7	(3), #	DME
Hyannis	MHW-DV	HYA	239; V;	#, 122.1 Ctld from Nantucket	
(1) "	L-VORW	HYA	110.8		
Lawrence (P)	MHW	LWM	245		
Marthas Vineyard	MHW-DV	MVY	388; V;	#, 122.1 Ctld from Nantucket	
(1) " "	L-VOR	MVY	108.2	Ctld from Otis AFB	
(1) Nantucket	H-BVOR-DTV	ACK	112.7; V; 243.0, 255.4; 281; 120.7, 272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF	Gds: 122.1, 126.7, 135.9			
New Bedford Mun	C(g)		254; 121.3, 2578, 2430, 3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230; V; 243.0, 255.4 272.7, 120.7	(3), #	23 A 113 N 203 A 293 N
(1) Westfield	M-BVOR-DTV	BAF	113.0 V 243.0, 255.4, 272.7, 120.7	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212; 121.3, 126.18, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" "	UHF/DF	Gds: 243.0, 257.8, 348.6			
Worcester Mun	C(g)		281; 1205, 243.0, 257.8	(2), #	

MICHIGAN

Battle Creek	SBMRLZ-DTV	BTL	272; V; 243.0, 255.4, 120.7 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg	AC(g)		396; 118.3, 118.5, 257.8	(1), 122.7, #	
"	UHF/DF	Gds: 257.8, 2554, 272.7, 2430, req 307.9, 2606, 3199, 3607, 3054			
(1) Carleton FSS-Detroit	M-*BVORTAC DTV	CRL	113.8; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req #	DME
Detroit	SBRAZ-DTV	DTW	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)	278; 118.7, 120.0, 243.0, 257.8		(2), #	
" "	VHF/DF	Gds: 118.7, 122.5, 1200, 123.1 req: 126.7, 13 5.9, 121.3, 126.18, 1227, 121.1, 125.3			
" Metropolitan Wayne Co.	C(g.7)	245; 121.1, 126.18, 2430, 2578, 3486		(1), #, 122.7	
" "	VHF/DF	Gds: 119.3, 120.3, 123.9, 124.5, 125.6, 126.4; req 121.1, 122.1, 122.7, 126.7			
"	UHF/DF	Gds: 243.0, 257.8, 348.6; req 255.4, 272.7, 263.0, 381.4, 323.8, 354.1			
	Center	118.8, 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 125.9, 126.1, 126.4, 133.55, 133.85, 134.30, 134.65, 134.80, 243.0, 269.0, 269.2, 269.6, 275.1, 281.4, 290.4, 301.4, 310.4, 317.5, 319.9, 326.2, 335.6, 343.8, 351.9, 354.1, 360.7, 363.0			
(1) " Willow Run	L-VOR	YIP	111.4		

MICHIGAN

Detroit	AC(g)		332; 118.4, 123.7, 121.3, 1249. 2430, 2578, 2630, 142.74, [redacted]	(2), #	355.8 [redacted]
" Willow Run	VHF/DF	Gds: 121.3, 122.5, 1237, 124.9, 126.18 req: 121.1, 122.1, 118.7, 126.7, 1359			
" " "	L-BVORTAC-DTV	FNT	111.6 V 255.4, 120.7, 272.7	(3), #	
(1) Flint	AC(g)		278; 119.5, 243.0, 257.8	(2), #	
" Bishop	MHW	FRD	375		
Ford	BMH-TV	GDW	257 V 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
Gladwin	RLW	GMI	341		21 A 111 N 201 A 291 N
Grand Marais	SBMRLZ-DTV	GRR	329; V; 255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
Grand Rapids	AC(g)		278; 119.3, 125.2, 257.8, 307.9	(2), #	
" Kent Co.	HW	NFB	414		
Grosse Ile NAS	CM		269	(1)	
" "	BRL-DTV	CMX	227 V 243.0, 255.4, 120.7, 272.7	(3), #	18 A 108 N 198 A 288 N
Houghton	M-BVOR	CMX	112.8		
(1) "	BMH-TV	JXN	284 V 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
Jackson	L-BVOR	JXN	109.6		
(1) "	L-BVOR-DTV	AZO	1090 V 120.7, 243.0, 255.4, 272.7	(3), #	FSS-BattleCreek
(1) Kalamazoo	M-BVOR-DTV	ELX	115.1; V; 243.0, 255.4, 120.7, 272.7	(3) 30235 req #	
(1) Keeler FSS-South Bend, Ind.	SBMRAZ-DTV	LAN	206; V; 243.0, 255.4 272.7, 120.7	(3)-30235 req #	100 A 155 N 281 A 335 N
Lansing	L-BVOR	LAN	110.8		DME
(1) "	AC(g)		245; 119.9, 243.0, 257.8	(2), #	
" Capital City	L-BVORTAC-DTV	LFD	1118 V 120.7, 243.0, 255.4, 272.7	(3), #	FSS-Jackson DME
(1) Litchfield	H	BAW	359		
Marquette Sawer(A)	CM		119.1	122.5	Apch ctl avbl,
" "	SRAZ	MTC	230		4 A 116 N 184 A 296 N
Mount Clemens Selfridge AFB	M-VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263; V; 243.0, 255.4, 120.7, 272.7	(3), #	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" County	AC(g)		362; 121.1, 257.8	(2), #	
(1) Peck	H-BVOR-DTV	PEK	114.9 V 255.4, 1207, 272.7	(3), #	
Pellston	BMH-TV	PLN	332 V 120.7, 243.0, 2554, 272.7	(3)-30235 req #	FSS-Flint
(1) "	L-BVOR	PLN	111.8		
(1) Pullman	H-BVORTAC-DTV	PMM	112.6 V 2430, 2554, 1207, 2727	(3)-30235 req #	DME FSS-So Bend, Ind
Reed City (P)	MHW	XRC	275		
Saginaw	BMH-TV	MBS	212 V 1207, 2430, 2554, 272.7	(3), #	
(1) "	M-BVOR	MBS	112.9		
(1) Salem	M-BVORTAC-DTV	SVM	1178 V 2430, 2554, 1207, 2727	(3)-30235 req #	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400 V 2430, 2554, 1207, 2727	(3), #	31 A 104 N 211 A 297 N
(1) " " "	M-BVOR	SSM	112.2		
" "	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365; V; 243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1) White Cloud	M-*BVOR-DTV	HIC	114.5 V 2430, 2554, 1207, 272.7	(3), #	
Wurthsmith AFB	H	OSC	236		FSS-Muskegon

MINNESOTA

Alexandria	BMRLZ-DTV	AXN	239; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		
(3) Austin (S)	L-VOR	AUM	108.8	122.1	DME
(3) Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0800-1700
(3) Brainerd (S FSS	L-VOR	BRD	109.2	122.1	V-0515-1213-1920-2315
(1) Darwin, Minneapolis	L-BVOR-DTV	DWN	1090 V 2430, 2554, 1207, 2727	(3)-30235 req, #	V-05-23 wkdays 05-1915 Sat 09-23 Sun

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
"Mun	AC(g)		278;183.26,18, 257.8,348.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9,122.1,122.5,126,18, 126.7,135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	1157V1207,2430,2554,272.7	(3)-30235,req #	FSS-Minneapolis
(3)Grand Rapids (S)	L-VOR	GPZ	111.4	122.1	Voice 0800-SS
(3) Intl Falls (S)	L-VOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7,272.7 Trans wea bcst 266 kc	(3)-30235,req #	58 A 118 N 192 A 298 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intl	AC(g)		278;118.7, 119.3, 1185 126.18,243.0,2578,2630,2908,305.4,338.2,3486	(1), #, 122.7	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	VHF/DF		Gds:1187,1193,1185,122.7,126.18,req 1203,122.1,122.5,1267,1359		
(1)Nodine	H-BVOR-DTV	ODI	1179V1207,2430,2554,2727	(3)-30235,req #	DME FSS-La Crosse, Wisc.
(1)Redwood Falls	M-BVOR-DTV	RWF	1133;V1207,2430,2554,2727	(3)-30235,req #	
Rochester	SBMRLZ-DTV	RST	404;V;2430,2554,1207	(3), #	77 A 170 N 260 A 350 N
(1) " Lobb Fld Mun	M-BVOR	RST	112.0		
	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V-0430-2200
St. Paul, Holman Fld	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Thief River Falls(S)	L-VOR	TVF	108.4	122.1	(V-0800-1900)
(3)Willmar (S)	L-VOR	ILL	108.4,	122.1	(voice 0800-Sunset)
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7,272.7	(3)-30235,req #	
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
" "	CM		118.1	122.5, #	
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7 272.7	(3)-30235 prior req, #	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	1088V1207,2430,2554,2727	(3)-30235,#	FSS-Mobile, Ala.
(1)Hattiesburg	L-BVOR-DTV	HBG	1106V2430,2554,1207,2727	(3)-30235,req #	FSS-McComb
(1)Holly Springs	M-BVOR-DTV	HLI	112.4V1207,2430,2554,272.7	(3)-30235,req #	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-3023.5,#	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins Fld	AC(g)		278;1209,317.7;187,126.18,257.8,348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	1167V1207,2430,2554,2727	(3)-30235,req #	DME
Meridian	SBMRAZ-DTV	MEI	308;V1207,2430,2554,2727	(3)-30235, #	83 A 154 N 263 A 334 N
"	HW	MDA	356		
(1) "	M-BVORTAC	MEI	115.4		DME
" Key Fld	CI		278,118.2, 126.2, 2366,2430	# 1225	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2V1207,2430,2554,272.7	(3)-30235,req #	FSS-NewOrleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-BVOR-DTV	BSP	1136V2430,2554,1207,272.7	(3)-30235,req #	FSS-Kansas City
(1)Butler	H-BVOR-DTV	BUM	115.9;V-122.2,1207,2554	(3)-30235req #	DME FSS-Kansas City
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4,120.7 ,272.7	(3)-30235,req #	96 A 169 N 269 A 349 N
(1) "	M-BVOR	CBI	115.4		DME
(3)Dogwood	L-VORW	DGD	109.4		
Farley	MHW	FRY	290		
(1)Farmington	H-BVORTAC-DTV	FAM	115.7 ; V-122.2,120.7,255.4	(3)-30235, #	DME FSS-Cape Girardeau
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req #	44 A 148 N 232 A 328 N
(1) "	H-*BVORTAC	MKC	112.6		DME
" Mun	AC(g)		299;118.1, 118.3, 126.18, 1195,121.1,257.8,2430, 274.3,3070	(1), #, 122.7	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds: 118.1,118.3,119.1, 122.1, 122.5,1267,126.18,	1359,122.7	
(1)Kirksville	BVORTAC-DTV	IRK	1084V1207,2430,2554,2727	(3)-30235,req, #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9V1207,2430,2554,2727	(3)-30235req,#	FSS-Kirksville
(1)Malden	L-BVOR-DTV	MAW	111.2V1207,2430,2554,2727	(3)-3023.5req, #	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	1096V1207,2430,2554, 2727	(3)-30235req,#	FSS-Columbia
(1)Maryland Heights	L-BVORTAC-DTV	MTS	1108V1207,2430,2554,2727	(3)-30235,req,#	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4 120.7,272.7	(3)-30235req, #	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0,2554,257.8,(req 272.7,3054,362.3)		
St. Louis	SBRAZ-DTXV	STL	338;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
"Lambert-St Louis Mun	AC(g)		278;118.1, 118.5,119.9,121.1 126.18,243.0,257.8,342.2,338.2,348.6,360.6, 381.6	(2), #	
"	Center		118.4, 118.8, 120.3, 120.4, # 120.6, 120.8, 124.1, 124.3, 124.4, 124.8, 124.9, 125.2, 125.5, 125.7, 125.9, 126.4, 126.6, 132.55, 132.65, 132.90, 133.40, 133.80, 134.60, 243.0, 269.0, 269.4, 271.2, 275.1, 278.3, 281.5, 283.7, 290.4, 291.7, 301.4, 307.9, 313.4, 317.5, 319.2, 322.5, 324.7, 343.6, 343.8, 353.7, 358.8, 360.7, 363.1, 379.2, 379.9, 380.1		
"	VHF/DF		Gds:118.1,118.5,119.9,121.1,125.0,126.18,122.5,1255,req	122.1,1267,1359	
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7,272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Mun	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.7V1207,2430,2554,2727	(3)-30235req, #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan Fld	AC(g)		278 118.3,2430,2578,3485	(2),#	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | FREQUENCIES GUARDS | RANGE COURSES REMARKS | LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | FREQUENCIES GUARDS | RANGE COURSES REMARKS

Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7,272.7	(3), #	79 A 140 N 248 A 320 N
(1) "	M-*BVOR	BZN	112.2		DME
(1)Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4 120.7,272.7	(3)-3023.5 prior req, #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7,2727	(3), #	50 A 149 N 230 A 311 N
(1) "	M-BVOR	CTB	114.4		DME
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7,272.7	(3), #	78 N 186 A 258 N 330 A
(1) "	H-BVORTAC	DLN	113.0		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7,272.7	(3)-30235,prior req., #	6 A 96 N 186 A 253 N
(1) "	M-BVOR	DRU	117.1		DME
Glasgow (A)	H	GSC	236		
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7,272.7	(3), #	23 A 131 N 198 A 270 N
(1) "	H-BVOR	GTF	115.1		
" Intl	C(g)	278	118.7,126.8,243.0,257.8,348.6	(2), #	
"	Center	119.8, 123.9, 124.6, 125.8, 126.5, 132.65, 132.95, 133.95, 134.55, 243.0, 250.4, 281.4, 284.6, 291.7, 301.4, 307.2, 312.6, 323.0			
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7,272.7	(3), #	72 N 166 A 280 N 358 A
(1) "	M-BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7,272.7	(3), #	18 A 88 N 198 A 271 N
(1) "	H-BVOR	LWT	112.0		DME
Livingston	BH-DTV	LVM	224;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
(1) "	H-BVORTAC	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,prior req., #	56 A 143 N 239 A 327 N
(1) "	M-BVORTAC	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7 ,272.7	(3), #	96 A 154 N 276 A 334 N
(1) "	M-BVOR	MSO	112.8		DME
Whitehall FSS -Butte	SBRAZ-DTV	HIA	284;V-122.2,1207,255.4	(3)-3023.5,#	4 A 96 N 173 A 257 N
(1) "	M-BVOR	HIA	113.7		DME

NEBRASKA

Ainsworth (S)	L-VOR	ANW	112.7	1267,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	113.4;V;243.0,255.4,1207, 272.7	(3)-30235,req,#	
" (S)	HW	CDR	275		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,req,#	69 A 165 N 249 A 345 N
(1) "	M-BVOR	GRI	112.0		DME
(1)Hayes Center	M-BVORTAC-DTV	HCT	112.2;V;1207,2430,2554, 2727	(3)-30235req,#	DME FSS-Imperial
Imperial (S)	BH-DTV	IML	353;V;2430,1207,2554,272.7	122.1,#	FSS-FAA Imperia

NEBRASKA

Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;1207,2430,2554,272.7	(3), #	72 A 171 N 252 A 351 N
" AFB	CM		272;118.5	(2), #	
McCook (S)	L-VOR	MCK	110.0	1267, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5,122.1,1267	
(Monitoring category (1)0530-2130 &(3)2130-0530;Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	80 N 172 A 260 N 347 A
(1) "	H-BVORTAC	LBF	117.4		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	70 A 154 N 256 A 326 N
(1) "	M-BVORTAC	OMA	116.3		DME
" Mun	C(g)		278;118.1,126.8,243.0,257.8,	(2), #	
" Offutt AFB	MHW	OFF	296		
" "	CM		296	(1)	
(1)Oneill	M-BVORTAC-DTV	ONL	113.9;V;1207,2430,2554,272.7	(3)-30235,req,#	FSS-Grand Is.
(1)Pawnee City	M-BVORTAC-DTV	PWE	112.4;V;1207,2430,2554,272.7	(3), #	FSS-Lincoln
(1)Raymond	M-BVORTAC-DTV	RAY	116.0;V;1207,2430,2554,2727	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235,req,#	26 A 122 N 206 A 302 N
(1) "	M-BVORTAC	BFF	112.1		
(1)Sidney	L-BVOR-DTV	SNY	1082;V;120.7,2430,2554,272.7	(3)-30235,req,#	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1)Wolbach	H-BVOR-DTV	OBH	114;V;2430,2554,1207,272.7	(3)-30235,req,#	FSS-Grand Is.

NEVADA

Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4,272.7 120.7,	(3)-30235,req,#	50 A 122 N 230 A 302 N
(1) "	L-BVOR	BAM	109.6		DME
(3)Beatty	M-VORW	BTY	114.7		
(1)Coaldale	M-BVORTAC-DTV	OAL	115;V;2430,2554,1207	(3)-30235,req,#	FSS-Tonopah
(3)Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7,272.7	(3), #	51 A 141 N 220 A 321 N
(1) "	M-BVORTAC	EKO	114.5		DME
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
IndianSprings AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7,2727	(3), #	23 A 112 N 208 A 282 N
(1) "	H-BVORTAC	LAS	116.9 2430		DME
" McCarran Fld	AC(g)	278	284.6, 118.3,137.88,121.1,257.8,348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 2727	(3)-30235,req,#	48 A 138 N 228 A 318 N
(1) "	L-BVORTAC	LOL	109.0		DME
(3)Mina	M-VORW	MVA	113.1		
(3)Mormon Mesa	L-VORW	MMM	108.6		DME
Reno	SBRA DTV	RNO	254;V;243.0, 255.4, 1207	(3), #	48 A 161 N 228 A 341 N
"	MHW	ACE	215		
(1) "	H-BVOR	RNO	113.9 1193,3192		DME
" Mun	AC(g)	278	118.3, 378.8,2430,2578, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TPH	22V2430,2554,120.7	(3)-30235 req,#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235 #	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req, #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109V1207,2430,2554,272.7	(3)-30235prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209V1207,2430,2554,2727	(3)-30235 req, #	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) "	M-BVOR-DTV	MHT	113V1207,2430,2554, 272.7	(3)-30235prior req., #	
FSS-Concord					
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM		126.18	#.122.5	
Whitefield (S)	MHW	HIE	275		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VOR,TAC	ACY	110.2		
"(Pomona)NAFEC	AC(g)		278,195,126.18,132.3 2365,2430,257.8,360.2,263.6	(2), # 3486	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3, 126.3 ,126.2	#,122.5	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck	M-BVOR-DTXV	COL	115.1;V;255.4,120.7 2430	(3)-3023.5, #	DME
FSS-Idlewild					
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, #	72 A 157 N 243 A 324 N
Morristown Mun	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
"	AC(g)		278,118.3,119.2,120.6,121.4, 126.18, 118.1 , 257.8,243.0	(1)req, #,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2 ,120.6, 126.18, 118.1 ,122.7		
Paterson	MHW	PNJ	337		
(3)Robbinsville	L-VORW	RBV	109.0		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Solberg FSS-Idlewild,NY	M-BVOR,TAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4	(3)-3023.5,#	DME
(1)Sparta	L-BVOR-DTV	SAX	1082V2554,120.7	(3), #	FSS-Allentown,Pa.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
(1)Stillwater	M-BVOR,TAC-DTV	STW	115V255.4, 120.7	(3), #	FSS-Allentown,Pa.
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, #	
FSS-Millville					
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	C(g)		278,118.3,121.1,123.9,124.3, 1192,3856,2630,3054,126.18,134,1368,13788,14202,2430,2578,2706,2894,3486,3358,3638	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
	UHF/DF		Gds: 2430,2706,2894,3054,3358,3638		
(1)Anton Chico	L-BVOR-DTV	ACH	1100V2430,2554,1207,2727	(3)-30235,req,#	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	1092V1207,2430,2554,2727	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
(1)Carlsbad	M-BVOR-DTV	CNM	1163V2430,2 554,1207,2727	(3)-30235prior req,#	DME
Clovis-Cannon	HW	CVS	272		
" AFB	CM		118.7,126.18	#,122.5	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Crown Point	M-VORW	CPT	114.2		
(3)Deming	M-VORW	DMN	108.6		
El Morro	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235prior req, #	79 N 169 A 259 N 349 A
FSS-Zuni					
(1)Farmington	H-BVOR,TAC-DTV	FMN	1153V1207,2430,2554,2727	(3)-30235 req, #	
(1)Grants	H-BVOR-DTV	GNT	1165;V;1207,2430, 2554,2727	(3)-3023.5,#	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co.	C(g)		215,118.3,126.18,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	21 A 109 N 201 A 289 N
(1) "	H-BVORTAC	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272,7	(3)-3023.5prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pihon	L-VORW	PIO	110.4		
(3)Raton	M-VORW	RTN	115.9		DME
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7,272,7	(3), 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DTV	SAF	1106V1207,2430,2554,2727	(3)-30235, #	DME
" Co. Mun	C(g)		245,119.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DTV	ONM	112.5V2430,2554,1207,2727.7	(3), #	FSS-Albuquerque
(1)Taos	M-VORW	TAO	117.6		
(3)Texico	M-VORW	TXO	112.9		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272,7	(3)-30235prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120,7,272.7	(3)-30235,req#	77 A 167 N 257 A 347 N
(1) "	M-BVOR	TCC	113.8		DME

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)
LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | GUARDS | RANGE COURSES REMARKS
LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | GUARDS | RANGE COURSES REMARKS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	108.4;V;120.7,243.0,255.4,272.7	(3)-3023.5 prior req, #	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	15 A 113 N 208 A 293 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Mun	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1) Binghamton	M-BVORTAC-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intl	AC(g)		278;120.5, 126.18, 119.8, 348.6 257.8 126.5 243.0 338.6	(2), #	
"	VHF/DF		Gds: 122.5, 120.5, 126.18, 126.5, 119.8		
Calverton - Peconic River	CI(g)		323;121.3, 126.18, 142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1) DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1) Dunkirk	L-BVOR-DTV	DKK	111.8;V;120.7,243.0,255.4,272.7	(3)-30235 req, #	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung Co.	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3, 126.18, 257.8	1225,2578, 126.18	(0700-1530 Mon - Fri)
(1) Geneseo	L-BVORTAC-DTV	GEE	111.8;V;120.7,243.0,255.4,272.7	(3)-30235 req, #	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0,255.4,120.7,272.7	(3)-30235 req, #	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1) Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235, #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		FSS-Wilkes-Barre, Pa.
(1) Huguenot	M-BVORTAC-DTV	HUQ	112.8;V;255.4,120.7,272.7	(3), #	
Islip, MacArthur Fld	CI(g)		257;126.18, 121.5, 119.3	(2), #	(0800-2400)
(1) Ithaca	L-BVOR-DTV	ITH	109.4;V;120.7,243.0,255.4,272.7	(3)-30235 req, #	FSS-Elmira
(1) Jamestown	L-BVOR-DTV	JHW	110.8;V;120.7,243.0,255.4,272.7	(3)-30235 req, #	FSS-Bradford, Pa.
Lido	MHW	LDO	239		
(1) Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 243;120.7, 272.7	(3)-30235 req, #	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1) Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5, #	DME
" "	MHW	IDL	373		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
New York, Idlewild Intl	AC(g)		119.1, 121.1, 121.65, 123.7, 123.9, 119.7, 132.3, 134.1, 134.64, 136.8, 137.88, 14274, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		119.6, 119.8, 120.0, 120.1, 120.2, 123.6, 123.8, 124.1, 124.3, 124.8, 124.9, 125.1, 125.3, 125.4, 125.5, 125.6, 125.9, 126.0, 126.3, 126.4, 132.60, 132.95, 133.55, 133.80, 134.80, 137.88, 243.0, 250.4, 269.6, 278.3, 283.7, 285.5, 285.6, 290.4, 300.7, 301.4, 306.3, 313.4, 317.5, 317.6, 317.7, 319.9, 323.8, 327.1, 335.6, 343.8, 353.5, 355.8, 360.7, 362.3, 363.1, 381.6	#	
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 21		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209;V;243.0,255.4,120.7 Trans wea bcst 209 kc	(3)-30235, #	43 A 132 N 223 A 274 N
New York, LaGuardia	AC(g.7)		362;126.5, 118.7, 118.9 120.4, 125.7, 243.0, 263.0, 274.3, 126.1 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 118.9, 120.4, 122.7, 125.7, 126.5		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls Mun	C(g.7)		272;118.5, 126.18, [illegible], 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1) Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4, 120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1) Riverhead FSS-Idlewild	M-BVORTAC-DTV	RVH	117.2;V;120.7,243.0,255.4	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4, 120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Monroe Co.	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		284;121.3, 243.0, 126.2	(2), #	0700-2300 & req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4, 120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	H-BVORTAC	SYR	117.0		DME
" Hancock	AC(g)		278;119.9, 126.2, 243.0, 263.0, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	MHW	UTI	275		
(1) "	L-BVOR-DTV	UCA	112.4;V;243.0,255.4,120.7,272.7	(3)-30235 req, #	
" Oneida Co.	C(g)		332;118.1, 243.0, 257.8 348.6	(2), #	
(1) Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224;120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3)Watkins Glen	L-VORW	ATE	117.6		
(1)Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	1150;V;243.0,255.4, 120.7,272.7	(3)-30235,req,#	
White Plains Westchester Co.	AC(g)		260,135.5,124.4,126.18,1483,2630,2430,319.8	(2)-3023.5,req#	
	UHF/DF		Gds: 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7,272.7	(3),30235,req,#	
(1) "	M-BVOR	AVL	112.4		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2),30235,req,#	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CLT	307;V;120.7	(3)-30235,req# 255.4	89 A 179 N 269 A 359 N
"	L-VORTACW	CLT	110.6		
" Douglas Mun	AC(g)		263;118.1, 123.7, 126.18 124.0,307.0,381.4,120.5,243.0, 257.8, 3356,3486	(2), #	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Cherry Point " MCAS	H	NKT	245		
"	M-BVOR	NKT	115.4		
	CM			(1)	
(1)Cofield	L-BVORTAC-DTV	CVI	1162;V;1207,2430,2554,2727	(3)-30235,req,#	FSS-Eliz. City
(1)Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	DME
Fayetteville	MHW	FAY	209		
" Grannis Fld	C(g.7)		278,118.1, 2430,2578,3486	(2), #	
Ft Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7,272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	1158		DME
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	M-BVOR-TVJ	HKY	1100;V;323;120.7	(3)-30235,req #, 255.4	
Lumberton	MHW	LBT	359		
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1)Pinehurst	L-BVOR-DIV	SOP	111.8,2554,1207,272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4 1207, 272.7	(3)-30235,req,#	48 A 126 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
"	AC(g)		266,119.3,126.18,243.0,2578, 1253,3486,133.2,13.68,2783,3104,134.1,13788,3072, 1206,3638 281.4	(2)-3023.5, #	
(1)Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5,#	
Weeksville NAF	MRLWZ	NFG	254		65 A 140 N 245 A 320 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4 , 120.7,272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		388;119.9, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278,118.7,119.8,126.18,243.0,257.8,348.6	(1),122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4. 120.7,272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	1157		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3)-30235,req,#	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 1207,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1)Williston	M-BVOR-DTV	ISN	116.3;V;120.7,2430,255.4,272.7	(3), #	FSS-Minot
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7,272.7	(3), #	21 A 110 N 202 A 290 N
(1) "	L-BVOR	ACO	1084		
" Mun	C(g.7)		272,135.5,2430,2578	(1),#, 122.7	
" Canton	AC(g)		276;118.3, 126.18, 2430, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton FSS-Columbus	H-BVORTAC-DIV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
(1)Attica	L-BVOR-DTV	ATO	114.4,V,1207,2430,2554	(3)-30235,req,#	FSS-Mansfield
(1)Bellaire	L-BVOR-DTV	AIR	115.6V120.7,255.4	(3), #	FSS-Wheeling, W.Va.
Bexley	MHW	BXL	257		
Brecksville	MHW	CEL	326;		
(1)Chardon	L-BVORTAC-DIV	CXR	1098;V;2430,2554,1207,272.7	(3)-30235,req,#	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	47 A 122 N 224 A 296 N
(1) "	M-BVORTAC	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,121.0,126.18,124.7, 257.8,2430, 2238,3608	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.18		
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.6 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS. Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	95 A 144 N 279 A 324 N
(1) " Trans wea bcst on 344kc.	M-BVORTAC	CLE	113.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6, 307.0, 348.6	(2), #	
" "	VHF/DF		Gds: 1193 1185 1199 121.0 122.5 126.18		
"	Center		118.6, 119.2, 119.6, 120.2 120.8, 124.0, 124.1, 124.2, 124.3, 124.4, 124.6, 125.0, 125.2, 125.7, 125.8, 132.20, 132.45, 133.95, 243.0, 269.4, 283.7, 284.6, 285.5, 301.4, 306.3, 307.2, 311.8, 317.7, 318.2, 319.8, 323.0, 340.6, 350.2, 353.7, 379.2, 379.9, 380.3		
Clinton Co.AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4,243.0,120.7 272.7	(3)-30235 req.#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 121.1,121.3, 126.18,123.7,136.8,142.02,243.0,257.8,262.0,327.4,348.6	(2), #	
" "	VHF/DF		Gds: 121.1,121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.4, 305.4		
Cuyahoga	MHW	CGF	275		
(1)Dayton	M-BVORTAC-DTV	DAY	115.0V;243.0,255.4,120.7,272.7	(3)-30235 req.#	DME
" Mun	C(g)		278;19.5, 126.18,243.0,257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
(1)Defiance	L-BVOR-DTV	DFI	111.2V;207,2430,2554,2727	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209;V;120.7, 243.0,255.4,272.7	(3), #	
(1) "	L-BVOR	FDY	1082		
Hubbard	MHW	HBD	408		DME
(1)Jefferson	M-BVORTAC-DTV	JFN	115.2V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	108.8;V;120.7,243.0,255.4	(3)-30235 req.#	
" Mun	AC(g)		278;381.6,124.7,126.5, 257.8, 275.8	(2)-30235 req.#	
"	UHF/DF		Gds: 243.0, 257.8,		
Middletown (P)	MHW	MWO	239		
(1)Navarre	M-BVORTAC-DTV	AVR	112.4V;255.4,120.7	(3), #	FSS-Akron
(3)Newcomerstown	L-VORW	CTW	111.8		
Perry	MHW	PEX	333		
(1)Sandusky	L-BVORTAC-DTV	SKY	109.2V;120.7,243.0,255.4,272.7	(3)-30235 req.#	FSS-Cleveland
(1)Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(1)Tiverton	M-VORW	TVT	1158		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4,120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		278;118.1,238.1,261.8,243.0,257.8,363.8,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1)Waterville	M-BVORTAC-DTV	VWV	113.1V;255.4, 120.7	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	5 A 101 N 185 A 281 N
(1) "	M-BVOR	YNG	114.7		DME
" Mun	AC(g)		278;125.5,126.18,243.0,257.8, 119.0,275.8,381.4	(2), #	
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-DTV	ZZV	275;V;207,2430,2554,2727	(3)-30235 req.#	
(1)Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400V;207,2430,2554,272.7	(3)-30235 req.#	
(1) "	M-BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388 ;118.5, 126.18, 122.2	(1), #;122.2/132.1	cltd Tulsa
(1) "	M-BVOR-DTV	BVO	117.9V;255.4,207,272.7	(3)-30235 req.#	FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3		
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7,272.7	(3)-30235req.#	39 A 134 N 224 A 314 N
(1) "	M-BVORTAC	GAG	115.6		
(1)Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; ;120.7,272.7	(3)-30235req.#	
(1)Kingfisher	M-BVORTAC-DTV	IFI	114.2V;207,2430,255.4,272.7	(3), #	FSS-Okla City
(1)Lawton	M-VOR-DTV	LAW	112.2V;207,2430,2554,272.7	(3)-30235 req.#	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308;118.6,121.3,126.2	122.5, #	(0600-2200)
(1)McAlester	M-BVORTAC-DTV	MLC	112.0;V;243.0, 255.4; 120.7, 272.7	(3)-30235req.#	
Muskogee Davis Fld	AFB H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVORTAC	OKC	115.0		DME
"Tulakes	C(g.7)		391;118.1, 348.6, 379.9, 243.0	122.5, #	(0600-2200)
"Will Rogers Fld	C(g)		272;183,137.8,243.0,257.8,348.6	(1), #, 122.7	
" Tinker AFB	HW	TIK	293		
(1)Okmulgee	L-BVOR-DTV	OKM	108.2V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-Tulsa
Owasso	MHW	OWS	317		
(1)Page	L-BVOR-DTV	PGO	111.2V;207,2554,243.0,272.7	(3)-3023.5,#	FSS-Ft Smith,Ark
Ponca City	BMH-DTV	PNC	368V;207,243.0,255.4,272.7	(3)-30235 req.#	
(1) "	M-BVORTAC	PNC	113.2		
(1)Sayre	M-BVOR-DTV	SYO	115.2V;243.0,255.4,207,272.7	(3)-30235 req.#	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7 272.7	(3)-30235 req.#	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Mun	AC(g)		278;187,119.1,126.18,243.0,257.8,338.6,348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7, 272.7	(3), #	65 N 177 A 245 N 331 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284;185,126.18,257.8,348.6	#, 122.5	
(1)Lakeview	M-BVOR-DTV	LKV	112.0V;243.0,255.4,207,272.7	(3), #	FSS-Klamath Falls
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7 272.7	(3), #	75 A 152 N 255 A 338 N
(1) "	M-BVORTAC	MFR	113.6		DME

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Mun	AC(g)		278;118.3, 126.18, 243.0 257.8 3486	(2), #	
" "	VHF/DF			100-156	
(1)Newberg	M-BVOR-DTV	UBG	114.4;V;120.7,255.4,243.0	(3), #	FSS-Portland
(1)Newport	H-BVOR-D	ONP	117.1	122.1 Ctld Eugene FSS	
(1)North Bend	M-BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7,272.7	(3)-30235 req.#	
Ontario	MHW	ONO	305		
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7,272.7	(3), #	57 A 107 N 237 A 302 N
(1) "	H-BVORTAC	PDT	114.7		DME
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4, 120.7	(3), #	61 A 152 N 244 A 357 N
(1) "	M-BVORTAC	PDX	115.7		DME
" Intl	AC(g)		278;118.1,1187,1249,126.18, 3054,119.8,243.0,284.6,2578,2903,3486,3856	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7 272.7	(3)-30235 req.#	102 N 164 A 282 N 357 A
(1) "	M-BVOR	RDM	117.6		
(3)Rome	M-VORW	REO	112.5		DME
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7, 272.7	(3), #	76 N 185 A 255 N 343 A
(1) "	H-BVORTAC	DLS	117.2		DME
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	321;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	M-BVORTAC	ABE	117.5		DME
" Bethlehem Easton	AC(g)		278;120.5, 243.0, 257.8, 118.2	(2), #, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4. 120.7, 272.7	(3)-30235 req.#	23 A 88 N 203 A 281 N
(1) "	L-BVOR	AOO	108.8		
(1)Bradford	M-BVOR-DTV	BFD	116.6;V;207,2430, 2554,2727	(3)-30235 req.#	DME
"	BMH	BFD	224		
Butler	MHW	BTP	206		
Cecil	MHW	CEU	219		
(3)Clarion	L-VORW	CIP	109.0		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Du Bois	HW	DUJ	356		
(1)East Texas	M-BVORTAC-DTV	ETX	115.8;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Ellwood City FSS-Pittsburgh	L-BVORTAC DTV	EWC	109.6;V;120.7 ,243.0 255.4 , 272.7	(3)-30235 req.#	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7 ,272.7	(3), #	69 A 184 N 243 A 357 N
(1) "	H-BVORTAC-DTV	ERI	115.7		DME
" Port Erie	AC(g)		278;118.1,2430,257.8,3486	(2), #	
(3)Fitzgerald	M-VORW	FTZ	112.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	07 A 104 N 194 A 298 N
(1) "	L-BVORTAC	HAR	109.8		DME
"York State	AC(g)		278;119.5,1209,126.1,2430,2578,281.4	(2), #	
Hazleton (P)	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Imperial	L-BVORTAC-DTV	IRL	110.0V;243.0,255.4,120.7,272.7	(3)-30235 req. #	FSS-Pittsburgh
(3)Indianhead	L-VORW	IHD	108.6		
(1)Johnstown	M-BVOR-DTV	JST	113.0V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-Altoona
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
(1)Keating	M-BVOR-DTV	ETG	113.7V;120.7,243.0,255.4,272.7	(3)-30235 req.#	FSS-Philipsburg
Lancaster	MHW	LRP	326		
(1) "	L-BVOR-DTV	LRP	111.4;V;120.7,243.0,255.4,272.7	(3)-30235. #	FSS-Harrisburg
McKeesport	MHW	MKP	287		
(1)Milton	L-BVORTAC-DTV	MIP	109.2V;120.7,243.0,255.4,272.7	(3)-30235 req.#	FSS-Williamsport
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	343V;243.0,255.4,120.7,272.7	(3), #	58 A 148 N 238 A 328 N
(1) "	L-VOR	PNE	110.0		
"	C(g)		326,121.3,126.18,243.0,2578	(2), #	
Philadelphia FSS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7, 272.7	(3), #	80 A 160 N 253 A 350 N
" Intl	AC(g)		372;118.5, 119.0, 125.0, 124.6,126.18,142.74,243.0,291.7,2630,3072,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds: 118.5,1190 ,125.0, 122.7,124.6,126.18,142.74		
Philadelphia - Mustin Fld ALF	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	110 A 163 N 287 A 349 N
(1) "	M-BVORTAC	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7,272.7 Trans wea beat 254 kc.	(3)-30235 req.#	44 A 138 N 224 A 304 N
(1) "	H-BVORTAC	PIT	117.4		DME
" Allegheny Co.	C(g)		278;121.3,126.18,243.0,2578	(2), #	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7,119.1,121.1,238, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4,348.6,3638,3698	(1), #, 122.7	
"	Center		118.4, 118.9, 119.2, 120.4 120.6, 120.9, 125.1, 126.0, 126.1, 126.6, 126.8, 132.25, 137.88, 243.0, 275.1, 281.5, 285.6, 290.8, 301.4, 309.9, 319.2, 322.5, 324.7, 343.6, 353.8, 379.1	#	
" "	VHF/DF-1		Gds: 1187,1193,121.1, 122.5,126.18		
" "	VHF/DF		Gds: 100-156 mcs (req)		
" (Parkway)	UHF/DF		Gds: 236.6, 243.0, 305.4		
(1)Pottstown FSS- N. Phila.	MHW	GMM	302		
Reading, General Spaatz Fld	L-BVOR-DTV	PTW	111.7;V;243.0, 255.4, 120.7 ,272.7	(3), #	
"	AC(g)		281;126.18, 1199., 243.0, 257.8	#, 122.5	
	VHF/DF		Gds: 100-156 mcs (req)		
(1)St. Thomas	M-BVOR-DTV	THS	115.0V;243.0,255.4,120.7,272.7	(3)-30235 #	FSS-Harrisburg
Selinsgrove	BMH -DTV	SEG	353V;120.7,243.0,255.4,272.7	(3)-30235 req. #	FSS-Williamsport
(1) "	M-BVORTAC	SEG	113.3		DME
(3)Slate Run	M-VORW	SLT	113.2		
(3)Stony Fork	L-VORW	SFK	111.2		
(1)Stroudsburg	M-BVORTAC-DTV	SSB	114.2;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Thornhurst	M-BVOR-DTV	THT	116V;255.4,120.7,272.7	(3), #	FSS-Wilkes-Barre
(1)Tidioute	L-BVOR-DTV	TDT	110.6V;120.7,243.0,255.4,272.7	(3)-30235 req.#	FSS-Bradford
(1)Tower City	L-BVOR-DTV	TWC	114.0V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Harrisburg
(1)Tyrone	M-BVORTAC-DTV	TON	113.9V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-Philipsburg
(1)Uniontown	L-BVORTAC-DTV	UNT	110.4V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-Pittsburgh

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
(1)West Chester FSS-N. Phila.	M-BVORTAC DTV	ESR	116.4;V;243.0, 255.4 120.7, 272.7	(3), #	DME
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7 , 272.7	(3), #	68 A 174 N 271 A 360 N
(1) "	M-BVOR	AVP	117.8		DME
"	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;207,2430,2554,2727	(3)-30235,req.#	11 N 101 A
(1) "	M-BVORTAC	IPT	114.4		176 N 280 A
" Lycoming Co.	AC(g)		281;119.1,2430,2578,3104,3486	122.5, #	
Willow Grove NAS	SMRLZ	NXX	388;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	L-BVOR-DTV	ARD	1162V;207,2430,2554,272.7	(3). #	FSS-N.Phila.
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;207,243.0,255.4	(3), #	47 A 106 N
(1) "	M-BVOR	PVD	115.6		205 A 291 N
" Green	C(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	M-BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	H-VORW	ALD	116.7		
Anderson	BMH-TV	AND	353;V;207,243.0,2554,2727	(3)-30235,req.#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7, 272.7	(3), #	47 A 121 N 198 A 291 N
(1) "	M-BVORTAC	CHS	113.5		DME
" AFB, MUN	AC(g)		278;118.3,1193,126.18,2578,2630,3486	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
(1)Chesterfield	L-BVOR-DTV	CTF	1082V;207,2430,2554,2727	(3)-30235,req.#	FSS-Florence
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7,2727	(3)-3023.5req.#	88 A 150 N 269 A 330 N
(1) "	M-BVOR	CAE	114.7		DME
"	AC(g)		335;195,126.18,2430,2578,3486	(2)-30235,req.#	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4, 120.7 272.7	(3)-3023.5,req.#	12 A 112 N 192 A 292 N
(1) "	M-BVOR	FLO	115.5		DME
(1) Fort Mill	M-BVOR-DTV	FML	117.2		
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7 272.7	(3), #	3 A 93 N 183 A 273 N
" Mun	AC(g)		395;180,1199,1245,1259,1268,2578,3192,3232,3486/Gds: (2). #		
(1)Greenwood	M-BVOR-DTV	GRD	114.9V;207,2430,2554,272.7	(3), #	FSS-Anderson,S.C.
(1)Myrtle Beach	M-BVOR-DTV	MYR	117.8V;207,2430,2554,2727	(3), #	DME
	BMH	MYR	380		
" Conway	HW	MTL	269		
"	CM		126.2	122.5	Apch ctl avail.
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7,272.7	(3), #	58 A 148 N 235 A 328 N
(1) "	M-BVOR	SPA	115.7		DME
" Mun	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAW	SSC	375		36 A 126 N 216 A 306 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	110 A 162 N 290 A 342 N
(1) "	H-BVOR	ABR	113.0		
(1)Dupree	H-BVOR-DTV	DPR	1163V;2430,2554,1207,272.7	(3), #	FSS-Pierre
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req.#	45 A 114 N 225 A 294 N
(1) "	M-BVOR	HON	117.6		
Lemmon (S)	L-VOR	LEM	111.4	122.1	(0700-1900)
(1)Philip	L-BVOR-TV	PHP	108.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	DME
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	60 N 168 A 263 N 348 A
(1) "	M-BVOR	PIR	112.5		DME
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 120.7, 272.7, 301.4	(3), #	67 A 166 N 256 A 347 N
(1) "	M-BVORTAC	RAP	116.5		DME
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7 , 272.7	(3), #	54 A 118 N 234 A 337 N
(1) "	H-BVORTAC	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Smithwick	L-BVOR-DTV	SWK	117.1V;2430,2554,1207,272.7	(3)-30235,req.#	FSS-Chadron
(1)Watertown	M-BVORTAC-DTV	ATY	1166V;243.0,2554,1207,272.7	(3)-30235,req.#	
(1)Winner	M-VORW	ISD	116.7		
Winner (S)	L-VOR	INE	108.6	122.1	(0700-1900)
Yankton (S)	L-VOR	YKN	111.4	122.1	(0700-1900)
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	M-BVORTAC-DTV	CHA	1128V;122.2,1207,2554	(3)-30235,req.#	FSS-Crossville
" Lovell Fld	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	M-BVOR-TV	CSV	113.4;V;243.0, 255.4 120.7 , 272.7	(3)-3023.5req.#	DME
(1)Dyersburg	M-BVORTAC-DTV	DYR	116.8;V;243.0, 255.4, 120.7 , 272.7	(3)-30235,req.#	
"	BMH	DYR	251		
Emmett	MHW	EME	320		
Gainsville (N)	MH	NQ4	263		
(1)Graham	M-VORW	GHM	113.8		DME
Jack's Creek FSS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req.#	6 A 63 N 186 A 243 N
(1) "	L-BVOR	JKS	109.4		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req.#	12 N 70 A 174 N 243 A
(1) "	H-BVORTAC	TYS	116.4		DME
" McGhee - Tyson	AC(g)		278;118.1,1187,1304,1268,2578, 3054,3486,3822,3608	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 120.3, 122.1, 122.5, 123.9, 126.7, 126.8, 132.0, 132.3, 135.9		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7 , 272.7	(3)-30235req.#	
(1) "	M-BVORTAC	MEM	117.8		DME
" /Mun	AC(g)		278;118.3,1191,1268,2430,2578,2918, 3406,3486,1197	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds: 118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freq; facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 2366, 2430	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.18, 243.0 257.8, 383.8, 119.9, 119.1	(2), # 348.6, 284.6	
"	VHF/DF		Gds: 118.5 119.1 120.3 122.1, 123.7 122.5 126 18, 126 7, 132.3 135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
"	AC(g)		278; 119.5, 125.7, 126.18, 257.8, 348.6	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7, 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278; 120.1, 126.18, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
Addison (P)	L-VOR	ADS	111.4		
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7 243.0, 272.7	(3)-30235 req, #	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 243.0, 255.4 272.7	(3)-30235, req, #	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278; 118.3, 126.18, 243.0, 257.8, 348.6, 307.0, 290.3, 119.5, 121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235, req, #	
(1) "	H-BVORTAC	AUS	112.5		DME
" Mueller Mun	C(g)		272; 118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7, 272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
"Jefferson CoMun	AC(g)		272; 119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7, 272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVORTAC DTV	BPR	116.5 V 120.7, 243.0, 255.4 272.7	(3)-30235 req, #	FSS-Ft Worth
(1)Britton	M-BVOR-DTV	BRT	117.0 V 120.7, 243.0, 255.4, 272.7	(3)-30235 req, #	FSS-Ft. Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
Brownsville Rio Grande Valley Intl	AC(g)		278; 118.9, 126.18, 119.5, 250.2, 257.8, 348.6	(2), #	
(1)Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6 V 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1)Childress	M-BVOR-DTV	CDS	117.6 V 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6 V 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
(1)College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	DME
" Easterwood Fld	C(g)		272; 118.5, 126.18 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	51 A 139 N 219 A 319 N
(1) "	M-BVORTAC	CRP	115.5		
" Cliff Maus	AC(g)		278; 118.1, 118.3, 126.18 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1)Culberson	M-VORW	CXN	113.4		DME
(1)Dalhart	M-BVORTAC-DTV	DHT	112.0 V 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278; 118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6, 119.8, 123.7	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 132.0		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7, 120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235, req, #	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intl	C(g)		278; 118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 120.4, 124.1, 124.2, 124.4, 125.4, 133.10, 133.35, 133.95, 134.45, 243.0, 250.4, 269.0, 269.2, 271.2, 274.3, 275.1, 278.3, 281.4, 301.4, 313.4, 323.0, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

AIR NAVIGATION RADIO AIDS

(5 July 1960)

TEXAS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0,255.4,1207.2727 Trans wea bcst 365	(3)-30235 req, #	71 A 165 N 249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317;118.1,118.9,123.9,126.18, 263.6, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5req, #, 122.7	
" "	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 22.5, 126.18, 132.0, 142.74, 119.6, 123.9		
" Meacham Fld	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0600-2200)
"	Center		119.4, 120.3, 120.5, 120.9, 124.3, 124.6, 124.7, 125.5, 125.6, 126.0, 132.10, 132.40, 132.45, 132.75, 133.00, 133.30, 134.55, 134.65, 243.0, 250.2, 250.4, 269.2, 269.4, 283.7, 285.5, 285.6, 291.7, 300.7, 301.4, 306.3, 323.2, 326.2, 343.6, 351.9, 353.7, 360.6, 363.1, 379.1	#	
" Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1) Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req, #	
" Longview Mun	AC(g)		347 118.1 257.8 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
(1) Harlingen	L-BVOR-DV	HRL	1088;V;243.0, 255.4, 120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1) Hudspeth	M-VORW	HUP	115.0		DME
(1) Junction	M-BVOR-DTV	JCT	1160;V;1207, 2430, 2554, 2727	(3)-3023.5, #	
"	BMH	JCT	275		
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVORTAC-DTV	LRD	1135;V;122.2, 120.7, 255.4	(3)-3023.5, #	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1) La Vernia	L-BVOR-DTV	LVR	1084;V;243.0, 255.4, 1207, 272.7	(3)-30235 prior req.	FSS-San Antonio
(1) Leona	M-BVOR-DTV	LOA	1108;V;1207, 2430, 2554, 2727	(3)-30235 req, #	FSS-College Station
(1) Llano	L-BVOR-DTV	LLO	1082;V;1207, 2430, 2554, 2727	(3)-30235 req, #	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4, 120.7, 272.7	(3), #	79 N 174 A 259 N 354 A
(1) Lubbock	H-BVORTAC	LBB	116.4		
" Mun	AC(g)		278;119.9, 126.18, 257.8, 348.6, 118.1 3356	(2), #	
(1) Lometa	M-BVORTAC-DTV	MTA	117.9;V;1207, 2430, 2554, 2727	(3)-3235 req, #	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1;V;1207, 2430, 2554, 2727	(3)-30235, req, #	DME
(1) McAllen	L-BVOR-DTV	MFE	109.8;V;1207, 2430, 2554	(3), #	FSS-Brownsville
(3) Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;1207, 2430, 2554, 2727	(3)-30235 prior req, #	
(1) "	M-BVORTAC	MWL	1155		DME
Newark	HW	EWX	407		
(1) Newman FSS-El Paso	M-BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pasadena	MHW	PDA	245		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1) Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	1090;V;1207, 2430, 2554, 2727	(3), #	FSS-Junction
(1) Sabine Pass	M-BVOR-DTV	SBI	1154;V;1207, 2430, 2554, 272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335;V;243.0, 255.4, 120.7	(3)-3023.5, #	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1) San Angelo	H-BVOR-DTV	SJT	115.1;V;255.4, 120.7 272.7	(3), #	
" Mathis Fld	AC(g)		272;118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	BHZ	SAT	254;V;1207, 2430, 2554, 2727	(3)-30235 prior req, #	
(1) "	M-BVORTAC	SAT	116.8		DME
" Intl	AC(g)		278; 118, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 381.4,	(2), #, 126.18, 307.0, 317.5	
"	Center		118.2, 119.4, 119.7, 120.1, 120.5, 121.0, 121.2, 124.0, 124.2, 124.4, 124.5, 124.6, 124.7, 125.2, 125.4, 125.8, 125.9, 132.15, 132.90, 133.75, 133.90, 134.35, 134.70, 134.80, 134.95, 243.0, 269.0, 269.2, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 285.4, 290.4, 291.6, 291.7, 300.7, 301.4, 311.8, 319.8, 322.5, 323.8, 326.2, 335.6, 340.6, 342.2, 353.8, 355.8, 363.1	#	
" "	VHF/DF		Gds: 118.9, 119.5, 122.1, 122.5, 123.9, 124.3, 126.18, 126.7, 132.0, 135.9, 137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.6V2430.2554.1207.272.7	(3)-3023.5, prior req.#	FSS-San Antonio
(1)Sulphur Springs	M-VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;1207,2554,2727	(3), #	
" Pounds Fld	AC(g)		272;119.1,2430,2578,3486	(2), #	
(1)Victoria	L-BVOR-DTV	AOE	109.2V1207,2430,2554,2727	(3)-3023.5 req. #	FSS-Palacios
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVORTAC	ACT	115.3		DME
" Mun	C(g)		278;199,126.18,2578,3486	(2), #	
"Connally AFB	MH	CNW	400		
Wichita Falls	H-BVORTAC-DTV	SPS	112.7;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req.#	
(1) "	HW	SPS	396		
Sheppard AFB/Mun	AC(g)		278;182,119.1,126.18,2430,2578,3271,3486 274.3	#, 122.5	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req.#	DME
Corinne	MHW	COU	344		
Delta	S RAZ-DTV	DTA	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req.#	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVORTAC-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req.#	DME
(1) LaSal	M-BVOR-DTV	LXL	112.9V1207,2430,2554,2727	(3)-3023.5 req. #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	H-*VORW	LCU	115.6		261 A 337 N
(1)Milford	H-*BVORTAC-DTV	MLF	112.1V1207,2430,2554,2727	(3)-3023.5 req. #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4. 120.7,272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-BVOR-DTV	PVU	116.6V2430,2554,1207,2727	(3), #	FSS-Salt Lake City
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4. 120.7, 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Mun #1	AC(g)		278;118.3, 119.5, 120.9 126.18,2430,2502,2578,3054,3486	(2), #	
" "	VHF/DF		Gds: 119.5 (req)209.120.1,120.3,121.9,122.1,1225,126.18,1267,1359)		
"	Center		120.3, 120.6, 121.3, 123.6, 124.2, 125.1, 125.3, 125.8, 126.6, 132.25, 132.55, 132.70, 132.75, 132.85, 133.15, 133.25, 134.25, 134.70, 134.90, 243.0, 269.0, 269.2, 269.6, 274.3, 275.1, 278.3, 285.6, 290.4, 291.6, 301.4, 310.4, 311.8, 317.5, 319.8, 351.9	#	
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ - DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8V2430,2554,1207,272.7	(3)-30235 req.#.	FSS-GFL
Burlington	SBRAZ-DTV	BTV	323;V;255.4 ,120.7	(3), #	30 A 169 N 210 A 331 N
(1) "	L-BVOR	BTV	111.2		
" Mun	AC(g)		278;118.3, 126.18,243.0 348.6,3538,121.1,1192,3608,257.8,3638	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-30235 req.#	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	242		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
(3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8V1207,2554,272.7	(3), #	FSS-Wash., D.C.
(1)Cape Charles	L-BVORTAC-DTV	CCV	109.6V2430,2554,1207,272.7	(3)-30235 #	FSS-Newport News
(1)Casanova	L-BVORTAC-DTXV	CSN	109.6V1207,2554,2727	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344V1207,2430,2554,2727	(3)-30235 req.#	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
Ft Eustis,Felker AAF	CM		126.3	# (0730-2330Mon-Sat)	
(1)Franklin	L-BVOR-DTV	FKN	1106V1207,2430,2554,2727	(3)-3023.5, #	FSS-Richmond
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	67 A 136 N 247 A 316 N
(1) "	H-BVORTAC	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	1163V2554, 120.7,272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HIS	111.4;V;120.7, 255.4 272.7	(3)-30235 req.#	
(1)Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9V2430,2554,1207,2727	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(1)Linden	M-BVOR-DTV	LDN	114.3V2554,1207,2727	(3), #	FSS-Wash., D.C.
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
(1) "	L-BVORTAC	LYH	109.2		
" Preston Glenn	C(g)		287;118.1, 243.0,2578	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS -Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317;118.7, 243.0, 257.8 3486	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7, 2727	(3)-30235 #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Mun	AC(g)		398;121.1,137.88,132.3, 257.8, 348.6	(2), #	
"	Center		118.5, 118.6, 118.9, 120.3, 124.1, 124.9, 125.5, 125.7, 132.30, 132.55, 137.88, 269.4, 284.6, 301.4, 319.8, 323.0, 342.2, 350.2, 353.7, 354.1, 360.6, 383.8	#	
"	VHF/DF		Gds: 121.5, 118.5, 119.9, 121.1, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	H-BVOR	PSK	1177		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd Fld	AC(g)		396;190,1195,12618,2578,3486,3558,3512	(2), #	
" "	UHF/DF		Gds: 243.0,257.8,348.6 3558		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7, 272.7	(3)-30235 req #	73 A 170 N 244 A 350 N
" Mun(Woodrum Fld)	AC(g)		278;118.3,119.9,243.0,257.8	(2)-30235 req #	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-BVOR-DTV	SBV	1104;V;207.2430,2554,2727	(3)-30235 req #	DME FSS Danville
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	1084		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V;122;207,2554	(3)-3023.5,#	91 N 176 A 230 N 347 A
(1) "	M-BVORTAC	ELN	117.9		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 157 N 230 A 337 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		64 A 146 N 244 A 337 N
Everett	HW	PAE	396		
" Paine AFB	CM		347	122.5req, (1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L-BVOR-D	OLM	108.2		Ctld Seattle FSS
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton Mun	CI(g)		335;121.3 2758	(2), #	(0700-2300)
Richland, AEC	CI		126.18, 121.5 121.3, 364.2 req (1), 2430 req, #		
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7, 2727	(3), #	117 N 186 A 269 N 356 A
" Boeing Fld	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.2, 120.3, 121.2, 124.2, 124.4, 124.5, 124.6, 125.0, 125.3, 125.4, 125.6, 132.45, 132.80, 133.05, 133.45, 133.50, 133.65, 133.90, 134.35, 134.65, 134.95, 243.0, 274.3, 278.3, 281.5, 283.7, 285.4, 285.5, 290.4, 291.7, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 313.4, 317.6, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.18, 125.9, 243.0, 257.8, 122.6, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-BVORTAC	SEA	114.5		
" " Intl	AC(g.7)		323;1236, 119.5, 119.9, 126.18, 243.0, 2578, 3486 1180 271.2, 290.8, 338.2, 125.9	(2), #	DME
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	532		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Intl	C(g)		278;118.3, 126.18, 243.0 257.8 348.6	(2), #	
"	Center		125.2, 125.7, 126.0, 134.75, 250.2, 269.2, 275.1, 291.6, 301.4, 352.0, (on req 121.5, 243.0.)	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Clc ctl zone)
" Gray AAF	CM		272	(2)	
Toledo	H	GRF	216		
Walla Walla	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
(1) "	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
Whidbey Island NAS	L-BVOR	ALW	111.8		
	MRLZ	NUW	353;121.5, 132.3, 236.2	(1), #	, 41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Mun	AC(g)		278;119.1, 120.2, 269.0, 257.8, 348.6	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V;207,243.0,255.4,272.7	(3)-3023.5 prior req.#	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	113.3;V;207,243.0,255.4	122.1, #	135.0,135.9 unavail.
Charleston	SBRAZ-DTV	CRW	400;V;207,243.0,255.4,272.7	(3)-3023.5 prior req. #	101 A 179 N 277 A 359 N
(1) "	M-BVORTAC	CRW	115.4		
" Kanawha Co.	AC(g)		3486 317;18.5, 119.8, 125.9, 126.18, 257.8, 338.8	(2), #	
" "	VHF/DF		Gds: 118.5, 119.8, 122.5, 125.9, 126.18		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req. #	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVORTAC-DTV	HNN	111.2;V;207,243.0,255.4,272.7	(3)-3023.5 prior req. #	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;207,243.0,255.4,272.7	(3)-3023.5 prior req. #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Mun	CI		1205 126.18, 236.6, 243.0, 121.5 req	#, 122.5	(08-16 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	36 A 140 N 216 A 320 N
(1) "	H-BVORTAC	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7,272.7	(3)-3023.5 req.#	DME
(3)Rainelle	L-VORW	RNL	108.8		
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(P)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " " "	L-BVOR-DTV	SSU	1084;V;255.4,120.7,272.7	(3)-3023.5 req#	FSS-Roanoke,Va.
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	
(1)Green Bay	L-BVORTAC-DTV	GRB	170;V;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	
" "	MHW	XGB	396		FSS-Rockford,Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;207,243.0,255.4,272.7	(3)-3023.5 req.#	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 120.1, 243.0, 257.8, 363.8, 323.8	(2), #	
" "	VHF/DF		Gds: 119.3, 121.9, 122.1, 122.5, 126.18, 135.0, 135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 272.7, 120.7 Trans wea bcst 242 kc	(3)-3023.5 req.#	100 A 173 N 258 A 359 N
(1) "	H-BVORTAC	MKE	116.4		DME
" General Mitchell Fld	AC(g)		278;119.1, 122.50, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 123.8, 291.7	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
Milwaukee Gen Mitchell Fld	VHF/DF		Gds: 119.1, 122.5, 125.0, 124.9, 126.18, (Req 119.3, 121.1, 122.1, 126.7, 135.9		
	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DTV	OSH	111.8;V;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	FSS-Green Bay
(3)Rewey	M-VORW	RWY	115.8		
(1)Rhinelander	L-BVOR-DTV	RHI	109.2;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	FSS-Wausau
(1)Stevens Point	L-BVOR-DTV	STE	110.6;V;243.0,255.4,120.7,272.7	(3)-3023.5 req.#	FSS-Wausau
(1)Wausau	L-BVOR-DTV	AUW	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	DME
Woodruff-Lake-land (P)	H	AVW	221	(1), 122.1	0800-sunset other hrs. req.
WYOMING					
(1)Big Piney	M-BVOR-DTV	BPI	116.5;V;207,243.0,255.4,272.7	(3)-3023.5 req.#	FSS-Rocks Springs
(1)Boysen Reservoir	M-BVORTAC	BOY	114.9;V;243.0,255.4,120.7,272.7	(3)-3023.5 #	FSS-Worland
Casper	SBRAZ-DTV	CPR	269;V,-122.2;243.0 255.4;120.7,272.7	(3)-3023.5 req.#	76 A 159 N 256 A 335 N
(1) "	H-BVORTAC	CPR	116.2		
" Air Term.	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
(1)Cherokee FSS-Rawlins	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5 req.#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7, 272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVORTAC	CYS	113.1		DME
" Mun	AC(g)		201;118.7, 119.9, 126.18, 257.8, 263.0, 348.6	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	114.2;V;207,243.0,255.4,272.7	(3)-3023.5 req.#	DME/ FSS-Sheridan
(1)Douglas FSS-Casper	L-BVOR-DTV	DGW	108.6;V-122.2; 255.4,120.7	(3)-3023.5, #	
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger FSS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5 req.#	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River FSS-Laramie	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req.#	28 A 118 N 208 A 298 N
(1) "	H-BVORTAC	SHR	115.3		
Sinclair FSS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req.#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Puerto Rico Intl	AC(g)		272;118.3, 243.0, 257.8 348.6, 119.0, 269.2,	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8, 257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, , 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (5 July 1960)
LOCATION | CLASS | IDENT | FREQUENCIES TRANSMITS | FREQUENCIES GUARDS | RANGE COURSES REMARKS | LOCATION | FREQUENCIES TRANSMITS & GUARDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
[redacted]					
Swan Island	RBW	SWA	407;121.5	ϕ, 243.0	(0200-1000, 1400-2200)
[redacted]					
St. Croix, Christiansted Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	ϕ, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St. Thomas, Charlotte Amalie Harry S Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 2430 2554	(3)-3023 req, ϕ	
" "	M-BVOR	STT	108.6		

LOCATION	FREQUENCIES TRANSMITS & GUARDS
Denver, Colo. Center	118.1, 118.9, 119.3, 120.1, 120.8, 124.1, 124.7, 125.0, 125.9, 126.5, 132.15, 132.20, 132.35, 132.50, 132.70, 132.80, 133.00, 133.55, 133.75, 133.85, 134.60, 134.85, 243.0, 250.2, 269.6, 278.3, 281.4, 281.5, 285.4, 285.5, 285.6, 290.8, 300.7, 301.4, 307.9, 319.2, 322.5, 324.7, 326.2, 338.2, 353.7, 379.1
Jacksonville, Fla Center	119.0, 119.7, 120.0, 120.1, 120.4, 121.2, 123.6, 124.0, 124.3, 124.7, 125.5, 132.30, 132.50, 132.80, 133.40, 133.95, 134.25, 134.30, 134.70, 134.85, 243.0, 269.0, 269.4, 269.6, 274.3, 275.1, 281.5, 283.7, 284.6, 290.4, 291.7, 301.4, 306.3, 307.2, 317.5, 318.2, 322.5, 323.8, 326.2, 353.5, 353.8, 360.7, 378.8, 381.4
Boston, Mass. Center	118.2, 118.4, 119.0, 119.8, 120.3, 120.6, 124.2, 124.5, 124.8, 124.9, 125.0, 125.2, 125.8, 125.9, 126.0, 132.10, 132.65, 133.75, 134.45, 134.85, 134.95, 243.0, 250.2, 250.4, 269.2, 269.6, 275.1, 291.6, 301.4, 307.9, 319.2, 324.7, 340.6, 342.2, 352.0, 353.7, 353.9, 354.1, 378.8, 379.1, 379.2, 380.3
Minneapolis, Mn Center	118.4, 119.4, 120.3, 121.0, 124.2, 124.4, 124.6, 124.7, 125.3, 125.4, 125.5, 125.9, 132.10, 132.40, 132.60, 133.40, 133.65, 134.25, 134.45, 134.55, 134.65, 134.75, 243.0, 250.2, 250.4, 269.2, 269.4, 269.6, 274.3, 275.1, 278.3, 281.4, 281.5, 283.7, 284.6, 291.7, 300.7, 301.4, 319.2, 324.7, 343.6, 352.0, 360.7, 363.0
Kansas City, Mo Center	118.2, 118.8, 118.9, 119.0, 119.2, 119.4, 119.6, 119.7, 120.2, 120.4, 121.0, 123.6, 123.8, 124.2, 125.0, 125.1, 125.2, 125.3, 125.4, 125.6, 125.9, 126.4, 132.25, 132.50, 132.80, 132.95, 133.45, 133.50, 134.30, 134.70, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 283.7, 285.4, 290.3, 290.4, 290.8, 291.6, 301.4, 307.2, 306.3, 310.4, 311.8, 312.6, 317.7, 318.2, 323.2, 323.8, 326.2, 335.6, 350.2, 354.1, 355.8, 380.3, 381.4, 382.2, 385.4, 385.6
Albuquerque, New Mexico Center	119.0, 119.7, 120.0, 120.3, 120.6, 121.2, 123.7, 124.7, 126.0, 126.4, 126.90, 132.20, 132.30, 132.65, 133.05, 133.40, 133.65, 134.50, 134.75, 243.0, 250.2, 269.2, 269.4, 281.4, 281.5, 284.6, 290.4, 291.6, 301.4, 306.3, 307.2, 310.4, 311.8, 317.6, 319.8, 319.9, 353.8
Memphis, Tenn. Center	118.2, 118.6, 119.3, 120.1, 120.5, 121.0, 123.6, 123.8, 124.2, 124.3, 124.6, 124.7, 125.4, 125.8, 126.0, 126.1, 126.5, 132.10, 132.30, 132.35, 132.50, 133.55, 134.45, 134.90, 243.0, 250.2, 269.2, 269.4, 275.1, 281.4, 285.4, 285.5, 290.4, 300.7, 301.4, 306.3, 307.2, 310.4, 311.8, 318.2, 319.9, 323.0, 323.2, 354.1, 378.8, 380.3, 381.4

V = 122.2, 126.7, , 135.9 mc transmitted. ϕ = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

✓ CITY AND AIRPORT NAME

City or Airport Name followed by:

(AF) - A civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A, N, CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, Marine Corps and National Guard Fields, respectively.

(P) - A civil airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) - Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

● - Indicates Scheduled Airline Stop.

NOTES:
1. Where lights are owned or maintained by FAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields with AF, A, N, MC, NG, CG, P, PC, after airport name.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)

aw -allway field

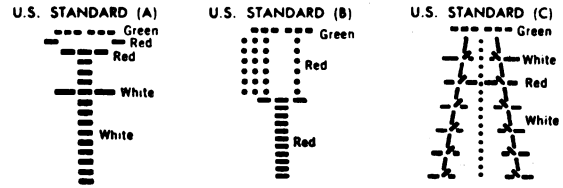
LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
- L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
- 1 - Portable lights (Electrical)
- 2 - Boundary
- 3 - Runway floods
- 4 - Runway or Strip
- 5 - Instrument approach (neon)
- 6 - High intensity runway
- 7 - High intensity instrument approach

7a, 7b, 7c - High intensity instrument approach, U.S. Nat. Stand.configuration A, B, or C. as below:



*An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor airframe repairs
S3: Storage, minor airframe & minor powerplant repairs
S4: Storage, major airframe & minor powerplant repairs
S5: Storage, major airframe & major powerplant repairs

NOTE: Any S combination without parentheses indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parentheses-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or FAA communications station on field.

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U - 122.8 mc (for airports without a control tower; and
X - 123.0 mc (for airports with a control tower).

FUEL

F1: 80 oct., at least	F5: 115/145 oct., and lower
F2: 80/87 oct., and lower	F6: Kerosene
F3: 91/96 oct., and lower	F7: JP-4
F4: 100/130 oct., and lower	F8: JP-5

Any combination without parentheses indicates full time day attendant, in parentheses is part-time or irregular attendant.

REMARKS

(a) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(b) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(c) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
2. The Federal Government disclaims responsibility for non-Federal airports.

Elevation is given to feet above mean sea level and is based on highest usable portion of landing area.

*An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the facility is operated on a part-time basis. Hours of operation are shown in parentheses.

NOTES

1 OBSTRUCTIONS Because of space limitations only the most dangerous obstructions are listed. Pilots should assume that all trees are 50 feet high and all towers are 500 feet high unless otherwise specified.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY	FACILITIES	FUEL	REMARKS
ALABAMA							
Albertville	1NW; RR NE	1056	1	28			Twr SE.
Abbeville Mun	2.0 N		1	30			Unattended.
Alexander City, Russell Fld (PC)	1.5 SW	685	2	h29-BL4		F1	3200' strip available. Surnd by trees.
Andalusia Mun (PC)	5.0 mi E	330	2	h37-L4-S1		F3	
Anniston(P) *	5.5 SSW; hwy E	599	2	h38-BL4-S5-W		F4	Rgt tfc NE. Soft when wet.
Auburn-Opelika(PC)	2.8 E; hwy 1 N	774	3	h40-BL4-S5-U		F4	5050' strip available
Bessemer	3.5 SW; RR SE	500	1	30-S5-U		F4	Rgt tfc NNE. Ctn auto drag strip runs parallel to sod lndg strip with 50' separation. Facing on drag strip Suns. only-ends mrkd.
Birmingham, Lake Purdy	9.0 SE		1	15		F1	
Birmingham Mun(AF) *	5.5 NE	643	3	h100-BL6,7a-S5-X-W		F5,6	Operg 2-way rdo rqrd day & ngt. Inbnd VFR figts, etc BHM apch ctl 119.9, 365.6 mc approx 25 mi out for lndg instr. Apch Ctl will specify reptg pt where figt will chg to twr freq. Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to hi-performance single eng conventional lndg gear type acft, including T-6. Acft requiring after-burners prohibited. Only 8230' rnwy 5-23 avbl to air carrier. Jet barriers on overrun rnwy 23 & at 40' NE of N/S int of rnwy 5 for mil use only. Due non-visibility twr unable to ctl gnd tfc on Hayes ramp.
Brewton Mun(PC)	3.5 S; riv N	92	3	h40			Unattended.
Canoe, Bachelor	0.5 SW; RR N	288	1	16-S3		F2	
Centre	0.6NNW; hwySSE	581	1	23-(S3)		(F1)	No storage; P-line E.
Clanton, Gragg Fld	1.8 NE	593	2	h40-BL4-S3		F2	Hill E, p-line W.
Clanton, Ware Island	10 NE	390	1	24			
Courtland Airfld (PC)	2.5 SW	588	4	h50(S1)			3' elec fence borders rnwys & taxiways.
Courtland Bay Fld	4NE	570	1	25			
Cullman, Folsom Fld	6.0 N	980	2	h45-L4-S1-U		F3	Mtn ridge east.
Danville	2.0 W	635	2	26			
Decatur, Pryor Fld (PC)	4 NNE; hwy W	593	2	h40-BL4-S3-U		F4	
Demopolis Mun	7.0 WSW; riv NW	112	3	h50			Unattended.
Dothan Mun (P) *	3WNW; hwy S	330	3	h40-B-L4-S5-W		F4	FEE for non-sked acft over 12,500 lbs. Use rnwys. TV ant. rnwy 31.
Dothan, Napier Fld (P)	7.5 NW; RR S	397	3	h45-S5		F1	Intensive helicopter student trng. tfc; no storage. Use rnwys only. ctn-holes, vehicles on rnwys. NE/SW rnwy clsd.
Enterprise Mun	3.0 W	350	2	37			P-line NE.
Eufaula, Weedon Fld (PC)	4.3 NNE; hwy E	275	2	h35-L4		F2	
Eutaw Mun	2.0 SE	160	2	22			
Evergreen, Middleton Fld(P)	9 WSW	258	2	h40-BL4-W			Unattended.
Fayette Mun (PC)	2. 2NNE; hwy W	364	2	h34-*L4		(F2)	
Florence, Muscle Shoals Sixpark-Harbor	6.5 ENE; 1k S	579	2	20-S3		F2	
Ft. Morgan	30. S Mobile	10	2	18			Bldgs, P-line W.
Ft. Payne, Isbell Fld	2.0 N	876	1	h33		F2	P-line S.
Ft. Payne, Jennings	4.5 SE	1400	2	23			Unattended.
Ft. Payne, Morgan	5. E Rainsville	1300	1	24-S3			No storage.
Gadsden Mun (PC) *	5 SW	554	2	h48-B-L4-S5		F4	
Geneva Mun	2.0 N; riv S	101	1	h27-L4			
Grove Hill Mun (PC)	1.4 SS; hwy NE	478	2	22		(F2)	
Guntersville Mun (PC)	3.8 NNE; hwy W	609	1	h34		F2	Caution-paved drag strip 200' E of rnwy
Haleyville Mun	4.0 NNE		1	h30			
Hamilton, Marion Co. (PC)	1.0 S	460	1	h60-L4-S3-U		F3	8000' strip available.
Headland Mun	1.5 NE	350	1	h35			Use rnwy. E/W rnwy clsd; P-line N, S. Unattnd.
Huntsville(PC) *	3.1 S; RR E	619	2	h52-BL4-S5-W		F4	Use rnwys.
Jasper, Walker County	2.2 NNE; RR W	496	2	h28-S1		F2	P-line NW.
Lanett Mun	4.5 SSW	600	1	h31			Unattended.
Lanett, Valley	2 SE; riv N, E	564	2	31-S5		F2	
Leroy, McKee Fld.	5.0 SW Jackson	30	1	20		(F1)	Unattended. P-line NE.
Mobile, Bates Fld (AF) *	10.5 W; bet rds	217	3	h60-BL4,6,7a-S5-W		F5	Unlgtd trees penetrate apch zone to all rnwys. Due space shortage, all trans & lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. Rnwy 14 not authorized for ngt tk-offs. Rnwy 32 not authorized for ngt lndgs. During daylgt hrs minimum visibility of 1 mi rqrd for lndgs rnwy 32, tk-offs rnwy 14. (Air Carrier sliding scale not authorized.)
Montgomery, Allenport	4.3 SSE; hwy W	203	2	29-S5		F3	Ruf spots.
Montgomery, Dannelly Fld (P) *	7.5 SW; hwy N	221	3	h80-BL4,6,7a-S5-W-X		F4	Use rnwys. Ctn taxiing-lgtd ditch approx 200' NE apch end rnwy 21. J-bar rnwy 9-27. Rnwy 15-33 VFR only.
Muscle Shoals(P) *	1.5 E	548	3	h49-BL4-S3-U-W		F4	Use rnwys only.
Ozark, Blackwell Fld	2.0 SE	358	1	20-S3		(F2)	
Red Bay Municipal	0.5 NNW	630	1	21		(F2)	
Roanoke Mun	2 S	907	1	21			Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY	FACILITIES	FUEL	(July 5, 1960) REMARKS
ALABAMA (Continued)							
Russellville, Wood-Dearing Fld	4 E	762	1	25			
St. Elmo	1.0 W	130	1	30-S3		F1	
Scottsboro, Word Fld	2.1 ENE; RR W	650	1	33			
Selma, Selfield(AF) *	4 ENE; RR S	126	3	h43		F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
Selma, Skyharbor	6.0 SW; riv S	120	1	26		(F2)	
Summerdale, La Rue Fld	1.0 S	130	1	18-S3		F2	
Suttle, Fuller Fld.	4.5 NW; riv W	182	1	30		F2	P-line N.
Talladega Mun (AF)	15 WSW	527	3	h53-S5-U		F4	
Tallassee Mun (PC)	4.0 S; rwr E	200	2	29		91	P-line W.
Troy Mun (PC)	5 NNW; hwy E	393	3	h50-S5-U		F2	Settlement NW end NW/SE rnwy.
Tuscaloosa, Van de Graaff(P) *	3 NW; RR N	169	1	h40-BL4-S5-W		F3	Use sod st own risk. Use rnwy.
Tuscumbia, Tri Cities	1.2SW; hwy ENE	496	2	26-(S3)		(F2)	N blkd.
Tuskegee, Moton Fld	3.0 N	270	1	45-(S1)			Use ctn durg wet wea.
Wetumpka, Elmore Fld (PC)	7 W; hwy N	196	2	36-*L4-(S3)		(F3)	S blkd.
ARIZONA							
Ajo Mun (PC)	5 N; RR NE	1458	3	h53			Unattended.
Bagdad(PC)	2.3 ENE	4136	1	28-B-S1			Use with caution. Unattended.
Benson	11.0 E	3500	3	50-L3,5-S5-U			P-line NE, NW.
Bisbee Mun	5.5 SSE; RR W	4750	3	47-L		F2	Caution - horses on field.
Bonita, Eureka Ranch	40. NE, Wilcox	4190	1	33			P-line N.
Buckeye-Stephens	0. SWNW; hwy S	800	1	26-S5		F2	E, W blkd.
Bullhead City	1 N; riv W	550	1	30			
Casa Grande Mun	5.2 NNW	1402	4	h37		F3	
Casa Grande, Three Point	1.5 NNW; hwy E	1389	4	40-L4-U		F4	Lgts operg until 2400.
Chandler Mun(PC)	2.5 SSE; RR W	1236	1	h36-S5		F1	P-line NE.
Chinle	1.0 W	6400	1	50			P-line N.
Clemenceau, Cottonwood-Clemenceau	0.7 SSW	3568	2	48-BL4-S5		F4	Hazardous take-off SW.
Clinton, Greenlee County *	8.7 SSE; hwy W	3811	2	h49-*L4-W			Rnwy 18-36 clsd.
Coolidge-Florence Mun (PC)	6.0 SE	1537	3	h56		F2	
Coolidge Mun	1.5 SW	1402	1	h31			Attended days.
Coolidge, Sarita	5.0 SE	1500	2	20-*L-S5		F2	P-line E. No storage.
Douglas Mun	2.5 E	4181	2	53-S1		F2	E/W rnwy perm clsd.
Douglas, Bisbee-Douglas Intnl (P) *	8.5 NNW	4158	4	h75-BL4-S1-W		F5,6	ARPT OF ENTRY. Inner dual rnwys clsd. Tfc patn alt 1000'.
Duncan Mun (PC)	2. SW	3878	2	21			Use ctr of stripes; washout NE end NE/SW strip.
Flagstaff Mun (PC) *	4. 5SSW; hwy W	7010	1	h53-BL4-S3-U-W		F4	
Flagstaff, Gray Mountain	38 NNE; hwy E	5040	2	25		F1	
Fredonia Mun	1 NE; hwy W	4750	1	37-(S3)		(F2)	P-line W.
Gila Bend, Stephens Ranch	13 mi NW	650	1	24		F2	P-line E. Ditch W end.
Glendale, Fram	5.3 W	1060	1	21-S1		F2	P-lines N, W.
Globe Mun. (PC)	7.0 ESE; RR N	3193	1	49			
Grand Canyon (S. Rim)	14.3 S	6400	2	100-S3-U		F3	
Hackberry(PC)	6. 4NW; hwy S	3390	2	60			Ctn-hazardous. Cattle-fld. Unattended.
Hereford, Y-Lighting Ranch	6. WNW	4475	1	15-(S1)			
Holbrook Mun (PC)	2. 2NNE; hwy SE	5241	2	48-BL4-(S3)		F3	Rnwy 12-30 rolling.
Kayenta	2.0 ESE	5810	1	53			Unattended.
Kingman(PC) *	8. 5NE; RR NW	3446	3	h68-BL4-S3		F4	Fld lgts activated by 3 pulses of mike button on 121.7 mc.
Litchfield Park	0.5 NW	1062	2	h37-L4-S3		F2	Hvy jet tfc W.
Marana(PC)	7.7 WNW; riv SW	1891	3	h65-L4			P-lines SE. Ctc twr on 126.18 mc for rnwy lgts.
Marana, Aux. #2(PC)	3.5 S; riv 1 NE	2025	aw	h30			Ctn-debris in center
Marana, Aux. #5(PC)	11 WSW	2065	aw	h30			Rolling.
Marble Canyon(PC)	0. SSW; bet hwy riv	3600	1	41		F2	Deep canyon SW.
Marble Canyon, Cliff Dwellers	10 SW	4210	1	43-(S3)		F4	
Mesa, Falcon Fld	6 NE	1387	1	h22-S3		F3	
Mesa, Oasis	11. E	1512	2	32			P-line N & W. Unattended.
Mormon Lake	0.5 N	7160	1	40		F2	
Nogales-International(PC)	8 NE; hwy NW	3938	1	h50-BL4-S5-U		F4	ARPT of ENTRY.
Page, Glen Canyon	2.0 E	4300	1	h45-B*L4-S3		F4	Twr S.
Parker Mun	1.0 NE	450	1	h32-L4-S3		F4	
Peach Springs Fld	1. 2N; hwy SE	4825	2	24			P-line S & W. Unattended.
Phoenix, Airhaven	3.0 SE	1119	1	32-S5-U			P-line SW. Clsd to acft over 6000 lbs gross wt.
Phoenix, Deer Valley	16.0 N	1450	1	h50-BL4-S5-U		F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	ATTR	LONGEST RNWY FACILITIES	FUEL	REMARKS
ARIZONA (Continued)						
Phoenix-Sky Harbor Mun (NG) *	2.8 ESE; RR N	1124	3	h78-BL4, 6-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnwys 26R, 8R. Clsd to mil F-89 acft; acft requiring use of after-burners for tk-off xcpt prior permission.
Phoenix, South Phoenix	3.0 SSE; rlv N	1090	1	30-S5	F1	Rgt tfc E. P-line E, W.
Picacho, Marana Aux #1(PC)	3.0 S	1680	aw	h30		
Pierce Ferry	4.0 SW	4000	3	30		
Polacca	3.5 SW; rd 1 N	5590	2	32		
Prescott Mun (P) *	8.0 NE; RR E	5042	2	h76-BL2, 4-S5-W	F4	Use runways.
Red Rock, Marana Aux. #3 (PC)	8. NNE	1970	aw	h30		
Rimrock	2.5 NW	3575	1	26		
Rock Point - Mission	Adj-Mission	5100	2	40		
Roll, Antelope Ranch	2.0 SW; RR E	250	1	26		P-line E&W. Occasionally clsd for irrigation.
Roosevelt, Grapevine	5.6 ESE; hwy SW	2350	2	42		Unattended.
Safford Mun (PC) *	4.5 ENE; rlv S	3176	2	h48-BL4-S5	F3	
St. Johns(PC)	1.0 NW; hwy S	5700	2	54-(S1)	(F2)	
Salome, 27B, LAX-PHX	15. SSE; rd N	1362	2	41-BL2		Caution-puncture vines.
Scottsdale, Thunderbird Academy	9.0 N	1500	5	30-*L4-S5	F2	P-line W. Clsd Sat.
Sedona, Oak Creek Canyon	2 SW	4826	1	h34-S5-U	F4	
Sells	2.0 NW; hwy SW	2380	1	26		Embankment WSW. P-line WSW. Unattended.
Show Low	2.0 ENE; hwy S	6412	2	43-S1	(F1)	Rgt tfc tk-off SW. Unattended.
Springerville-Eager (PC)	1.5 W	7025	3	50-BL4-S3	F2	
Stanfield, Potters Fld	Adj-town	1350	1	37-S3	F2	P-line N & S.
Stoval	3.0 SSE	365	1	h40		Unattended.
Superior	2.0 WSW; hwy N	2646	1	31		NNE blkd. Mountains WSW. Unattended.
Tacna, Moores	0.4 S	350	1	30	(F2)	
Tempe, Sanders	5.0 SSW; RR E	1240	1	26	F2	N, S blkd.
Toltec	0.5 N	1500	1	20		
Tombstone Mun (PC)	4.0 SE; hwy W	4743	1	42-S1		Take-off to ENE.
Topock, Site 6	19.0 SSE; rlv N	490	2	h60-*L4	F2	Caution on NNW/SSE strip.
Tubac	2.0 N	3200	1	30-S3-U	F2	P-line N.
Tuba City	1.0 E	5000	1	43		
Tucson, Freeway	4.0 NW	2290	1	45-L4-S5-U	F4	
Tucson Mun (NG) *	7.0 S; RR W	2630	2	h120-BL4-S5-W	F5	2-way rdo rqrd. Inbnd VFR acft are encouraged to make initial call to Tucson Apch Ctl when approx 25 mi out on freq 118.5, 137.88, 142.02, or 363.8 mc. Apch ctl will give initial tfc ctl instr & advise pilot when to chg to twr freq.
Tucson, Ryan Fld	13.0 WSW; hwy S	2413	3	h25-B-S3-U	F2	P-line SSE. Vegetation. Soft-wet.
Tucson, Thunderhead	15.0 ESE; rd W	2896	1	31		
Valle(PC)	2.3 E; hwy E	6001	3	57		
Webb	3.5 N; hwy E	4200	1	h50		P-line E.
White River	3 mi S	5109	1	42		
Wickenburg, Flying-E-Ranch	4.4 WSW; hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
Wickenburg Mun	15.0 W; hwy S	2380	1	36		Unattended;soft-wet;E/W &NW/SE strips clsd.
Willcox, Cochise Co. (PC)	3.8 W; rd N	4188	2	h61-S1	(F2)	
Williams Mun (PC)	4.3 N; RR 1 E	6700	1	39-BL4-S3-U	F4	Cattle-fld. NE/SW strip muddy-wet.
Winslow Mun (P)	2.0 WSW; RR N	4937	3	h75-BL4,5-S3-U-W	F4,7	P-line ENE.
Young, Q Ranch	9.0 S	5515	2	34		Cattle on fld.
Yuma, Marsh	1 mi E	130	1	32-S5	F3	Rgt tfc N.
Yuma-MCAAS/Yuma Co. (MC) *	4.5 SSE; hwy N	213	3	h96-BL4-S5-W	F4	2-way rdo rqrd. Rgt tfc rnwys 17, 26. Civil tfc pain alt within 5 mi radius 800' MSL. Lgt acft dalgt hrs only excp prior approval;jet barrier rnwy 03.
ARKANSAS						
Augusta, Flight Inc.	6.0 S	210	2	22-L4-U	F3	Caution-when wet
Almyra Mun (PC)	SW	206	1	h30-S5	91	Emerg only. Dangerous. Soft.
Bald Knob Mun	0.5 mi SE	212	1	24-(S3)	(F2)	
Batesville Mun (PC)	3S; hwy E	464	2	h28-BL4	F2	E W strip hazardous
Benton, Saline Co.	W; hwy N	325	1	h31-L-S5-U	F2	Observe threshold mrks lndg.
Bentonville Mun (PC)	1.5SW; hwy E	1296	1	27-B-S5	F2	
Berryville	1.0 NW	1200	1	20	F1	
Brinkley, Federer Mem'l	1E; hwy N	192	2	31-S3	F1	Water tank NW. Soft-wet/hazardous.
Cabot, Bailey	10. 0 W		1	18	F1	
Camden, Harrell Fld (PC) *	4.5NE; hwy W	128	3	h35-BL4-S1-U	F4	Caution-NE/SW rnwy emerg only.
Carlisle	0.5 S; hwy N	235	1	24-S5	F2	Soft when wet. P-line S;N blkd.
Carlisle Municipal(PC)	3NE; RR 2 S	241	2	h45-(S1)	(91)	
Charleston, Burt	0.5 E	438	1	20	(F1)	Cattle on fld.
Clarendon Mun	6WSW; hwy E	217	2	26		N, E blkd. Ctn-wet.
Clarksville Mun (PC)	2. SE; hwy S	425	2	30-BL4	F2	2500' of E/W strip lgtd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	ATTR	LONGEST RNWY FACILITIES	FUEL	REMARKS (July 5, 1960)
ARKANSAS (Continued)						
Conway Mun (PC)	1.5SE; rds NE	315	2	h24-BL4-S5-U	F3	
Cotton Plant, Overholt	SW; hwy S	190	3	20	F2	W, N, S blkd. Ctn-wet.
Crossett Mun (PC)	6NE; RR W	181	2	36-S5-U	F3	
Decatur, Crystal Lake	1.0 NE	1180	1	25-L4-U		Unicom days only.
Dewitt, Commercial	3W; RR N	200	1	26-S5	F1	W blkd. Use strip.
Earle, Dickey	1.0 S	212	1	36-(S1)-U	(F1)	Bdgs, P-line E. Unattended.
El Dorado Arpk	1.5S; rds E, W	265	2	24-S5	F3	P-lines N & E.
El Dorado, Goodwin Fld *	8.6 W; hwy S	277	3	h51-BL4-S3-W	F4	Use rnwys.
England-Flying Service	0.5 W	220	1	35-S1	F2	P-line N.
Eureka Springs - Lucerne	2 mi S	1520	1	26		
Fayetteville - Drake Fld(P) *	4S; hwy W	1251	4	h38-BL4-S5-W	F2	Mtn SE.
Flippin, 18, TUL-BNA (P)	1.0 N	721	1	38-BL3-S3-W	F4	
Ft. Smith Mun (NG) *	4 SSE; RR S	468	2	h80-BL4, 6-S3-W-X	F4	Use rnwys. Arresting barrier both ends rnwy 7-25.
Gurdon Mun (PC)	0.2NW; rd N	229	2	24-S1	F2	
Hardy, Cherokee	2W; lake E	425	1	h24	F2	
Harrison Mun (PC) *	4.1 NW; hwy NE	1375	3	h40-BL4-S5	F3	DC 3 & larger acft use conc pad N end NW/SE rnwy for locked wheel turns.
Hazen, Fowlkes Fld	1.7E; RR N	229	2	21-S3	F2	S blkd; p-lines N, WSW. Ctn-N/S -wet.
Hazen Mun (PC)	3. SWSW; RR N	230	2	h45		Use rnwy. E/W rnwy clsd.
Heber Springs	1.5 NNE; hwy E	625	1	h26-BL4-S3	F2	
Helena, Thompson-Robbins Fld(PC)	6NW; hwy S	240	2	h36-BL4-S5	F3	E/W rnwy lgt acft only; max lndg wt 30,000 lbs.
Hope Mun (PC)	5NW; RR E	359	3	h55-*L4-S5	F3	Use rnwys. W, SW blocked.
Horatio, Billingsley's	3.5 SW	400	1	26		P-line SE. Rolling.
Hot Springs, Memorial Fld (PC) *	3SW; hwy N	534	2	h50-BL4-S5	F4	
Jacksonville, Bond	NW edge		1	18-(S1)	(F1)	P-line N.
Jonesboro Mun (PC)	3.5SSE; hwy SW	264	3	h44-BL4-S5	F4	Use rnwys.
Lakeview, Gaston's	2.0 S	530	1	22	F2	Atnd days; p-line & trees WSW.
Lewisville, Harrison Fld	0.3 NE	360	2	30-S5-U	F2	
Little Rock, Adams Fld (NG) *	2.5ESE; rd N, E	257	6	h70-BL4, 6, 7a-S5-W-X	F4	P-line N;use paved rnwys & taxiways only; sod unsafe.
Magnolia Mun (PC) *	3 SSE	313	1	h36-BL4-S5-U	F5	
Manila(PC)	1.6 NE; 1k 1 E	242	2	30-L4-S5	F3	Ctn-wet.
Mena Mun 41, NEW-MKC (PC)	2SE; hwy NE	1069	1	45-BL2		Unattended.
Monticello Mun	2. 2E; hwy S	276	3	40-BL4-S1	F3	E blkd. Ruf. Ctn-wet. woods. Trees E, W.
Morrelton, Petit Jean Park	9.0 W	921	1	h41-*L2-(S1)-U	(F3)	Bcn prior req.
Mountain Home, Lahar Fld	5.0 SW	900	1	27-(S1)		Fuel avbl on req.
Mountain View, Wilcox Meml Fld	1.0 E	750	1	22		
Nashville, Carroll-Futrell	2N; rd E	450	1	19		
Newport Mun (PC)	6 ENE	237	4	h50-S5	F2	Ctn advised
North Little Rock Mun	4.5 N	545	1	32-S5	F2	Shoulders soft.
Ozark, Whitman Fld	1. 2NNW; hwySW	600	2	25-BL6	(F1)	P-line SW.
Paragould Mun	1.0 NW	270	2	32-L4	F1	Rolling & soft when wet.
Pine Bluff, Grider Fld *	5. 3SE; hwy 1N	205	2	h51-BL4-S3-W-U	F4	
Pocahontas Mun	2SE; hwy W	280	2	34-S1	F2	S, W blkd.
Rogers Mun	2.7 N; hwy SE	1360	1	h30-BL4-S3-U	F2	N blkd. Use rnwy only.
Russellville, Ark. Poly.	1.5N; hwy W	350	2	23-L4-S5-U	F2	SE blkd. Rnwy lgts prior req after 2400.
Searcy Mun (PC)	2.5S; hwy E	253	1	h25-*L4-S5-U	F3	Ctn when wet. Bcn on prior req.
Siloam Springs, Brown Univ.	3 W; hwy S	1183	3	25-S3	F4	
Springdale Mun (PC)	0.8SSE; RR	1352	1	h25-L4-S1-U	F4	
Stuttgart, Dockery	1. 5NNW; hwy E	210	1	24-S5	F3	N, S blkd.
Stuttgart Mun (PC)	7N; hwy E	234	4	h50-BL4-S5-U	F4	Use rnwys.
Texarkana, Mack's	4SE; RR N	390	2	18-*L4-S3	F2	
Texarkana Mun (P) *	4NE; RR NW	389	2	h40-BL4-(S3)-W	(F4)	Use rnwys.
Walnut Ridge Mun (P)	4NE; RR SE	275	3	h50-BL4-W	F4	Use rnwys.
Warren, Griffin Fld	1.5 ESE; hwy N	157	2	22		P-line WSW. Cattle on fld.
West Memphis, Ranier	1.5 W; hwy N	218	2	47-S5-U	F4	SW blkd; p-lines N, NE; rgt tfc NE; soft-wet.
West Memphis, Johnson	3.2 W; hwy N	212	1	23-S5	F4	Caution when wet.
CALIFORNIA						
Adelanto, El Mirage Fld (PC)	11WNW; 1k N	2365	4	h37-S3	F3	
Adelanto, Hansen	15. W	2869	1	26-*L4-U	(F2)	Bcn on req.
Adelanto, Sun Hill Ranch	13. 1NNW; hwy E	2950	1	26		Ruf, rolling. Rgt tfc NW.
Adin Mun (PC)	0.5 SW; hwy S	4226	1	h30		P-line SE. Ruf. Unattended.
Agua Dulce Airpark	20. N Van Nuys	2600	1	42-S3	F2	No storage. P-line N.
Alturas(PC)	6.6 WNW	5034	1	h62-U		Soft Shoulders. Unattended.
Alturas Mun # 1	1. W; RR S	4430	3	h36-S1	F2	P-line NE, SW. Anl. NE tk-offs prohibited xcpt prior permission. 150' min alt over houses.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DTPA	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Amboy, Roy	1.0 NW	670	1	32	F1	P-line SE. 4' dike NW end of runwy.
Angels Camp, Frog Town	1.0 S	1500	1	24-G3		
Antioch	3.0 S	191	2	35-S1	F3	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley •	1N; hwy SW.	2930	2	42-BL3	F4	P-lines SSW.
Arcata(P) •	7. 6NNW; oceanW	217	2	h60-BL6, 7a-S5-W	F4	Rgt tfc runwys 13 & 19.
Auburn-Mun (PC)	3.0 N; hwy 1W	1523	2	31-BL3-S5	F2	
Auburn, Skyridge Fld	0.5 S	1440	1	20		
Avenal	0.3 W; hwy NE	790	3	32-*L4-S3	F2	P-line N. Rgt tfc E, S, SE; soft-wet; electric ear.
Bakersfield, Meadows Fld(P) •	4. 4NNW; RR W	515	3	h57-BL6, 7a-S5-W	F4	TV antenna E, SE, S. Rgt tfc runwys 12 & 16.
		Rnwys 25 & 7 clsd indgs. Rnwy 7 clsd tk-offs. Taxi and areasW & S of old admin area to pt approx 150' N of end rnwy 30 unctld, not visible from twr. 60,000 lbs single wheel load. 900' overrun end of rnwy 30.				
Banning Mun (PC)	1 SE; RR N	2190	1	h52-BL4-S5-U	F3	
Bass Lake, Wishon	1.5 NW	3390	1	18	(F2)	Surrounded by mtns & trees.
Beckwourth	1.2 E; RR SW	4900	2	h35-L4-S5-U	F2	P-line SW.
Bieber	1 NE; hwy S	4158	1	h35		
Big Bear City	0.5 NW	6752	1	37		Open May thru Sept.
Bishop(PC)	1. 8ENE; rtv E	4116	3	h75-BL4-U-W	F4	
Blairsden, Feather River Inn	1.0 WNW	4300	1	26		Open June thru Sept.
Blue Canyon	1.1 NNE; hwy NW	5284	1	34-B-W		P-line NNW. Rolling.
Blythe Mun (P) •	7 W; hwys S	397	4	h69-BL4-S5-W	F4	Fuel dalgt hrs only.
Blythe, Christian	4.5 W	250	1	26		P-line N, S.
Blythe, Heron Fld	1.2 E; hwy N	265	1	h25-S5	F4	P-lines N.
Bodega Bay	1.0 SE	10	1	18		Unattended.
Borrego, Borrego Valley-San Diego County (PC)	3.0 E	520	1	h35-B	F2	Use runwy.
Borrego Valley, Borrego Air Rch	6 SE; hwy S	575	2	h24		
Brawley Mun	1.3 NE; rd E	-128	3	h30-L4-S5	F3	P-lines SE, E blkd.
Brawley, O'Connell Bros	1.4 SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
Bridgeport, Bryant Fld	0.5 E	6450	1	h30	(F2)	
Burbank, Lockheed Air Trml (P) •	3.5 WNW; RR S	775	2	h58-BL4, 6, 7a-S5-W	F5, 6	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc runwys 7, 15; 914' ext on rnwy 15 avail. for tk-offs only. P-lines 1 mi W. All itinerant acft arriving fld are encouraged to make initial ctc with BUR apch ctl 120.9 mc, regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories, & routing necessary for proper sequencing. Initial ctc should be made at least 30 mi out.
Buttonwillow-Kern Co. #15	1 NNE; canal SW	271	1	h27-L4-(S1)		
Buttonwillow, Mirasol	2 S; hwy W	271	1	h18-S3	(F2)	Minor acft rprs only. Unattended.
Calexico Intn'l	1.2 W; rtv N	SL	1	42-L4-S1	F3	Rgt tfc W, NW. E end rwd. ARPT OF ENTRY.
Calipatria Mun	0.5 WNW; hwy S	-180	3	h26-*L3-S1	(F2)	4300' strip avail. P-lines NE, SE, SW, NW.
Calistoga Arpk	0.2 ENE; RR S	365	1	h28-*L4-35	F2	Rft tfc WNW. P-line WNW.
Carlsbad	2 ENE	300	1	17-L4-(S1)	(F2)	Rgt tfc NNW.
Carlsbad, Palomar	4.5 SE	328	1	h37-BL4-S5	F4	Attended days only.
Carmel Valley	0.5 N	450	1	h18		
Carpinteria, Parsons Arpk	2. 1ESE; RR SW	230	1	20-S3-U	F2	Rgt tfc W. Minor rprs avail in emerg.
Catalina	7.0 NW Avalon	1560	1	h32-U		FEE. 2-way rdo rqrd. Rgt tfc rnwy 22. Experienced pilots only. Dangerous drop off both end of rnwy. Ctn downhill on rnwy 4.
Cedarville(PC)	1.5 N; hwy W	4610	1	h36	F2	Unattended.
Chester	1. 5SW; hwy NW	4525	2	93-L4-S5-U	F4	NE, SW & N blkd.
Chico Mun (AF) •	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc NW.
Chico Ranchaero	2. 2WSW; hwy NE	173	1	22-L4-S5-U	F3	
Chino (PC)	4.5 SE	625	2	h62-S4	F4	Rgt tfc to E, NE. Ctn-F86 & C47 acft operg in vcnty. Taxiing on runwys.
Clarksburg, Borges-Clarksburg	2. 4NNE; rtv SE	12	1	20-S5	F2	ESE blkd.
Clear Lake Highlands, Pearce Fld	1.5 SE	1340	2	20		
Coalinga Mun	1 N; hwy E	714	2	h52-L4-S1	F3	
Columbia(PC)	1 WSW; rtv W	2112	2	h36-BL4-S5-U	F2	Rgt tfc to SE. Surd by hills.
Colusa	1.2 SW; hwy N	47	1	28-*L4-S5	F2	
Compton	2 SW; hwys E, W	97	1	34-BL1-S4	F4	W blkd.
Concord, Buchanan Fld (PC)	1. 5NW; hwys N, S	23	3	h50-BL4-S5-U	F4	P-line WSW. Rgt tfc runwys 14 & 19.
Corcoran	2.0 W hwy S	197	1	37-L4-S1	F2	P-line NW. Ctn - weeds.
Corcoran, Salyer Farms	0.9 SE	203	1	30-*L	(F4)	Twr NNW.
Corning(PC)	1. 3NE; hwy W	299	1	h28-BL4-(S1)	F2	
Corona Mun	2.5 WNW	525	1	20	(F4)	
Coso Junction, Gillis	0.2 W; hwy E	3380	2	26	(F2)	P-line E.
Covelo-Round Valley	0.7 SW	1418	1	35-L4		Hills WNW. Rgt tfc. Ngt lndg from E only, make let down over city; lgts avail by circling city. 80/87 fuel avail emerg.
Crescent City, Del Norte Co.(P) •	2.5 NW; ocean W	56	2	h50-BL4-S2-W	F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	DTPA	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
CALIFORNIA (Continued)						
Culver City, Hughes (PC)	3.6 SSW; RR N	33	1	h38		Bluff S. P-line NE. 2-way rdo rqrd. Clsd trans acft xcpt ofl bus. Prior notification requested.
Daggett •	8 E; RR S	1927	2	h54-BL3-W	F4	20' lgtd wind mast lctd 2290' ENE of int rnwy 3 and 7, 800' SE of cntrline of rnwy 3 and 940' N cntrline rnwy 7.
Daggett, Gentry	0.6 N	2000	1	32-L4-S3	F3	
Darwin	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	3 E; RR N	28	1	23		Soft when Wet. Caution - Holes.
Davis, University	2.4 WSW; crk S	65	3	h36-BL4-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	0.7 W; hwys E, N	2037	1	23		Rgt tfc N.
Death Valley, National Monument	2.0 NW	211	1	h11-L2	(F2)	Bcn & bndry lgts on call.
Delano-Kern Co. #3(PC)	1. 5SE; RR, hwyW	316	1	h60-L4-S1	F2	Use runwys.
Desert Center, 17, LAX-PHX	4. 5NE; hwy NW	580	2	h50-BL4		Unattended.
Dinsmores	11. E	2375	1	27		Surd by mtns.
Dinuba, Alta	4. 5 E; RR S	360	1	33-L4-S5	F2	P-line NNW. Major eng repairs only.
Dorris, Butte Valley(PC)	6 SSW; RR E	4236	1	25		Unattended.
Dos Palos, Eagle Fld	7 SSW; canal S	158	1	23	F2	Ctn-weeds, holes
Dunsmuir, Mott, 25B, SFO-SEA(PC)	5 N; hwy W.	3256	1	h27-L2	F4	Clsd. winters. P-line WNW. Rgt tfc SSE.
El Monte, El Monte-L. A.	1 NNE	300	2	h25-BL3, 4-S5	F4	Rft tfc SW.
Elsinore, Skylark Fld.	4. SE	1253	2	30-S1	F2	Mtns NE. P-line SE. Ctn, gliders in vcnty of fld, parachute jumpers drop zone ctn end of rnwy & lake.
Escalon, Thornton	3 N	110	1	25	80	P-line E.
Escondido, Lake Wohlford	7. NE	1625	1	17	(F2)	
Eureka Mun (PC)	2 W	20	1	h34-S5	F2	
Eureka, Murray Fld (PC)	3. 6 ENE; hwy N	5	2	h33-BL4	F4	Rgt tfc NNW, W.
Exeter, Prunar	3.5 SW	340	1	34-L2		
Fair Oaks, Phoenix Fld	3. 5 ENE; rtv E, S	270	1	h23-L4-S5-U	F4	Rgt tfc to NNE.
Fall River Mills Mun (PC)	1 N; hwy E	3300	1	h33-L4	F2	
Famoso, Poso-Kern Co #16	4 E; hwy N	640	1	h45		Use marked runwy only. Unattended.
Fontana, Miro-Fontana	2.5 NE	1435	1	25-S3	F2	Rolling. P-line ENE.
Fort Bidwell(PC)	0.7 N; 1k S	4740	1	39		Use easterly tfc pat. Ctn-soft. Unattended.
Fort Jones, Scott Valley(PC)	3.5 SSW; rd E	2728	1	h38-L4	F4	Surd by mtns. Fence N & S.
Fortuna, Rohnerville(P) •	3.3 SSE; rd E	390	1	h40-BL4-S5-U	F3	Rgt tfc runwy 11.
Franklin(PC)	5.5 SSE; RR W	21	3	h38		NNE, SSW, NE, SW, WNW, ESE blkd. Unattended.
Fremont, Center Fld.	2.1 SSE; hwy N, W	40	1	20-S3	F2	P-line WNW. Atnd wk ends only. Ctn extsv glider activity conducted every Wed thru Sun.
Fresno Air Terminal(NG) •	6 NE; RR S, E.	331	2	h71-BL4, 6, 7a-S5-W.	F5	Rgt tfc runwys 11 & 7. Jet barriers 11 & 29. Use rnwys. Ctn-first 1000' rnwy 29 designated overrun mrkd with chevrons. Tk-off & lndg in overrun area prohibited. Ctn-taxiing vcnty overrun and rnwy 25. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 N, NE, E, SE.
Fresno-Chandler Mun(PC)	1.8 W; hwy S	277	1	h40-BL3, 4-S5	F4	Rgt tfc rnwy 11; pools on rnwys after rain.
Fresno, Sierra Sky Park	9 NW; rtv N	325	1	32-*L-S5	F4	Hi-voltage p-line SE end strip, unlgtd. Lgts avail rdo req thru Fresno Twr.
Fullerton Mun (P)	3.0 W; hwy S, N	93	1	h24-BL4-S5	F4	Rgt tfc rnwy 24. 323' MSL rdo twr NW.
Furnace Creek, Death Valley	2.0 NW	-211	1	h30-*L3	F3	Bcn on prior req. 1800' NW end perm clsd. Rnf.
Garberville(PC)	1.5 SW; rtv SE	545	1	h22-S5-U	F2	Open lgt acft only.
Gasquet	1.0 W	390	1	h14		Rgt tfc NNE. Soft when wet.
Glen Ivy Hot Springs	0.2 N; hwy E	1200	1	19		2300' strip avail. Surad by mtns.
Grass Valley, Loma Rica	3.3 E	3140	1	42-L4-S3-U	F4	Mtns S. Rolling
Grimes, Thayer Bros	1.5 NW	64	1	18	(F2)	Lgtd twr NE. Tree SE.
Gustine	2.2 E; hwy NW	130	2	h23		
Half Moon Bay Fit Strip (PC) •	5.5 NW; hwy NE	64	1	h50-BL4-S5-W-U	F5	Rgt tfc NW.
Hanford Mun (PC)	1.2 SE; hwy S	245	1	h32-S3	F2	Rgt tfc to NNW.
Happy Camp(PC)	0.5 W; hwy S	1208	1	34		Unattended.
Havasu Lndg, Bale Fld.	0.5 N; 1k E	490	1	22-S3		Rolling. Use strip.
Hawes Aux #1	1.5 SSW; hwy N	2319	4	h56		
Hawthorne Mun (PC)	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	1.2 E; rd W	2361	1	30		Mtns E.
Hayward Mun (NG)	2 WSW; RR W	46	3	h52-BL4-S5-X-W	F4	Rgt tfc, rnwys 4, 10R, 28R.
Healdsburg, Alexander Valley	3.7 ENE; rtv E	190	1	19-S1	(F2)	SE blkd. Rgt tfc NW. P-line NW.
Healdsburg- Norton Sky	3.0 NW	235	1	21-*L4-S5	F2	
Hemet, Ryan Fld (PC)	2.5 WSW; RR SE	1502	1	h37-BL4-S5-U	F4	5 rapid pulses of mike button on Unicom freq controls rnwy lgts.
Hesperia	3.0 S		1	h34-L4-S3	F4	Rgt tfc NE. P-line NE.
Hollister Mun (PC)	2.9 N; hwy E	229	2	h43-*L4-S5-U	F3	Bcn on req.
Imperial-County(P)	1 S; hwy E	-53	1	h53-BL4-S5-U-W	F4	NNW blkd. Rgt tfc rnwy 32. 4450' avbl indg N.
Independence	1.0 N	3926	1	39	(F2)	Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Indio, Shaver's Summit (PC)	32, E	1690	1	h60		
Inyokern-Kern Co. #8(PC) *	1. 1WNW; RR E	2428	3	h73-BL4-S3	F2	P-line S.
Jackson, Amador Co(PC)	2. 5 NW; hwy S	1711	1	20-B*L4-S5-U	F2	
Jacumba(PC)	1. 3 E; hwy N	2810	1	24		Mtns E. Rolling. Unattended.
Kerman, Bland	2 SE; RR N	222	1	18		60 oct emerg only. Unattended.
Kernville-Kern Co. No. 13	3.0 SSE	2575	1	h 42		
Klag City, Mesa Del Roy(PC)	1 NE	370	1	h45-*L4-S3	F2	Embank WNW.
Klamath, McBeth Fld	2. 5 ESE; riv S, W	60	1	21		Surd by mtns. Soft when wet.
Knights Ldg, Sweetser	1. 6NNE; riv S, W	28	1	h16-S5	F4	
Lakeport, Lampson Fld (PC)	4SSE; rd E	1380	1	h26-S1	F2	3500' strip avail. Mtn NW.
Lancaster, Millers Ranch	11, 0 E	2380	1	28-BL4-S5	F2	Trees W end. Ldg W.
Lancaster, Quartz Hill	5. 2 SW	2470	2	26-B*L4-S5	F2	NW blkd. P-line W, SW. Soft in spots.
Lancaster, Wm. J. Fox *	3. 0 NW	2349	1	h50-BL4-S5-U	F3	Rgt tfc W.
Landers	11 NNE Yucca V	3100	1	28	F2	
La Verne, Brackett Fld	1. 0 SW	997	1	h35-BL4-S5-U-W	F3	Rgt tfc E. Avoid figt over fairground bldgs.
Lee Vining	1. SE	6797	1	26		
Lincoln Mun (PC)	3. 6WNW; hwy S	120	4	h38-L4-S1	F2	
Little River, Mendocino Co. (PC)	3. SE	572	1	h52-B*L4-W	F3	Rnwy li rgt turn only after tkof ngt & IFR.
Livermore-Sky Ranch	1. 2WNW; hwyNE	448	2	40-S5-U	F4	NE, N blkd. Beacon emerg only.
Lodi Arpk	4. 5SW; hwy E	25	1	27-S5	F2	P-line E.
Lodi, Lind's	4. 6 N; hwy E	53	1	30-S5	F2	Maintain high apch over 60' P-line E. W blkd.
Lompoc(PC)	0. 6 N; riv 1 N	94	2	22-L4-S3	F3	Rgt tfc W, NW. P-lines E & W.
Lone Pine	0. 8 S; hwy W	3700	2	26-L4-S5-U	F3	NW blkd.
Long Beach(AF) *	3 NE	58	5	h100-BL4, 6-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, ldg & tk-off. Rgt tfc rnwys 7R, 25R, 30, 34, 34R. Unlgtd derricks W of rnwy 7R; p-lines W. N 800' rnwy 16L perm clsd; first 150' rnwy 25L & taxiway N side adj not visible from twr. First 150' of rnwy 25L & txwy on N side adjt not visible from twr acct of perm bldg. p-line E.
Los Angeles Intl (P) *	9. 5 SW; RR E	126	4	h101-BL4, 6, 7a-S5-W	F5, 7	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, ldg & tk-off. Rgt tfc N; use paved areas only. All mil acft proposing figt in LAX dsrg IFR wea conditions must be equipped to ctc apch ctl on 124. 8, 119. 3, 324.7, 269. 0, 307. 0 mc. IMPORTANT: Apch ctl and radar serv not avail. on 126. 18, 257. 8 mc. Caution operg off W shore. Jet acft deptg rnways 25L, 25R climbing VFR use a 200° depart. corridor orig. max of 3000' at approx intsn of extended centerlines of the above rnways. Acft proceeding E from off shore VFR making a track approx extended centerlines of above rnways cautioned not to descend below 4000' MSL til past shoreline or LAX VOR unless cleared by ATC. Jet pat. downwind is 1500' MSL. Cross tfc avoid apch area W and E btwn Downey Rbn and fld below 3000' MSL, if desire to cross apch area below 3000' ctc LAX apch ctl. Jet acft on VFR ICI figt cross coastline below 3000' then climb on a 200° mag to 26, 000' or til out of ctl area. Returning figts proceed over NW tip of Catalina Is., descending via Pt Vicente to arpt. All itinerant acft arriving LAX are encouraged to make initial ctc with LAX apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routings when necessary for proper sequencing. (1) Acft from NW thru E use freq 119. 3 mc. (2) Acft from SE thru W use freq 124. 8 mc. (3) Calls should be made at least 30 miles from arpt.
Los Angeles, Van Nuys (NG) *	4 NW	799	2	h80-BL4-S5-X	F4	2-way rdo rqrd. Rgt tfc rnwys 26, 34. Touch & go ldgs prohibited on Sat & Sun. after 1300. Jet acft make initial apch at 4000'MSL when ldng rnwy 34; 2300' ldg rnwy 16. Tfc indicator inop 2300-0700. Depressions along edges of east N/S trwy wt limitation 45, 000 lbs. Taxi with ctn. Acft over 1b, 000 lbs request taxi instructions dalgt hrs, after dark turn off at end of rnwy 16. 55' unlgtd obstn 900' S end of rnwy 34.
Los Banos Mun (PC)	1. 2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Lost Hills, Blackwells Corner	10. SW; hwy E	650	3	40		P-lines E & S.
Lost Hills-Kern Co. #9	1. 0 N	281	1	h45		1850' gravel overrun. Unattended.
Lucerne Valley, Double J Rch.	7 E; 1k 2. 2 NW	2955	1	30		
Madera Mun (PC)	3. 5WNW; hwy E	259	2	h45-BL4-S5	F4	Attended 0800-1800 daily.
Mammoth Lakes, Long Valley	7. 2 E; hwy S	7132	2	h41		P-lines NW, SE. 4224' strip avail.
Mariposa-County	4. 5 WNW; rd S	2250	1	21-L2, 4-S1	F2	Tfc pat SSW. Electric ear at apraiy 300'.
Marysville, Yuba Co. (P) *	3. 3 SSE; RR W	63	2	h60-BL4-S5-U-W	F4	
Mendota	0. 3 E	174	1	23		3' fence each end rnwy.
Merced Mun (P) *	1. 6SW; hwy 1 NE	155	2	h47-BL4-S5-U	F4	760' NW/SE rnwy lgtd. Lgts NE/SW rnwy emerg only.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
CALIFORNIA (Continued)						
Meridian, Sanborn Bros.	2. 7 SSE; riv W	40	1	h17		
Middletown, Larry's Fld	2. 5WNW; hwy SW	1200	1	17		Cattle on field.
Modesto-City-County (PC)	2. 2 ESE; riv S	96	2	h50-BL4-S5	F4	Rgt tfc rnwys 11R & 29R.
Montague Mun	1 W; hwy S	2527	2	37-*L2	F2	
Montague, Siskiyou County(P)	4. 3 NE; RR W	2631	2	h75-BL4-S5-W	F4	
Monterey Peninsula(N) *	3. 4SSE; bay NW	230	2	h50-BL4, 6, 7a-S5-W	F4	Rgt tfc rnwys 24, 28.
Morgan Hill	1. 4 N; RR SW	375	1	24		P-line NW.
Murrieta Hot Springs	4. 1 ENE	1137	1	22		P-line E.
Napa-County (PC)	5. 5 S; RR E, S	33	2	h53-BL4-S5-U	F4	
National City	1. 1SSE; riv S	8	2	20-*L1-S5-U	F2	NNE/SSW strip soft. Rgt tfc to NNE.
Nevada City Mun	1. 5 NW	3060	1	26		Trees W.
Needles, Riverview	1. 7 SSE	635	2	25-L4-S1	F3	NE blkd.
Needles, 25B LAX-AMA (P)	5. 5S; hwy E	990	2	h58-BL4-S1-W	F4	
Novato, Marin County	2. 6NNE; RR W	1	2	30-S5	F2	Soft when wet. Ctn-high weeds.
Oakdale	3. 0 SE; RR N	180	2	24-S5	F3	Unattended Wednesday. Hills S & SE.
Oakland, Metropolitan- * Oakland International (N)	5 S; hwy 2 NE	5	3	h62-BL6, 7a-S5-W-X	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, ldng & tk-off. Large acft use concrete taxiways. Naval activity 0800-sunset & 2 hrs req prior sunset. Inbound VFR figts in rdo equipped acft ctc OAK Apch Ctl on 118.1 or 269.2 mc approx 25 mi out for ldng info. Apch ctl will specify the rptg pt where figt will chg to twr freq. Acft not equipped for 2-way commun on 118.1 or 269.2 mc use other avail freq and ctc OAK Twr. Due to non-visibility twr unable to observe tfc on taxiway from Transocean hangar to rnwy 15. Non-rdo acft rqrd to req apvl from twr for clearance; make left hand pat. before ldng.
Oceanside Mun	1. 8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ocotillo-Dry Lake	1. 0 N	160	2	47		
Ojai, Henderson	3. 5WSW; RR E	800	1	18	(F1)	TV ant. SSW.
Olancha, Grant's Airpark	2. 0 SE	3700	2	40-S5	F3	Unattended. P-line E.
Olancha, Monache Meadow Lodge	10. WSW	7600	1	29		Ldgs N, tk-offs S only; fence S; attnd May-Nov.
Ontario International (NG) *	2. 0 E; RR N, S	952	2	h82-BL6, 7a-S5-W-X	F5	Rgt tfc rnwys 3, 7. Formation tkofs & ldngs prohibited, xcpt ANG 196th Fighter Interceptor acft. Due non-visibility twr unable to ctl tfc on ANG ramp and txwy leading to ANG hangar area. Acft not ldng at fld avoid apch and depart. area E & W below 3000'MSL in VFR wea. Twr tfc operg E quad exercise caution exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.
Orland, Circle M Ranch	4 SW	240	1	18-L4		
Orland, Haigh Fld	3. 2 ESE	220	aw	h41-S1	(F2)	Farmers use SW corner. Unattended.
Orland-Kirkwood Fld	4. 0 NE	220	aw	30		P-line E, S; 4250' strip avail. Unattended.
Oroville Mun (PC)	2. 0 SW; hwy N	199	2	h60-BL4-S3-U	F4	Ctn-rnways humpy.
Oxnard, Ventura Co. (PC) *	1. 1 W; hwy E	38	2	h45-BL4-S5-W	F4	Ctn-hi-performance jet acft operg in ctl zone.
Palm Desert Arpk	1. 2NW; hwy SW	224	2	32-L4-S3	F3	W blkd. P-line E. Attended Sept thru May.
Palm Springs(PC) *	3. 0 E; hwy SW	448	2	h70-BL4-S3-U	F4	Caution-hi terrain S. Rgt tfc NNW.
Palo Alto(PC)	2 ENE; bay 1 E	2	1	h25-S5-U	F4	Ant. SSE; p-line S.
Paso Robles-County(P) *	5. 0 NE; hwy 1. 5E	887	2	h47-BL4-S1-W	F4	
Patterson	2. 2 W; rd S	168	1	h19-*L4-S5-U	F2	3600' strip avail.
Paynes Creek, Ponderosa Sky Rch	25 E Red Bluff	3450	1	30		P-line E. Bndry lgts E end.
Petaluma-Sky Ranch	2. 3 NE; rd NW	78	1	h21-*L1-U	F2	
Pismo Beach-San Luis Obispo Co. (PC)	2. 7 SSE; RR E	14	1	h24-L2-S3-U	F1	
Pixley(PC)	1. 2 SW; hwy E	260	1	h20	(F2)	2500' strip avail.
Placerville	1. 5ESE; hwy 1 N	2595	2	h29-BL4-S1	F3	Downdrafts.
Portorville Mun (PC)	3 SW; hwy 1 N	444	2	h60-BL4-S5-U	F5	Lgts by elec ear.
Quincy, Gansner Fld (PC)	0. 5 N; hwy W	3428	1	h31-*L4-S3-U	F3	Surd by mtns. Tfc pat. N.
Ramona(PC)	2. 6WSW; hwy SE	1393	1	h40-L4-S1	F2	
Rancho Mirage, Palm Desert Arpk	1. 5 SW	200	2	30-L4	F4	P-line E & W.
Ravendale	0. 2 N; RR SW	5300	2	53		Cattle on fld.
Red Bluff, Bidwell(P) *	1. 7SSW; ark N, S	354	2	h40-BL4-S5-W	F4	Rnwy lgts on call after 2400.
Redding Mun (PC) *	6. 0 SE; rd W	500	2	h60-BL4-S3-W	F4	
Redding, Benton Air Park	1. 1 WSW	719	1	h35-BL2-S5-U	F4	Rgt tfc S. Rwl.
Redding, Sky Ranch	5 S; camel E, N	488	2	h27-L4-S5-U	F4	Trees SE.
Redlands	3 NE; RR E	1574	1	25-L4-S5	F2	Rgt tfc W. Lgts on req after 0100. Rolling.
Reedley, Great Western	5 N; RR W	361	1	22	F3	Rolling. Rgt tfc N, avoid figt over school.
Rialto, Morrow Fld	1. 8 S[illegible] E	1100	1	h32-S1	F2	P-line ENE, WSW. Shoulders soft.
Rialvale	1. 5 [illegible] E	112	1	h25-*L4	(F2)	
Ridgecrest, Davis	0. 5E[illegible] E	3300	3	26-S1	F3	P-line ENE.
Rio Vista Mun	1 NW	40	2	h39-*L4-S1	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
				CALIFORNIA (Continued)		
Riverside-FlaBob	2. 3WNW; rlv SE	760	2	h30-L4-S5	F4	3700' strip avail.
Riverside Mun *	4. 5WSW; RR W	790	2	h46-BL4-S5	F5	Rolling. Lndgs to S prohibited on N/S rnwy.
Robbins, Lampson's Crop Service	0. 4 W; hwy E	24	1	35-*L4-S3-U	F2	P-line SSE. No storage, TV ant. SE.
Robles del Rio, Carmel Valley	1 N; rd S	450	1	h18		Use rnwys. Unattended.
Rosamond	3 NW	2435	1	26-S5	(F2)	No storage.
Rosamond, Carver's Ranch	3. W	2350	2	19		P-line SW.
Rosamond, Fisher Ranch	1. 0 SW	2330	2	18	(F2)	Rgt tfc S. P-line N, S.
Sacramento, Capitol Sky Park	4 W	15	1	30-S5	F3	Use strip.
Sacramento, Jensen Fld	4SSW; RR W	17	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.
Sacramento Mun (P)	3. SW	21	3	h60-BL4,6,7a-S5-W	F5	Apch lgts 2500' long. Twr tfc operg SW quad exercise ctn exten instr apchs including jets VFR wea, actual apchs IFR wea.
Sacramento, Sky Ranch	4. 6SSE; hwy E	27	2	23-S5	F2	P-line S, NE. Ruf.
Salinas Mun (P) *	2. 8 ESE; RRSW	86	3	h50-BL4-S5-W	F4	
Salton Sea City, Salton Sea Arpk	1. 0 SW	100	1	h36		
San Andreas, Calaveras Co.	1. 0 SE	1200	1	20-L4-S3-U	F3	
San Ardo Fld	0. 5 NW	450	1	20		
San Bernardino	4. 7NNW; RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
San Bernardino, Tri-City	3. 3 SSE; rlv N	1040	3	32-BL4-S5-U	F3	P-lines S, SE; rgt tfc E, S; 2700' E/W strip lgtd.
San Carlos	1 NNE	4	1	h25-L4-S5-U	F4	8'levee S. Clsd to DC-3 and heavier. Rgt turns lndgs & tkof to N.
San Diego, Lindbergh (P) *	2. W; bays S, W	15	2	h61-BL4, 6-S5-W-X	F5	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY. Jet barrier overrun area rnwy 27. 2-way rdo rqrd, xcpt emerg. Inbnd VFR acft make initial call to Lindbergh Apch Ctl on 119.7mc over one of folg fixs: Oceanside from N; Jamul from E; Mexican Border from S; approx 20 mi W from seaward. Apch ctl will give initial tfc instr and advise where to ctc twr for lndg clear. Not applicable to VFR acft depart. Icl immediate area for Lindbergh Fld. Acft depig rnwy 27 turn rgt to 315° mag as soon as practical, and maintain heading to 1000' unless otherwise instructed by twr. When depart. on heading other than 315°, climb to 1500' as soon as practical. VFR straight in apchs to rnwy 9 maintain min 700' MSL until past Loma Portal "H".
San Diego, Montgomery Fld (PC)	7 NNE; hwy W	423	2	h34-BL4-S5-U-W	F4	Rgt tfc rnwys 5, 10. Unattended ngts-keep rnwy lgts in sight durg ngt lndgs. Ditch 100' short of threshold lgts rnwy 28.
San Diego-County(Gillespie)(PC) *	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F3	Rgt tfc ESE.
San Fernando	2. 0 E; hwy 1 SW	1168	1	h30-S5-U	F2	Rgt tfc to NNE. P-line NNE. Ctn-drag strip W.
San Fernando, Whiteman Arpk	2 SE; RR SW	1033	1	h42-S3	F3	P-lines NE, S, SW. Rgt tfc NNE. 98 oct avail.
San Francisco Intl (P) *	9 SSE; bay E	11	4	h95-BL6, 7a-S5-W-X	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat., lndg & tk-off. Use paved areas only. Inbnd VFR acft make initial call to SFO apch ctl. Call should be made over or abeam one of folg fixes using freq listed if avail. otherwise freq normally used to call apch ctl: Stinson Beach, Richmond, Bay Pt., Livermore-use 118.5 or 269.4 mc. Campbell, Saratoga, Farallon Isl-use 120.9 or 290.3 mc. Apch ctl will give initial tfc ctl instr & advise pilot when to chg to icl freq or lndg clear. Procedure does not apply to VFR acft deptg OAK for SFO due short distance--these VFR flts call SFO twr freq 120.5 mc. Preferential rnwy system under VFR conditions in effect as follows: TAKE-OFFS: (a) Use rnwys 1 when operationally feasible. (b) When rnwys 28 are used-climb to 1500' MSL as rapidly as practical. Acft making rgt turn, do so as soon as possible after passing arpt bndry unless otherwise instructed by twr. No left turns should be made prior to reaching San Francisco Gap Marker and 1500' MSL. (c) When rnwys 19 are used, large acft, under normal conditions, shall make left turn as soon as practicable after passing arpt bndry unless otherwise instructed by twr. LANDINGS: Normally use rnwys 28. Inbnd acft normally maintain 3000' MSL until past the shoreline and over San Francisco Bay, unless making ILS apch. Acft lndg rnwys 1 shall make a turn on to final as close to arpt and as high as is practical within limitations of acft.
San Jose Municipal(PC) *	2 NW; RR SW	62	2	h45-BL4-S5-X	F4	2-way rdo rqrd for acft over 4000 lbs GWT-xcpt emerg.
San Jose, Reid's Hillview	4 E; rd NW, SE	134	1	h27-L2-S5	F3	Tfc pat E.
San Juan Capistrano, Capistrano	2. SW	50	1	12	F2	Ctn - Short rnwy.
San Luis Obispo County(PC)	3 SSE; hwy E	209	2	h40-B*L4-S5	F5	P-line E.
San Marcos - Valley	1 W; RR N	550	1	20-S5	F2	Rgt tfc N. Ctn weeds on strip. Soft when wet.
Santa Ana, Orange Co. (PC) *	5. S; hwy N	54	1	h48-BL4-S5	F4	
Santa Barbara Mun (P) *	8. 1 W; RR N	14	3	h47-BL6, 7a-S5-U	F5	Apch lgts 2900' long; unlgtd 330' overrun rnwy 25.
Santa Cruz, Bonny Doon Village	5. NW	2000	2	h24-S1-U	F2	Trees in N apch.
Santa Cruz-Sky Park	5. 3 N; hwy E	500	1	22-S5-U	F3	Hill NW. Rgt tfc SE.
Santa Maria, Machado Fld	2. 2 N; rlv N	230	1	27-S5-U	F4	W blkd.
Santa Maria-Public(PC) *	4. 2 SEW; hwy E	239	2	h57-BL4-S5-U-W	F4	Strnd pat. 1000' MSL.
Santa Monica Mun (P)	2. 6 ESE; rd E	175	1	h50-BL4-S5-X	F5	2-way rdo rqrd. Rgt tfc rnwy 3. Single eng acft of 1000 or more horsepower prohibited xcpt by prior approval. Taxiways unlgtd.
Santa Paula	In City (S)	240	1	21-S5-U	F4	Ctn hi TV ant Rgt tfc to E rnwy.
Santa Rosa, Sonoma Co (PC) *	7 NW; RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	0. 5 S; RR N	965	1	26-S5-U	F1	W blkd; hills S, E; rgt tfc W rnwy; ctn-weeds-ruf. 1500' SE not usable winter months.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
				CALIFORNIA (Continued)		
Santa Ynez (PC)	0. 9 ESE; hwy N	643	1	h30-L4-S1	(F1)	Dirt overruns: 1000' W end, 400' E end. Unattended.
Schellville	4. 7 SW Sonoma	15	1	25-(S5)		Unattended.
Seigler Springs, Hoberg	0. 5ESE; rdsE, N	2150	1	h53-S1	F2	300' hill N end; land from S. Attended May-Oct.
Shafter-Kern Co. #14(PC)	5 E; RR E	425	3	h45-S5		Rgt tfc rnwys 12, 16, 25. Mat areas hazardous.
Shelter Cove	0. 1 W; ocean W	50	1	16-L2		Tfc pat. to SW. Downdrafts NW. Use strip. F2 fuel emgcy only.
Shingletown	4. 0 E	3542	1	30		Hump N end of strip.
Simi-Valley	2. 0 S	925	1	22	F2	Caution-rolling to W.
Solemint, 6 S Ranch Arpk	1 WNW; hwy S	1349	1	h25-S1	F2	Hi hills E, W blkd.
Sonoma - Valley	5. 0 S	15	1	30-S5	F2	
Sonora, Columbia (PC)	SEE: Columbia, Columbia Airport					
Stockton Mun (P) *	4 S hwy E	23	4	h54-BL6-S5-W	F4	All operns on ramp area adjt to T-hangars nose docks & ramp at S end of fld will be at pilots discretion due to this area not being visible from the ctl twr. Twwy lgts on twwys B, D, & E inop.
Stockton, Orange	5 N; RR E	17	1	h30-L4-S5-U	F4	Lgts dusk-2400. P-line E.
Stovepipe Wells	0. 5 NE	0	1	19		
Stratford, Newton Fld	2. 7 SW	154	1	22	F2	P-line N. Minor repairs in emgcy.
Stratford, Schwartz Farms	2. 0 SE	195	1	h26		No ngt lndgs; cars on rnwys; fuel emerg only.
Stratford, Westlake Farms	6. 1SW; hwy W	200	1	20-*L4	(F2)	
Strathmore, Traugar Fld	1. 1NNE; RR E	436	1	h20-S5	F3	Ctn-weeds, loose sand.
Sunset Beach	2. 0 E; ocean S	30	2	19-L4-S5-U	F2	6' fence end rnwy 24. P-line WSW.
Susanville Mun	5. 0ES; hwys adj	4146	2	h30-BL4-S5	F3	P-line N.
Taft-Kern Co. #2	0. 6 E; RR S	873	3	38-BL4-S5	F3	P-lines WNW; bldgs SW.
Tahoe Valley, Lake Tahoe	2. 0 SSE	6263	1	h59-S5-U	F4	Attended daylgt hrs. Tfc pat. to the E 1000'. Surrounded by mtns. Caution-apchg from the S due to down drafts. Tfc downs avbl.
Tehachapi-Kern Co. # 4	0. 8 NE; RR S	3952	1	h40-(S1)	(F1)	200' overrun each end.
Thermal(P)	1. 8SW; hwy W	-117	2	h50-BL4-S5-W	F4	Use rnwys.
Thousand Oaks, Conejo Valley	2. W	750	1	26-S5	F3	200' overrun W. Rgt tfc W. Trees W.
Torrance Mun (PC)	3. SW; hwy S	95	1	h50-BL4-S5-X	F4	Rgt tfc rnwy 29. Tfc pat. alt 800'. Twrs NE, NW. 2-way rdo rqrd.
Tracy Mun (PC)	3. 5SSW; RR N	207	3	h40-S1	F2	
Tracy, New Jerusalem(PC)	8. 5SSE; riv E	63	1	h40		Unattended.
Trinity Center(PC)	0. 4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns, S blkd. Unattended
Trona	5 NE; dry lk S	1716	1	60-B*L2		Use rnwy. Rolling.
Tulare Arpk	3. 7SSE; hwy W	270	1	33-S5	F2	
Tulelake Mun (PC)	8 SE; hwy SW	4043	1	h34-(S3)	F2	3500' strip avail.
Turlock Mun	9 E; hwy N, W	160	1	h30-S1	F2	
Twentynine Palms	6. 0 E	1560	1	55		Fuel on call.
Twentynine Palms, Cones Fld	1. 5ENE; hwy W	1900	3	14-S1	(F2)	Caution-Sand on N/S strip.
Ukiah Mun (P) *	1. 5S; RR E	615	1	h50-BL4-S5-W	F4	Rgt tfc N. Use rnwys only.
Upland, Cable	1. 8 ENE; hwy S	1450	3	h21-BL4-S5	F3	ENE blkd. 3350' strip avbl. Lgts on call thru ONT or RIV.
Upper Lake, Gravelly Valley	20 N; 1k 1 S	1900	1	50		Deer on fld. Unattended. Hill, canyon N-NW.
Vacaville	1. 0 SW	115	1	36-S3	F2	P-line S.
Vacaville, Nut Tree	2. 0 NE	112	1	h19-S1-U	F2	Rgt tfc rnwy 19. 2000' strip avail.
Vacaville, Vaca-Dixon	5. 8NE; hwy NW	78	2	23-S1	F2	P-lines S, SW & NE.
Ventura Arpk	1. 7SE; RR NE	13	1	h24		Rgt tfc SE. Unattended.
Visalia-Dinuba	9. 0 N	310	1	h37-S5		
Visalia, Green Acres	1. 8WNW; RR S	317	1	28-S5	F3	P-line WNW.
Visalia Mun (PC) *	5 W; RR W	292	1	h53-BL4-S5	F3	
Walnut Grove	2. 0 SW	0051	1	26-S1	F2	P-line E.
Wasco-Kern Co. No. 5	1. 5 N	313	2	h35-(S1)		
Watsonville Mun (PC)	2. 6NW; hwy S	160	2	h45-*L4-S5	F4	Bcn prior req.
Weaverville	1. 0 NNE	2300	1	30-S5-U	F2	Surrounded by mtns. Land N, tkof S.
Weed	5. 0 W	2938	1	h34		Unattended.
Williams, Dalton Commerical	1. 3NE; RR SW	68	1	25-S1	F2	P-line S. Soft when wet.
Willits Mun	1. 3ENE; rd S	1356	1	h18	F2	P-line W. No storage.
Willows, Nolta's Flying Service	4 N; hwy E	140	1	19		NNW blkd.
Willows - Glenn County	1. 5WSW; hwy N	139	2	h45-BL2, 4-S5	F3	
Winters-Davis Fld Strip (PC)	7. 5ENE; hwy W	98	1	h60		Unattended.
Woodland, Watts	5. 5 W; hwy E	121	1	h30-S5-U	F2	Clsd ngts. 3700' strip avail.
Yuba City, Sutter County(PC)	0. 6 SE; rlv E	58	1	h30-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln Airstrip	2. 1 W; hwys SW	2350	2	22		P-line SW. Unattended.
Yucca Valley	2. NE	3230	1	27-L4	F2	
Yucca Valley, Giant Rock	14. 5 NW	3820	3	56-S3	F2	
Yucca Valley, Landers	11. 0 NNE	3100	1	28		

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RUNWAYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
COLORADO						
Akron, Washington Co.	0.7 N	4600	1	41-S1	F4	P-line W.
Alamosa, Kramer Fld	3 WNW; RR N	7500	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Alamosa Mun(PC) •	2S; riv 1.5 NE	7535	2	h59-BL4-S3-W	F3	Unlgtd 1120' sod overrun.
Aroya, Maurer Ranch	1.0 E	4600	2	30	(F3)	
Aspen, Sardy Fld	3.5 NW; RR E	7800	1	h52	F4	P-line NW; hill SW. Land SSE, tk-off NNW. Due hillside background acft on final apch inviable to pilot in take-off position; avoid lndg apchs when acft on rnwy or climb out. After take-off rnwy 33-acft should not turn more than 30° to rgt until 2 mi from end of rnwy. Acft equipped to guard 122.8 mc must do so when operg on arpt and while in tfc patn.
Blanca	2.5 SW	7780	3	58		P-line S.
Boulder Mun (PC)	3 ENE; bet RRs	5298	1	h41-L4-S5-U	F4	Under calm winds, lnd & tkof to the E.
Buena Vista Mun	1.5 SW	8080	3	36		P-line SE.
Burlington Mun	0.5W; RR S	4160	4	36-S1	F1	N,NW blkd. P-line S,SE,SW.
Canon City, Fremont County(PC)	6.9 E; hwy N	5436	2	h54-BL4	(F3)	
Colorado Springs, Peterson Fld • (PC)	6.5 ESE; hwy N	6172	3	h85-BL4-S5-W	F5	Caution lndg-rise in terrain apch end rnwy 21.
Cortez-Montezuma Co. (PC) •	3.1 SW; hwy E	5911	2	h59-BL4-S5	F4	NE/SW strip rstd lgt acft.
Craig, Mesa View Ranch	18.0 N	6900	2	31	F2	Skis winters.
Craig Mun(PC)	2 SE; riv N	6197	1	h56-S1-U	F4	Caution-ditch. Use strip.
Del Norte Mun	2.5 N	7900	2	60		Hills SW, W, & N. Unattended.
Del Norte, Scheel Ranch	6.5 ENE	7600	1	52-S1	F1	P-line E & W.
Delta, Starr Nelson	4 E; RR N	5240	3	59-S3	F2	
Denver, Ruston Hgts.	10NNW; hwy W	5550	3	39-*L4-S5	F2	P-lines S, SE. E/W strip emerg only.
Denver, Sky Ranch	12.6 E; RR S	5478	3	41-S5	F4	Rgt tfc strips 26, 30, 36. Ditch W.
Denver, Stapleton Airfld(P) •	5 ENE; RR N	5331	5	h100-BL4-7a-S5-W	F4,6	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Rgt tfc rnwys 35, 26L, 26R, 30, 21. Acft avoid flgt vicinity jail lctd 4000' NE apch end rnwy 21. Rnwy 8L-26R clsd acft larger than DC-3. Hvy air tfc N & E due to instr trng. Durg hrs darkness flashing amber lgt in segmented circle denotes rgt tfc. Inbnd VFR flgts rdo equipped acft ctc DEN apch ctl on 119.5mc approx 25 mi out. Apch ctl will provide lndg info and specify point pilot shall ctc twr for further instr. Due to non-visibility twr unable to ctl tfc on entire ramp W of N/S strip.
Durango, LaPlata Fld(PC)	10.6 SE; riv NW	6684	1	h72-BL4-S5	F4	SW end soft, ruf.
Eagle, 76, LAX-DEN	4.5WSW; RR W	6539	1	51-BL2-W	F3	
Eaton, Barnetts Air Fld	3.5 SE	4750	1	26-S5		Bldg S
Elizabeth, Pine View	1.0 S	6500	1	36-S3	F2	Minor eng repairs only. No storage.
Flagler Aviation Service	1 S; hwy N	4975	3	40-(S1)	(F1)	P-line E.
Ft. Collins, Christman Fld(PC)	4 WNW	5160	2	h40-BL2-S4	F3	Use strips.
Fort Morgan Mun.	6.0 N	4550	3	h36-L4-S1-U	F3	5200' strip avbl.
Glendevey, Skyglen	6.0 N; riv E	8000	2	68		Peakes N. Hump S. 80 oct avail emerg.
Glenwood Springs Mun	2S	5900	1	37-S1	F2	Rgt tfc S.
Granby-Grand Co. (PC)	1 ENE; RR S	8203	1	49-S3	F4	
Grand Junction, Walker Fld (P) •	4. NNE	4858	2	h54-BL2,4,5β-S4-W-U	F4	
Greeley Mun (PC)	3.5 E; rd S	4645	3	50-BL4-S5	F4	Keep alert for dusters during summer months.
Gunnison-County(PC) •	1.2 SSW; RR N	7666	2	h50-S4	F3	Rgt tfc tk-offs rnwy 6, 17; ctn-hi terrain all quads.
Gunnison, Quarter Circle - Circle	29.8 SSE	9440	1	37		Closed winters.
Hale, Bonny Dam	2.0 W	3755	1	37		Unattended.
Hooper, Bradley Ranch	3. SE	7550	1	39*L		P-lines E, W. W.
Hugo Mun (PC)	2.0 NW	5128	3	40		Use N/S rnwy only. 1500' N end unusable. Unattended.
Julesburg Mun	2.4 SW; RR N	3620	2	32	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	10.0 NNE	5300	3	26-(S3)	(F1)	P-line N, E. No storage.
Kit Carson, Trading Post	0.5 NW; hwy S	4290	3	42		P-line S.
Kremmling(PC)	0.9 E; hwy N	7411	1	h35-S1	(F2)	Unattended.
La Junta Mun (P) •	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
La Veta Mun	1.0 N	7107	1	60	(F1)	
Lamar Mun •	3.8 WSW; riv 1 N	3673	2	h48-BL4-S3	F1	P-line N.
Limon Mun	1.4 NE; hwy S	5365	3	40-*L4-S1	(F3)	Soft when wet. Attended on req.
Littleton, Columbine	6.0 SW	5700	1	30	F3	
Longmont Mun (PC)	2.9 W; hwy S	5047	3	h42-BL4-S5-U		4400' strip avbl.
Loveland Mun (PC)	2 WNW; hwy S	5078	2	31-(S1)	(F3)	
Manzanola	3.0 WNW	4275	3	32		
Meeker	1.3 E; riv S	6300	1	9-*L-S1	F1	
Monte Vista, San Luis Valley •	6. E; hwy N	7608	1	63-BL4-S5	F4	Lgts req after 2200.
Montrose County (PC) •	1.5NNW; hwy SW	5758	2	h56-BL4-S1	F1	P-line SW. NE/SW Strip soft when wet.
Nucla, Hopkins-Montrose Co.	2.3 S	5910	2	h45-BL4-S1	(F1)	Unattended. 4800' strip avail.
Ordway	0.9 S; RR N	4300	1	39		

(July 5, 1960)

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RUNWAYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
COLORADO (Continued)						
Paonia	3.7SW; RR NW	5850	1	32		
Pueblo-Memorial(P) •	7 ENE; hwy S	4725	3	h88-BL4, 6-S3-W	F5	
Rangeley-Heights	0.6 SE; riv 1 N	5500	1	32		
Rifle Mun	3.3 E; riv N	5400	1	50-S1	F2	Rgt tfc on Rnwy 25. Shoulders ruf.
Rifle, Riverside	1.0 S; riv N	5280	1	38	(F2)	Bridge E.
Rocky Ford, Todd	2.8SSW; canal N	4370	1	30-(S1)	(F2)	
Salida	4.0 W	7484	1	36-(S1)	(F2)	P-lines W.
Silver Cliff, Valley	0.7 ESE	8000	1	46	(F1)	
Springfield	3.5 N	4410	3	35	F2	P-lines W.
Steamboat Springs	2.5 NNW	6920	1	34	(F2)	
Sterling, Crosson Fld (PC) •	2.8 W; RR S	4037	2	h47-BL4-S5-U	F4	Ditch S.
Thatcher, Dillingham Ranch	5.0 W	5475	1	42		Rdo twr SW.
Towner, Woolfolk	0.5 S	3920	2	26	(F3)	Ctn-badger holes.
Trinidad Mun (P)	10.5ENE; riv NW	5761	2	h55-BL4-S1-W	F4	Rnwy 9-27 rstd to 10,000 lbs gross wt. Use rnwys.
Trinidad-Newcomb	20 E	5500	3	37		Soft when wet. Cattle on fld. Hills W & S. Rgt turn after tk-off.
Vernon, Dickson Strip	5.0 SW	3950	1	45	(F1)	P-lines S.
Vernon, Skults	1.0 W	3950	2	26		P-line E.
Walden-Jackson County(PC)	1.5NNE; hwy W	8144	3	59	F2	Do not fly over mink farm 2 mi SW. Unattended.
Walsenburg, Johnson Fld	5.0 N	6080	2	52		
Walsh, Griffin Fld	0.5 NW	3950	3	30-S1	(F3)	Bldgs, & p-lines S.
Watkins, East Colfax	2.7WSW; hwy N	5650	3	30-S5	F1	P-lines N, NW. Ruf.
Wray, Bowman	10 SW	3800	1	30-U	F2	Unattended.
Wray Mun	1.2 NNW; hwy E	3600	2	42-(S1)-U	(F3)	P-line NW.
Yuma Mun	1.0 S	4150	3	30	(F1)	P-line W. Rgt tfc N, NE, SE.
CONNECTICUT						
Ansonia	1.0 NE	440	1	18-(S1)	(F1)	
Bethany	1.3 N	750	1	28-*L2-S5-U	F1	500' N end slopes sharply.
Bridgeport Mun (P) •	3.5ESE; hwy 1 N	9	3	h47-BL4-S5-W-X	F4,7	NE blkd. Hvy tfc adj NE.
Chester-Inc.	3.0 W Deep River	420	1	h22-*L4-S5-U	F4	Trees N, S. Attended 0800-2100.
Danbury Mun (PC)	2.5SW; RR N	457	3	h44-S5-U	F3	No storage. SW, SSE blkd.
East Hampton, Haddam Arpk	6.0 S	20	1	18-S3	F1	
E. Hartford, Rentschler	1.5SSE	45	4	h58-L4-S5-W	F5	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd. Clsd xcpt factory bus. or prior approval.
Groton, Trumbull(PC) •	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
Hartford, Brainard Fld (PC)	2.8 SE; riv E	18	1	h44-BL2, 3, 4-S3-U	F4	FEE. N blkd; dikes NE, ENE; old rnwys perm clsd; new E-W turf strip avbl for cross wind lndgs. 1000' fence W and parallel to rnwy 2-20; arpt atnd 0700-2300, lgts on all rqt.
Madison, Griswold	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3000 lbs prohibited. 400'extn SW.
Meriden Mun	2.4SW; RR E	102	1	h21-BL2-S5-U	F1	P-line S. 3500' strip avbl.
Monroe	0.5 S	620	1	21-S3	F1	
New Haven Mun (PC) •	4 SSE	15	2	h47-L4-S5-U-W	F4	Code bcn.
New Milford, Candlelgt Farms	3.0 W	675	1	21-(S1)	(F1)	
Plainville, Robertson Fld	2.5N; RR E	200	1	21-*L4-S5	F1	Avoid flgt over chicken farm 1000' N.
Simsbury	2.6NNE; RR W	210	2	18-S5-U	F3	
S. Woodstock, Woodstock	1.2SSE; hwy W	465	1	18-(S5)	(F2)	No storage.
Warehouse Point, Skylark's Arpk	2.2 E	120	1	21-(S5)	F1	
Waterbury	5.7NNW; RR 1E	843	2	20-S5	F1	Maj eng. repairs only.
Waterford, New London	1.7N; hwy N	60	2	19-*L4-S5-U	F4	Ridge NW.
Willimantic, Windham(PC)	2.7NE; hwy SE	244	3	h43-BL4-(S5)-U	F2	Dike NE.
Windsor Locks, Bradley Fld (AF, NG) •	2.8 W	173	3	h95-BL4, 6, 7a-S5-W	F5,6	2-way rdo rqrd unless prior authorization rcvd. All lndg acft eqpted with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq regardless of wea.
DELAWARE						
Dover Arpk	2.2 N	37	3	24-S5	F1	P-line SW.
Georgetown, Sussex Co. (PC)	1.5SE; RR N, E	51	2	h50-S1-U	F1,7	
Hartley, Lasch	0.8WNW; rd NE	70	1	18-(S3)	(F2)	P-line SE
Laurel	1.5SW; hwy S	30	3	21	F1	P-line NE. Unattended.
Middletown, Baker's Fld	6 N; RR E	65	2	31	F2	E, N blkd.
Milford Arpk	1.1NNW; hwy E	35	2	24-*L4-S5-U	F1	ESE blkd.
Millsboro, White House Farm		10	1	19		
New Castle, Plasecki	1.5 W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip, soft-wet. Rgt tfc NE; use rnwys & taxiways only; tfc pat, alt 500' AGL. Tfc pats, as follows: Tk-off & lnd NE-rgt turn. Lndg SW-left turn. Tk-off SW-left turn while within bndry of arpt to avoid ILS tfc and rnwy 1 & 19 tfc at New Castle Co. Arpt. Climb straight out SW only with approval of New Castle ctl twr. Apch & depart fr and to SE and NE.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
				DELAWARE (Continued)		
Rehoboth Beach, Rehoboth Aircrafters	2.5 W; hwy N	26	4	33-B*L4-S5-U	F4	E, SE, W, NW blkd. Unlgtd ant. ENE.
Selbyville, American Skyways	3.0 E	30	2	20-*L1-S3	F2	W, NW blkd.
Smyrna	0.8 E; rlv N	20	1	18	F1	
Wilmington, New Castle Co. (NG)	4.8 SSW; hwy SE	79	4	h71-BL4, 6, 7a-S5-W-U	F4	2-way rdo rqrd;twr unable ctl surface tfc on parking ramps. P-line N.
Wyoming, Jenkins	1 W; rd SE	53	3	30-S5	F1	N, S, NW blkd. P-line SE. Rolling.
				DIST. OF COLUMBIA		
Washington-National(AF, N)	2.25 of Monument	15	3	h69-BL2-6, 7a-S5-W-U	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FOREIGN CLEARANCE BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. USAF, NAVY, CG: Clsd all acft xcpt: (a) acft carrying VIP & officers above rank of Maj Gen or Rear Admiral. (b) Scheduled MATS. (c) Figt rqrg customs & immigration serv. (d) Navy & CG logistic support flgts. (CG logistic flgts not hangared at WNA req prior approval fr mgr, must be cleared w.th Comdt CG and will be flown VFR conditions only) NO acft over 120,000 lbs w/o prior approval. CG & Navy acft taxi to MATS term N of admin bldg. Lmtd parking, taxiing W of taxiway 6. Taxiing E to taxiway 6 at discretion ctl twr only. All VFR inbnd acft intending to lnd, & who are equipped to do so, are req to make initial ctc with apch ctl on 118.1 mc.
				FLORIDA		
Apalachicola Mun (PC)	2 W; bay S	20	3	h52-S1	F4	Use rnwys.
Arcadia Mun	2.0 SE	60	1	20		Land from SE.
Atlantic Beach, Bnl	4 S St. Johns Riv	15	1	25-(S5)	(F1)	
Avon Park Mun	1.5 W; hwy N	150	3	h10	F2	P-line NW. Use rnwys.
Bartow Air Base (P)	5.5 NE; RR NW	124	4	h50-BL4-W		AF com'r school. Clsd civil acft xcpt prior permission. Clsd Sat, Sun, holidays & 2230Z-1200Z Mon-Fri xcpt prior approval. Arrivals & depart. Sat & Sun approval must be obtained before 2000Z Fri. Approval for 2230Z-1200Z must be obtained before 2000Z on arrival day. Two-way rdo rqrd.
Belle Glade-State	1 NNE; hwy W	17	2	24-S5	F1	W blkd; soft when wet; no fuel avail, July-Aug.
Brooksville Mun (PC)	7.5 SW; RR E	70	3	h70-S5	F3	Use runways.
Bunnell Mun (PC)	3.5 E; lk SW	34	4	h50		Cattle on fld;use rnwys;ctn-bushes each end rnwy.
Cedar Key, Lewis(PC)	1W; gulf W	7	1	h24		Tower S. Use rnwy. SW blkd. Unattended.
Chattahoochee	2.0 NE	230	1	18		
Chipley	1.8 SE; RR N	166	2	26-S1		S blkd.
Clearwater Mun	2.5 NE	73	3	30-S5-U	F3	
Clewiston	1.0 SW	18	3	30-S5	F4	P-lines N, NE, NW, SW.
Clewiston, Airglades State(PC)	7.6 W; hwy N	20	2	h30-*L4	F2	Use rnwy.
Cocoa, Central Brevard	2.1 ESE; rlv E	4	1	30-BL4-S5-U	F4	
Crestview	2.5 N; RR E	274	1	33-BL4-S5-W	F4	W blkd.
Cross City, 58, MEM-TPA(P)	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus Co.	2.5 SSE; hwy W	7	2	32-S5-U	F4	
Daytona Beach Mun (P)	2.8 SW; hwy N	34	3	h57-BL4, 6-S5-W	F4	Use rnwys.
De Funiak Springs Mun	2.5 W	265	3	39-L4-S3	F4	P-lines N, NE.
Deland, Maxwell's Skypark	3.5 NW	100	1	23-S5		
Deland Mun (PC)	2.5 NNE; hwy S	80	4	h60-BL4-S4	F3	Use rnwys.
Dog Island Airstrip	E end island	6	1	30		
Dunnellon Mun	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Everglades	0.5 SW; bay SW	6	1	h10-B-S1-U	F2	2500' strip avail. Unattended xcept phone req.
Fernandina Beach(PC)	4.0 S; rlv W	15	4	h53-S3	F1	NE blkd. SE, SE scrub.
Ft. Lauderdale, Bradley Fld	2.8 N; RR W	9	3	h26-S5-U	F4	
Ft. Lauderdale, Broward Co. Intnl.(PC)	3.7 SSW; RR E	10	3	h50-BL4-S5-X	F4	ARPT OF ENTRY. Use rnwys. Rnwy 18-36 perm clsd.
Ft. Lauderdale Mun(W. Prospect)	6.0 N	14	2	h40		Unattended. NE/SW & NW/SE rnwys clsd. Brush & weed along edges of all rnwys. Use rnwys only.
Ft. Myers, Page Fld (P)	4 S; hwy W, RR E	17	3	h50-BL4-S5-W	F4	Use rnwys. Three 32' lgtd twrs SW corner, 1000' from nearest rnwy. Rnwy 9 clsd ngt lndgs; rnwy 27 clsd ngt tk-offs.
Ft. Pierce, Godwin	5.0 W	19	1	18-S3	F1	P-line N.
Ft. Pierce, St. Lucie County(PC)	3.5 NW; RR E	24	4	h50-BL4-S5-U	F3	Use rnwys. Center 3600'E/W rnwy lgtd.
Fort Pierce, Sunrise	4.0 SW	18	1	26	F4	
Gainesville(PC)	4.5 NE; RR W	155	3	h50-BL4-S5-U	F4	Use rnwys. Trees SW, SE blkd.
Gainesville, Stengel Fld	4 WSW; lk E, W	75	1	35-S5	F1	Sandy, rud. Use strip. Trees E.
High Springs, Sky Road Inn	5.0 N	90	1	21	F1	
Hollywood, North Perry(PC)	6.3 W	9	4	h32-*L1-S5-U	F4	Use rnwys.
Holopaw Emery (PC)	2.2 E; hwy S	70	1	26		

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
				FLORIDA (Continued)		
Homestead, Ocean Reef Resort	15 SE	8	2	25	F3	
Howey-In-the-Hills, Howey	0.5 S; lk E	75	1	20	F3	Use strips. P-line NW, NW SE rnwy perm clsd.
Immokalee, 13, TPA-MIA	1.3 ENE; RR W	35	3	h50-BL2, 4	(F3)	
Inverness Mun	2.0 SSE	50	1	20		
Jacksonville, Craig Mun (P)	9.0 E; rlv I N	41	2	h40-BL4-S5-U	F4	Use rnwys.
Jacksonville, Herlong(PC)	9.0 SW; hwy NW	87	4	h40-S3-U	F3	
Jacksonville, Imeson (NG)	6.3 N; RR W	52	3	h70-BL4-6-S5-W-X	F4	2-way rdo rqrd ngts, rcvr days. Inbnd VFR flgts, in rdo equipped acft, ctc JAX apch ctl on 119.3, 269.2 mc aprx 25 mi out for lndg instr. JAX apch ctl will specify reptg pt where flgt will chg to twr freq.
Jacksonville, Mile Branch	11 SW	62	1	18-S5	F1	Cattle on fld.
Key West-International(P)	2.3 E; ocean S	4	1	h48-BL4-S3-W	F4	ARPT OF ENTRY. FEE. All NE and E bnd acft taking off from rnwy 9 will pass S and E of Key West NAS(Boca Chica Fld). NW & N bnd acft make left turn and remain below 600' until clear of tfc pat. All acft enroute lntnl Arpt ctc Navy Key West twr on 118.7 mc or 124.5 mc when 20 mi out for tfc info. If unable ctc twr ctc Key West Rdo. Extensive jet trng in area. Taxi on taxiways only.
Keystone Hgts, Keystone Arpt (PC)	4.5 NNW; RR W	196	3	h50-S3	F2	Use rnwys.
Kissimmee Mun (PC)	2.3 W; RR N	82	3	h50-B-S4	F1	Tfc pat alt 600'.
La Belle Mun	1.0 S	18	2	24		P-line NW. Trees in approaches. Unattended.
Lake City(PC)	3.7 ESE; hwy N	202	4	h6[illegible]-S5-U	F4	Use rnwys.
Lake Wales Mun (PC)	2.3 WSW; RR N	125	2	h40-*L2-S4	F4	Int. nat student trng 0700-1730 M-Fri. Fgt tfc rnwy 17.
Lakeland, Drane Fld (PC)	5.5 SW	142	3	h50-BL4-S5-W-U	F4	Use rnwys.
Leesburg(PC)	4 ENE; 1kSE, NW	69	2	h50-BL2-S5	F3	Use rnwys. Road NE.
Leesburg, Eagles Nest	5.5 N; 1k E	80	1	22		
Longwood, Slade	2 mi W	110	1	26	F1	P-line SE.
Malabar, Valkaria Fld	2.5 S	26	4	h40		N, E, NW, SE blkd. Unattended.
Marianna, Beck's Fld	5.0 W	115	2	32-U	F4	
Marathon, Flight Strip	1.6 E; hwy SE	8	1	h40-S3	F4	2000' overrun.
Marianna, Graham Air Base (P)	5.0 NE; hwy E	113	4	h50-BL4-W		AF Prim Contract School. No civil tfc without prior approval. No tfc for civil acft. Inten student trng 50 n mi radius from surface to 24,000'. Clsd Sat-Sun & holidays and from 2300Z to 1200Z wk-days xcpt during student trng. No itinerant lndgs rnwys 18R, 36L, 18-36R. 2-way rdo rqrd.
Mayo, Cypress Lakes	3.0 E	355	2	20	F2	
Melbourne-Eau Gallie(P)	2.2 NW; RR E	26	4	h13-BL4-S5-W-U	F5	Inable to ctc Patrick apch ctl may rcv clearance by ctc MLB rdo trng 122.1 mc, rcvr 122.2 mc or instl & rcv 126.7 mc.
Miami, Aero Country Club	9.7 SW; RR W	10	1	26-S1-U	F3	Acft higher than 600 hp prohibited. 25° ungt. Goes a j W.
Miami-International	5.0 NW; canal NE	9	4	h94-BL4, 6, 7a-S5-W	F5	ARPT OF ENTRY. FEE 2-way rdo rqrd;use rnwys. FOR CLEAR BASE. No storage. Polg restrictions applicable to all jet acft operg into & out of arpt other than multi-eng transport types; when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and tk-offs authorized on rnwy 27 & 30 only. Tk-offs & lndgs will be into the wind when surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Taxiway from SE corner 20th St. apron to runup pad rnwy 27L clsd. All taxiways entering 20th St. apron subj to periodic closing as needed. All executive & pvt acft use 36th St. term. No pkg or facs avail. at new term. Interchange scheduled airline passenger acft notify twr prior to lndg. All foreign cargo arrivals & pvt acft carrying 5 passengers or less clear at 36th St term from 0700E-2300E xcpt Sundays. All arriving foreign cargo and pvt acft clear at new term 2300E-0700E daily and from 2300E Sat. to 0700E Mon.
Miami, Tamiami	9.0 W; canal N, W	10	3	h35-BL4-S5	F4	Use rnwys, taxiways only.
Milton-"T" Fld (PC)	3.5 ENE; RR S	120	2	52-S5	F1	No storage. P-line S, E bdr. Trees W.
Mount Pleasant	1.0 W	301	1	22-S3	F1	
Naples-America(PC)	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys.
Navarre	2.0 E	15	1	18		P-line N.
New Smyrna Beach Mun (PC)	3 NNW; RR W	12	4	h50-B-S5-U	F4	Use rnwys.
Ocala, Taylor Fld (PC)	1 SW; RR E	84	3	h40-BL4-S5-U	F4	35' antenna 300' NW end Rnwy 11. Use Rnwys.
Okeechobee-County(PC)	2.5 NW; RR S, E	34	2	h50-S3	F1	
Orlando, Hoequist	3.8 SW; 1k NW	100	2	20-S5-U	F4	E blkd.
Orlando Mun	2.5 E; 1k S	113	3	h55-BL4, 6, -S5-W-X	F5	Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
FLORIDA (Continued)						
Ormond Beach, Tomoka Fld	3.0 NW	29	3	h40		NE,SW blkd. Unattended.
Pahokee, Palm Beach County Glades (PC)	2.5 SW; lk W	17	2	h47-L1-S5	80	Levee WSW. Use rnwys.
Palatka, Kay-Larkin (PC)	3 NW; RR N,S	56	4	h50-BL4-S3-U	F4	Use rnwys. Trees N,S,E & W.
Panama City, Panntn(PC)	4 mi NW	20	2	h49-BL4-S5-W-U	F4	Caution - Use pavement only.
Pensacola Mun (P)	4 NNE; bay E	121	4	h50-BL4, 6-S5-W-X	F4	Use rnwys.
Perry-Foley(PC)	3.2S; RR E	45	3	h50-*L4-S1	F3	Use rnwys.
Pierson Mun	0.5 N; RR W	70	1	20-S1	(F2)	Use ctr of strip.
Plant City Mun (PC)	2.5SW; RR SE	154	1	h42	F3	Use rnwy.
Plymouth, McDonald Fld	4.9 NW Apopka	122	1	19-U		
Pompano Beach Mun (PC)	1.5 NE, RRW	21	4	h46-L4-S5-U	F4	Use rnwys.
Punta Gorda, Charlotte Co.(PC)	3.6 ESE	25	3	h50-S5	F4	Use rnwys.
Quincy (PC)	2 NE; hwy S	226	2	35-S1	F3	SW blkd. Clsd Sundays.
St. Augustine, Fairchild -St. Augustine (PC)	4. N; hwy W	10	3	h51	F4	Rnwy 16-34 clsd-mrkd as ramp & taxiway. Use rnwys.
St. Petersburg-Clearwater Intl (PC)	9.5 N; bay E	10	4	h57-BL4-S5-X	F5	Rdo rcvr rqrd. Rnwy 13-31 clsd ngts. Three 65' lgtd twrs NE.
St. Petersburg, Mullet Key Mun	11 SW; bay E	6	1	15		Unattended.
St. Petersburg, Whitted(CG)	2.5E; bay E	7	3	h32-BL2-S4-U	F4	SW, W blkd, Slippery when wet. Use rnwys.
Samsual, Spruce Creek	3.5 N	25	4	h40		N, NE blkd. Unattended. Ctn hi-weeds & poor rnwy surfacing.
Sanibel Island, Casa Ybel	16 SW Ft. Myers	5	1	21	(F1)	
Sarasota-Bradenton(PC)	3. SNNW; RR E	24	3	h50-BL4, 6-S5-W-X	F4	N/S rnwy emerg use only.
Sarasota, Lowe Fld	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S and N/S strip ruf.
Sebring Air Terminal(PC)	6.5ESE; RR2 SW	63	4	h51-BL4-S5-U	F3	Use rnwys.
Silver Springs-Airpark	0.3 W; hwy S	75	1	26-S3-U	F2	Use strip.
Sebastion Mun	1.0 W	5	2	h40	F4	
Stuart, Witham Fld (PC)	1.5SE; RR W	17	4	h50-BL4-S3-U	F4	Use rnwys.
Summerland Key-Cove	21.0 ENE Key W	5	1	26		P-line NW.
Tallahassee Commercial	9NNW; riv NW	187	2	26-S4	F1	Surrounded by trees.
Tallahassee, Dale Mabry (P)	3. W; RR S	70	3	h52-BL4, 6, 7-S5-W	F4	10' fence E. Rnwy 9-27 clsd acft over 7000 lbs; use rnwys. 35' bldg 1360' N rnwy 18.
Tampa-International (P)	5. W;bay 1.5 SW	27	5	h53-BL4,6,7a-S3-W-X	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. 35' lgtd bldg 300' SW apch end rnwy 32.
Tampa, Knight	3.7 S; bay S	8	2	h40-BL2-S5-U	F4	Use rnwys.
Titusville	1.3 NW; bay E	28	2	26	F1	
Titusville-Cocoa	6. S	35	4	h50		Use rnwys only. S, SE, SW, NW blkd. Unattended.
Umatilla Mun	0.8 ESE	100	1	23-S1		P-line S. Use strip. Unattended.
Venice Mun (PC)	1.9 SSE; RR E	19	3	h50-L4-S5-U	F4	Use rnwys.
Vero Beach, Hibiscus	1.5 S; RR E	24	1	27-S5	F1	
Vero Beach Mun (P)	1. NW; RR E	24	6	h72-BL4-S1-W-U	F4	Use rnwys. Rnwy 3R-21L & 7R-25L clsd ngts.
Warrington-Ferguson Fld	12.0 W Pensacola	50	1	26-S5	F2	Bldg W.
Wauchula Mun	2.0E	120	4	21		P-lines S. Unattended.
West Palm Beach, Palm Beach County Park (PC)	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys. Preferential rnwy-SE.
West Palm Beach, Palm Beach Intl (PC)	3.0 W	19	2	h80-BL4, 6-S3-W	F5	ARPT OF ENTRY. Use rnwys.2-way rdo. rqrd.
Williston Mun	2. SW	70	2	h70		Use rnwys only. Unattended.
Winter Haven, Cypress Gardens	4.0 SE	130	3	36-S5	F1	SW blkd.
Winter Haven, Gilbert Fld Mun	3.5 NNW; hwy N	135	2	h40	F2	07004730 student trng, T-34 acft; 360' overhead apch pat. Initial altitude 800' above terrain Mon-Fri 1200-2300Z. Paved park. area mil only.
Zephyrhills Mun (PC)	1.5 ESE; RRNW	92	3	h55	(F1)	Use rnwys.
GEORGIA						
Adel, Cook County	1.3W; hwy N	220	2	h40	(F1)	Trees SW. Use rnwys.
Albany(P)	4 SW; hwy SE	196	3	h49-BL4-S5-W-U	F4,6	Use rnwys. P-line W. E/W rnwy clsd ngts air carriers. Jet acft operg SE. Ctc Turner Twr on 126.18 for advisory info, if unable to ctc Turner Twr, ctc Albany Rdo.
Alma, 43, MIA-ATL (P)	2. SW; RR N	200	2	43-BL4-W	F1	P-line NW. Strips soft when wet.
Americus, Souther Fld (PC)	4. NE; RR W	465	2	h36-S5	F4	No storage.
Athens Mun (PC)	3.5 E	807	2	h40-BL4-S5-W	F4	Use rnwys. Lgts on req after 2400.
Atlanta (P)	8. S; RR N	1034	3	h78-BL4,5,7a-S4-W-X	F4	HIGH DENSITY ARPT. 2-way rdo rqrd; twr clearance rqrd before entering tfc pat. lndg & tk-off. FSS, Trans AF acft use Dobbins Fld Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 or 118.1 mc for tfc advisory info. Acft not equipped for 2-way commun on 125.7 or 118.1 mc will use other avail freq. Ctn-hvy ILS tfc in progress at fld when ceiling and visibility are 2000' and 5 mi or less. Acft operg VFR within 10 mi W under such conditions should be alert for acft descending out of the clouds. Acft from W thru NE use 123.7 mc or 338.2 mc.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS (July 5, 1960)
GEORGIA (Continued)						
Atlanta, DeKalb-Peachtree (P)	9.0 NE	1002	3	h40-BL4, 6, 7-S5	F4	2-way rdo rqrd.
Atlanta, Fulton County (P)	8.3 W; riv NW	834	3	h44-BL4-S5	F4	
Augusta, Bush Fld (P)	7.3 SSE; riv E	142	3	h53-BL4, 6, 7a-S5-W	F5,6	Use rnwys.
Augusta, Daniel Fld (PC)	2.5 W; RR S	424	3	h40-L4-S5-U	F4	Embank. W. Use rnwys. N/S rnwy clsd.
Bainbridge Air Base (P)	6.5 NNW; hwy E	141	5	h50-BL4-W		AF prim Cont School. Lmtd acvg & facs clsd xcpt 1300-2300Z wk days. Clsd all holidays. Prior approval mil opern officer rqrd for lndg or depart. durg clsd hrs. Extsn student jet trng 75 mi radius from ground to 24, 000', 1300-0600Z wkdays. Use rnwys.
Bainbridge, Commodore-Decatur (PC)	2 WNW; hwy ENE	103	2	h40-(S3)		Use rnwys. Unattended.
Blakely, Early County(PC)	2 SSE; hwys NE	260	2	20		Soft when wet.
Burnswick, Jekyll Flight Strip	6.0 SE	10	1	19		
Brunswick, McKinnon(P)	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
Brunswick Mun (PC)	2. NNE; RR W	14	2	h23-S5-U	F3	Use rnwys. Ctn-inten blimp trng in vcnty.
Burnswick, Patterson Island	NNE	10	1	18		P-line E.
Buena Vista, Cochee Airfld	2.5 NE	750	1	25	(F2)	P-line NE.
Butler, 14, TLH-ATL(PC)	0.5 NW; RR S	667	2	32-BL2-S1		S blkd; p-line SW. Trees N, NE. Unattended.
Cairo-Grady County(PC)	3.3 ENE; hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
Camilla Mun (PC)	2.2WSW; hwy N	180	2	30	(F1)	Use center of strips. Unattended.
Carrollton Mun (PC)	2.3 NE; hwy E	1049	1	23-L4-S1	F1	Trees SW.
Cartersville, Cline Fld.	4.0	790	1	20-U	F3	Rolling.
Cochran	5NE; riv E	324	2	21-L2-S4	F1	Trees SW.
Columbus Mun (P)	1.5SSE; riv S	241	2	47-S5-U	F4	SE blkd. Rgt tfc NNW, ESE. Ctn after hvy rains.
Columbus, Muscogee County(P)	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys.
Commerce, Bolton	1.5E; hwy S	910	2	17		P-line SE, W. Unattended.
Conyers, Styx	1.0 S	750	1	20-(S3)	(F3)	
Cordele(PC)	1.8NNE; RR W	308	3	h50-BL4-S3	F4	Use rnwys.
Cuthbert, Gay Farm	5 SSW; RRs E, W	457	1	30		3' fence each end strip; fence 1500' E side-N end.
Dahlonega, Wimpy's Landing Strip	3.0 N	1311	1	40		Ridge N.
Dalton, Mountain View	2NW; hwy E, N	867	2	21-S1	F1	Ctn-NW end NW/SE strip; NE/SW strip ruf, soft-wet.
Danville, Halls Air Strip	6.0 N		1	26		Trees & bldg N.
Darien, Edenfield(PC)	3.5 N; hwy NE	30	1	30		
Dawson, Terrell County	2.0SSE; hwy N	325	1	26-S1		P-line N. Unattended.
Donalsonville Mun (PC)	1.5 S; hwy W	160	3	h40		Unattended.
Douglas Mun (PC)	1.3 S; RR W	255	1	h35-S1		Use rnwy.
Dublin Mun (PC)	4.5 WNW; crk W	303	3	h50-S5	F4	
Ellaville, Gill's Landing Strip	1.0 E	565	1	22		P-line S.
Fairburn, Edwards Sky-Port	4.0 SW	1009	2	h27	F1	Clsd Sundays-drag races.
Fitzgerald Mun	2 SSW; RR W, E	363	1	42-BL4-S1	F4	Trees SSE. Lgts operg until 2400.
Gainesville Mun (PC)	1.5 S; RR W, E	1277	2	h40-B*L6, 7-S1	F3	Use rnwys.
Griffin-Spalding	1.5S; hwy SSE	936	2	h28-BL4-S5	F3	3000' rnwy avbl.
Homerville Flight Strip (PC)	1.7 NW; Hwy NE	165	1	h40		Cattle on fld. 6000' strip avail. Unattended.
Jasper, Pickens County(PC)	2 S; hwy E	1435	1	23		Soft when wet. Attended Wed. & Sun. Trees N.
Jefferson	4. NE.	1005	2	31		Unattended.
Jesup, Wayne Co.	5.0 NW		2	29	F3	P-lines SE, SW, bldg NW. Use strips.
Jonesboro, S. Expressway	1.0 S; lk E	910	1	26-S3-U	F3	Trees NE, SW.
La Grange, Callaway(P)	3 SW; hwy N	700	3	h50-BL4-S5-W	F4	
Lavonia, Shuford Mun	17.0 S Toccoa	852	1	25		Unattended.
Lithonia, Gunn Fld	3.3 WNW; hwy S	930	1	h21-S5	F3	Hill W. Rolling.
Louisville, Port Maybe	4N; hwy W	330	2	40		Unattended.
Macon, Mun(Cochran Fld)(P)	10 S; RR E	354	2	h50-BL4,6,7a-S3-W-X	F4	Use rnwys.
Macon, Smart(P)	4 ESE; hwy E, W	463	3	h47-L4-S5-U	F4	Use rnwy. TV ant. E. Bcn on req.
Marietta, Cobb Airpark	6.0 SW	1050	3	16	F1	
Marietta, Parkaire	7.7 E	1086	2	h22-S1-U	F3	
Milledgeville, Baldwin Co.	4.0 N	380	1	h35-BL4-S3	F4	Lgts on call after 2230.
Millen, Birdsville	9.4 WNW	200	1	21-S1		N blkd. Unattended.
Millhaven	1.1 W; RR N	140	1	36		P-lines SE, NW. Unattended.
Montezuma Mun	1.5 E; RR S	300	2	40	(F1)	P-line S.
Moultrie	7.S; RR E, W	287	3	h43-L6-S1	F1	Clear Jr. bcn avail. as rqrd by Southern Arwys.
Moultrie, Spence Air Base (P)	5. SE; hwy W	293	4	h50-BL4		AF Prim Contr School. Inten student trng 30 mi radius below 10, 000'. Clsd to civ acft xcpt by prior approval. Clsd to mil acft from 1800-0730 wk days, also wk ends & hol xcpt by prior approval.
Parrott, Kennedy	2. SE	410	1	37		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
GEORGIA (Continued)						
Perry, Myrtle	4. NW	426	2	40		
Pine Mountain, Gardens	2.0 S	912	1	31-S1-U	(F1)	
Pine Mountain Valley	1. N	700	1	26-(S2)		No storage.
Quitman-Brooks County(PC)	2.4 NW	193	2	30		Soft when wet. P-lines E, SE.
Reidsville	0.5 SW	205	1	22		P-line W.
Rome, Russell Fld (PC) *	7 N; hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	1. 7 NNW; RR S	24	4	h50		Use rnwys. Surnd by trees.
Savannah, Travis(Chatham) (NG)	7.5 NW; RR E	50	3	h80-BL4,6,7a-W-X	F5	Use rnwys. 2-way rdo rqrd. Jet barrier rnwys 9 & 27.
Savannah, Saffold Fld	4.8 ESE; hwy S	18	2	35-S5-U	F4	SSW blkd. Standing water on rnwys after rains.
Savannah, Scott Airfld	5.3 SSW; hwy S	40	1	37-S5	F1	SSW blkd. Trees NE.
Statesboro Mun	4.0 NE	187	3	h53-BL4-U	F4	
Swainsboro, Daniels	1.0 NE	310	1	24		
Swainsboro, Emanuel Co.	1.4 W; hwy E	300	1	h42-L4		
Sylvania, 6, AGS-SAV(PC)	7.5 SSE	160	2	h50-BL4		Use rnwys.
Thomaston, Grant Mem'l. (PC)	3.7 NNW; hwy E	774	2	30-S1	F1	Hazardous when wet. Ruf. Trees E, NE, SW.
Thomasville(PC)	7.5 ENE; RR W	264	2	h50		Use rnwys.
Thomasville, Rose City(PC)	1 SW; hwy S	250	2	42-L4-S5-U	F4	SE blkd. UNICOM avail 0600-2200.
Thomson, Knox	5.3N; hwy NW	525	1	30-(S1)		Do not use unless familiar with field. P-line NW.
Tifton, Myers(PC)	2.3 SE; hwy W	343	3	h50-BL4-S5	F4	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
Toccoa, Le Tourneau-Westinghouse (PC)	2.5 NE; RR W	950	2	45-BL4-(S1)-U	(F3)	E, NNE blkd; p-line SSW. Servcg, fuel on call.
Tyrone	3.0 N	1025	1	21-S3	F1	P-line NW. Rolling. Ruf.
Valdosta Mun (P) *	3. 7S; RR W	294	4	h56-BL4-S3-W	F4	Use rnwys.
Vidalia Mun (PC)	3.2 SE; RR N	274	3	h50-BL4-S5	F4	Use rnwys.
Villa Rica, Flying-S-Ranch	1.7 NE; 1k S	1040	2	19	F1	Rolling. Surnd by trees.
Warm Springs, Roosevelt Fld	3.5 N; hwy W	892	2	20-S1		Unattended.
Washington, McGill Fld	1. NW	600	1	18-L4-S1		Unattended.
Waycross-Ware County(PC) *	3.5NW; RR 1.5 E	141	3	h50-BL4-S3-U	F4	Use runways.
Winder, 4, ATL-LGA(PC)	3 ESE; RR S	943	2	h46-BL4-S1		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
IDAHO						
Aberdeen	1.5 SW	4472	1	26		Soft when wet. P-line N, E.
American Falls, Broding Ranch	11 W	4500	1	25-U	(F1)	Bldgs W.
American Falls	2NE; RR NW	4419	1	36-S5	F2	Ctn-weeds. Ridge of dirt SE edge.
Anderson Dam, Bennett Flight Strip	2.0 S	4700	1	18		P-line SW. Unattended.
Arco(PC)	2.2SW; hwyNNW	5320	1	38-S1		Soft off gravel when wet. Unattended.
Arco, Quaking Aspen Butte	16 SE	5210	1	25		
Arco, Scelberg	6.0 W	5350	1	25		
Atomic City, Cox's Well	37 SW	5033	1	26		
Atomic City, Little Butte	12.4 ENE	5360	1	29		Soft when wet.
Atomic City, Midway	0.7N; hwy SW	5000	2	h26	F2	5200' strip avail.
Bancroft Mun	1.5 mi E	5425	1	28		P-line W. Unattended.
Bernard USFS	1.0 N	3710	1	19		Clsd wint. Land to N; tk-off S. Emerg use only.
Big Creek USFS	0.2NNE; rd NW	5750	1	15		Fence SW. Ridge NE. Ruf.
Big Springs USFS	1.1WNW; RR SE	6350	2	27		Soft when wet.
Blackfoot Mun (PC)	1.5 N; rivNW	4488	1	h30-*L4-S1	F3	
Boise-Air Terminal(NG)	4.5 SSW; RR2W	2858	3	h80-BL4,5,6-S5-W-X	F4	2-way rdo rqrd. Rgt tfc rnwy 25R. Rnwy 16-34 perm clsd. Arresting barrier NW end rnwy 28L.
Boise, Bradley Fld	3.5WNW; rivNE	2837	1	30-*L4-S5	F4	Stay S of river. Rgt tfc SE.
Boise, Floating Feather	5 NW	2675	1	42-(S5)	(F2)	Rolling. No storage.
Bonners Ferry, Boundary Co. (PC)	1.9 NNE; hwy N	2333	2	30-BL4-S1	(F2)	Ruf. Use strip. Unattended.
Bovill, Halls hilltop	0.8 SE; riv SE	2950	1	15-(S3)	(F2)	No storage.
Bruce Meadows USFS	5 E	6404	1	53		Land S; take-off N. Unattended.
Buhl Mun (PC)	1.8W; hwy N	3660	1	26-S5	F2	
Burley Mun (P) *	1.5ENE; rivNE	4150	3	h41-BL4-S5-W-U	F4	P-line WNW. Ctn-train, signs SW.
Caldwell Mun (PC)	1.3 W; RR, hwy N	2354	1	h24-BL4-S5-U	F4	700' overrun NW; rnwy lgts prior req after 0700Z. Rgt tfc rnwy 12.
Cape Horn USFS	4 SE	6635	3	32		P-line E. E/W rnwy crosses road. Unattended.
Carey	E of City	4782	1	26-S1	(F2)	Unattended.
Cascade	2SE; riv NW	4739	1	34		Rgt tfc NW.
Cascade-Reservoir	10 NNW	4828	1	26		

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
IDAHO (Continued)						
Cayuse Creek USFS	1.0 NE.	3770	1	20-U		Land SW; take-off NE. Exper pilots only.
Challis(PC)	1.2NNE; hwy E	5085	3	41-L4	(F2)	Hill SW. Use strips. Circle town for lgts & serv.
Chamberlain USFS	16 SE Dixie	5765	2	43		Ridge NW; slope SE. Skis winters.
Clark Fork, Gateway Fly-in	2.3 S	2300	1	32-S1		Surrounded by mtns & trees.
Coeur D'Alene-Air Terminal(P) *	6.3NNW; hwy E	2318	3	h54-BL2-S4-W	F4	No storage.
Cold Meadows USFS	21.5 NE BigCrk	6705	1	23		Dog Leg in rnwy. Total length 4100'.
Cottonwood Mun	1 SE; hwy E	3400	1	26		Use ruwy. 80 oct avail emerg. Unattended.
Council Mun (PC)	1.5NNW; riv W	2950	1	22-S1		Soft off gravel when wet. Unattended.
Craigmont(PC)	0.4NW; RR SW	3770	1	26-(S1)	(F3)	Caution-ditch. 3000' strip avail.
Deary	1 mi ESE	2640	1	20	(F2)	Unattended.
Dietrich	0.3N; canal S	4210	1	24-(S1)	(F1)	P-line E. Unattended.
Donnelly	0.5 W	3200	1	26		Skiis winters.
Downey	0.5 mi E	4950	1	27		
D riggs, Teton Peaks-Driggs Mun (PC)	0.9NNE; RR W	6166	1	34-S1		Soft when wet. Unattended.
Dubois Mun	0.8SE; hwy W	5125	2	45-BL2-W		Field lights by electric eye.
Elk Meadows USFS	8 W Burgdorf	6705	1	17		Exper pilots only. Dog leg in rnwy.
Elk River	0.5 NE	2850	1	30-(S3)	(F3)	Surrounded by hills.
Emmett Mun (PC)	2.6SW; RR NW	2350	1	24		Use strip. Soft when wet. Unattended.
Fairfield, Camas County	0.4S; RR, hwy N	5057	2	31-S1	F1	Use triangular portion in N/S winds. W and soft when wet. Unattended.
Fish Lake USFS	1.0 NE	5800	1	29		Ctn-downdrafts over lake. Exper pilots only.
Glenns Ferry Mun (PC)	1.3WSW; riv S	2536	1	32		Unattended.
Gooding Mun (P)	3.5 WSW; hwy N	3729	3	h49-BL2-S5-W	F4	Use rnwys.
Grace-Community	2.2 N; hwy W	5600	1	27-(S3)	(F2)	Ctn-winter; weeds, cattle on fld; soft off gravel-wet Attended summers.
Grangeville, Idaho Co. (PC)	0.9 N	3395	1	29-*L4-S1	F2	Ctn-E/W rnwy clsd; NR/SW strip soft-loose gravel
Grasmere	W of City	5126	1	27-L2		
Grouse, Antelope Valley	0.5 W	5600	1	39		
Hailey, Friedman Mem'l(PC)	1.1SSE; RR NE	5315	1	52-S5-U	F4	Caution-ditches.
Harley, Magic Reservoir	15 SSE	4950	1	26		
Hazelton Mun (PC)	1.5 S	4172	1	29-S1		Ctn-weeds. Soft off gravel when wet. Unattended
Headquarters-CTPA	1 mi N	3242	1	26		Caution-Exper pilots only. Apch from S.
Hill City, Tracy Ranch	2.5 WSW	5056	1	33		P-line W. Ctn when wet. Snow winters.
Homedale Mun	0.4 SE	2200	1	25	(F3)	Bldg & p-line NW.
Hoodoo USFS Airfld	13 W.	6200	1	24		Unattended.
Horse Heaven	1.0 NE	3035	1	24		Ctn-restricted apchs. Closed winters.
Idaho City	0.5SW; hwy SE	3950	1	42		P-line S. Unattended.
Idaho Falls, Fanning Fld (P) *	2NW; riv E	4731	2	h06-BL4, 6-S5-W	F4	Rgt tfc rnwys 16 & 20.
Idaho Falls Rainbow Ranch	8 mi SE	4750	1	20		P-line W. Exper pilots only.
Indian Creek, USFS	15SE	4662	1	32		Land NE, take-off SW.
Jerome-County(PC)	3.3 ENE; rd S	4035	1	30-S1	F2	Soft off gravel when wet.
Kalispell Bay USFS	2 NW	2800	1	36		
Kamiah Mun (PC)	0.6 SE; riv E	1194	1	28-S1	F4	Rgt tfc SE. Tfc pat 1984' MSL. Unattended.
Kellogg, Shoshone County	0.8 NW; riv NE	2300	1	36-S1-U	F2	Hill NW.
Kooskia Mun (PC)	0.7E; riv W	1265	1	19-S1		P-line E. Hill NNW. Unattended.
Lake, Flying R	2. 8SE; hwy E, SE	6630	2	48		P-line NE.
Landmark, USFS	2 SSE	6680	1	42		
Lewiston-Nez Perce Co. (PC)	2 S; riv 1.5 NW	1438	2	h50-BL4-S5-W-U	F4	
Lowman, Warm Springs Creek	16 ENE	4650	1	30		Make E apch with power on.
Mackay(PC)	0.8SE; RR NE	5691	1	34-(S1)	(F2)	Circle city for service.
Mackay, Copper Basin	16 SW	7830	1	47		
Magee USFS	18. 5E SE Belmont	3002	1	28		Open June - October
Mahoney Creek USFS	2.0 SE	4505	1	20		
Malad City, 9, SLC-GTF	2. 6WSW; hwySE	4503	2	h50-BL2-S1-W	F4	
Marsing, Symms	2 NE; hwy W	2696	1	25		P-line SE.
May	0. 5E NE; rivSW	5110	1	32		
McCall(PC) *	1 S; 1k 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale Mun	1.5 SW; hwy SE	2616	1	33		Soft when wet.
Montpelier	0.6NNE; hwy S	5975	1	19-S3	(F2)	Hills S. Tk-off N. Soft-wet.
Moose Creek, U.S.F.S.	1.0 SW	2400	2	41		Exper pilots only. One way apchs. Emerg only; land to NE on NR/SW rnwy; land to SW on NNE/SW rnwy; land at Grangeville or Missoula for briefing prior to using.
Mountain Home Mun	1.8 W; RR NE	3161	1	38-L4	F2	4800'x2500' aw fld avail. Soft off gravel if wet.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
IDAHO (Continued)						
Murphy	27 mi S Nampa	2625	1	25		
Nampa, Ritchey Fld	1. 0E; hwy NW	2535	2	34-L4-S5-U	F2	WSW blkd; p-line ENE. N/S strip perm clsd.
Oakley Mun	0. 8 SE	4300	1	40		Trees & p-line N.
Orofino Big Island	19 mi NE	1200	1	25		P-line adj. Livestock on fld.
Orofino Mun (PC)	1. 3 NW; riv NE	1008	1	27-L3-S3	F3	Ridge WNW,ESE;rgt tfc lndg SE; ruf. 98 oct avail.
Orofino Larson Bar Airstrip	34 mi NE	1400	1	35		Exper pilots only. Livestock on fld.
Orofino, Moose Creek		2389	1	32		Surnd by mts.
Paris, Bear Lake County	3. 3ENE; rdS	5926	2	h57-BL4-(S1)	(F2)	Ctn-fowl on fld. Unattended.
Parma	0. 6SSE; RR NW	2225	1	23-(S2)	(S0)	P-line NW. Rgt tfc to S. Attnd, May-Oct.
Payette Mun	2NE; riv 1. 5 W	2228	1	35-S3	F2	Unattended.
Picabo	Adjt	4350	1	21		Ridge SE.
Pine Airstrip	1 S	4232	1	27		Surnd by mtns.
Pocatello Mun(P) *	8. 1 WNW	4448	3	h33-BL4, 6-S3-W	F4	Ctc twr for lndg & tk-off instr 0800-1600.
Preston(PC)	1. 5NW; riv W	4726	2	32-S5	F2	Caution-located on plateau. Attended wkends.
Priest River Mun (PC)	0. 7 NNW; hwy S	2180	1	25-S1		Unattended.
Rexburg Mun (PC)	1. 2 NW	4958	1	30-*L4	(F2)	Lgts oper SS to 2200, on req thereafter. Unattended.
Riddle-Emergency		5300	1	42	(F2)	Fence N, S.
Rigby(PC)	1. 7S; hwy NW	4839	1	25-S1		Survey stakes along rnwy not hazard mrkd
						Canyon to S. Soft-wet. Unattended.
St. Anthony Mun	1. 1SSE; RR NW	4966	1	39-S1	F2	Soft when wet. Brush SW.
St. Maries Mun (PC)	1. 2NW; riv S	2127	1	23-S1		Rgt tfc SE. Soft off gravel when wet. Unattended.
Salmon(PC)	4 S; riv 1 W	4046	2	40-*L4-S3	F2	Soft when wet. No storage. Unattended.
Sandpoint, County-City(PC)	1. 5NNW; RR W	2136	1	h32-BL4-S1	F2	Soft off pavement when wet.
Shearer USFS	1. 0 NE	2600	1	21		Exper pilots only;lctd narrow winding riv canyon.
						Unattended.
Shoshone Mun	0. 5 mi NE	3950	1	30		
Slate, Slate Creek	3 NNW; hwy E	1660	1	27		Rolling. P-line NE.
Soda Springs Mun (PC)	1. 3SE; RR E	5842	2	36-(S1)	(F2)	Overpass ENE apch. Soft off gravel when wet.
						ENE/WSW strip hazardous.
Stanley	1 mi S	6300	1	43		Skis winters. Unattended.
Stanley, Thomas Creek	35. 0 N		1	19		W blkd. Land NE, tkof SW.
Three Creek, Murphy Hot Springs	10WSW; riv SW	5650	1	32		P-line SE.
Triangle	2. 0 NW	5280	1	26	(F1)	
Troy, Rauch	2. 3SE; RR W	2752	1	15		P-line E.
Twin Falls-Mun(Joslin Fld) (P)	5. S; canal N	4142	2	h59-BL4-S5-W-U	F4	Excavation 15' deep, 30' wide lctd 165' off NW
	end rnwy 12-30. Mrkd by line of red flags extend. 30" AGL on SE edge of excavation paralleling rnwy.					
	Mun, equip. operg vcnty.					
Victor, Bennett Fld.	0. 8SS; crks SW	6240	1	30		P-line SE.
Warren USFS	0. 5 NW; rd NE	5912	1	25		Tk-off NW. Canyon SE.
Weiser Mun (PC)	2. 8S; riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, USFS	1 W; riv E	4677	1	29		
Yellow Pine, Johnson Creek Arstp	3. 0 SSE	4900	1	37		
Yellow Pine, Reed Ranch	12 WSW	4000	1	30		Unattended.
ILLINOIS						
Adair, Summit	2. SE	673	1	25		P-line S.
Aledo, Mercer County	3. 5N	740	1	21-S1	F2	
Alton, Civic Mem'l(PC)	5. 2 E; hwy N	541	3	h39-BL4-S4	F4	P-line NW. 4100' strip avail. Use rnwys.
Antioch	2 SW; hwy E	750	2	22-*L-S3	F2	No storage. E blkd.
Assumption, Jones	3.	639	2	21	(F2)	P-line N. Unattended.
Aurora-Airways *	2. 7NNW	701	1	h26-S4-U	F4	Clsd acft over 10,000 lbs. Clsd ngt operns.FEE.
Beardstown, Hood	2. 1SE; hwy E	440	1	18-(S3)	(F1)	
Benton Mun	1. 5 NW	445	2	29	(F2)	Soft when wet.
Blandinsville, Willow Grove	4. ESE	675	1	26-(S1)	(F1)	P-lines N. Unattended.
Bloomington Mun (PC)	3. 3 E; hwy N	874	2	h37-BL4-S5-U	F1	Use rnwy when wet.
Blue Mound, McCoy	5 W	615	2	19-L4-S1	F2	
Bradford	4. 2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Brownstown	6. E	572	1	17		P-line SE. Unattended.
Brussels, Schulze's	2. S	419	1	23		P-lines S. 87 Oct emerg. Unattended.
Cairo(PC)	4. 5NNW; RR E	322	2	h36-BL4-S5-U	F4	
Canton, Ingersoll Fld	2. 5NNW; RR E	700	2	26-*L4	F2	Soft when wet.
Carbondale, Southern Illinois(PC)	4 NNW	408	3	h41-BL4-S4-U-W	F4	5400' strip avail. W blkd.
Carmi Mun	1 NE	372	1	20-S1	(F3)	P-line S. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
ILLINOIS (Continued)						
Casey	1. 0 NW	645	2	23-(S3)	(F2)	Fence W.
Centralia Mun	1. 5ESE; rd N	520	2	h28-BL4-S3-U	F4	S/W strip soft-wet.
Champaign, Univ of Illinois(PC) *	5. 5SSW; RR E	753	3	h53-BL4-S4-W-U	F4	Use rnwys-turf unable by permission.
Chatsworth	1. S	743	2	26	F2	Trees N; p-lines E, N.
Chicago-Hammond	24. 6 SSE of Loop	615	4	32-B-S5	F4	Attended days only.
Chicago-Hinsdale	18. 2 WSW	705	2	h26-S5-U	F3	P-line S. Use strips. Soft when wet.
Chicago, Howell	19. 1 SSW	600	3	28-S5	F4	Soft when wet. Use strips.
Chicago, Meigs(PC)	1 E	592	1	h33-BL4-S3	F4	FEE Lgts SS-2200. Rgt tfc N. 2-way rdo rqrd.
Chicago-Midway(P) *	9 SW of Loop	618	7	h64-BL2,4,6,7a-S5-W	F5	ARPT OF ENTRY. HIGH DENSITY ARPT:2-way
	rdo rqrd; twr clearance rqrd before entering tfc pats, lndg & tkof. Due distance & non-visibility acct					
	parked & moving acft, twr unable to ctl tfc on S ramp & gate space at S trml bldg; caution on E ramp &					
	vcnty both trml bldgs; single eng transient acft not allowed dock space at N trml, use facils of S trml bldg.					
	All acft remain N of white line on S side rnwy 27R while running up, parking, or taxiing. Exper oscillating					
	flasher guidance lgt installed each side of green threshold lgts apch end rnwy 4R; area on rnwy 36L, S of					
	9R & rnwy 15R to rnwys 13L & 22R used for acft parking, 2100-0700; area can be cleared within 1 hr if					
	necessary; parked acft mrkd by amr cont flashg lgts. Limit acft gate time to 45 min at trml bldg gate 34-					
	35 for exclusive use intl carriers; city reserves rgt to tow acft away from gate if they violate 45 min rule.					
Chicago-O'Hare Intl (AF, NG) $.	16 NW; riv 2 E	668	5	h88-BL4,6,7a-S5	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr
	clearance required before entering tfc pats, lndg and tkof. Overrun lgts. FEE. Caution, AF Air Defense					
	Command and Air Guard jet acft locally based. Crossing tfc should avoid jet apch areas NW and SE from					
	ORD OM to a point 5 mi SE of fld below 3500' MSL in VFR wea. Jet pats alt 2200' MSL. Due non-visibil-					
	ity twr unable to ctl tfc on rnwy 9-27, 300'-800' W of rnwy 36, 2500'-3300' E apch end rnwy 9; rnwy 18-					
	36 100'-1100' N of rnwy 27; rnwy 14L-32R 800'-1000' SE int rnwy 18-36; center taxistrip and mil ramp;					
	H. A. L. heliport area; E-W taxistrip N of Skymotive and UAL hangars; gate and ramp area N of trml					
	bldg. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch					
	ctl on 119. 0 mc or 363. 8 mc if UHF equipped regardless of wea.					
Chicago, Pal-Waukee	21NW; RR W	642	4	h42-BL4-S5-U-W	F4	
Chicago Heights, Governor Arpk	5WSW; hwy E	750	2	26-*L4-S5	F2	N, E blkd. Rolling.
Collinsville	4. 0 W	420	2	20-S3	F2	P-lines S & E.
Compton, Bresson	5 N; hwy E, S	770	1	26-*L-S3-U	F2	S blkd. No storage.
Crystal Lake	1. 5 S	890	2	h30-BL4-S5-U	F4	
Danville, Vermilion Co. (PC) *	4. 8NNE; RR E	687	3	h40-B*L4-S4-W	F4	Use rnwys.
Decatur Mun (PC) *	4 E; RR S	679	3	h53-BL4-S4-U-W	F4	
DeKalb Mun (PC)	1. 8 E	900	1	h30-B-S4-U	F4	W blkd.
Des Plaines, Ravenswood	2. 5SW; RR N	650	4	19-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon Mun	1. 9 ESE; RR S	786	2	h28-BL4-S4-U	F2	NE/SW soft when wet.
East Moline, Woods	2. 5 E	575	1	23-(S3)	(F2)	P-line S.
East St. Louis, Lakeside	SEE: St. Louis, Mo, Lakeside Arpt.					
East St. Louis, Parks College	4. 2 SW; RR SE	410	2	26-W		Rgt tfc take-off E, S. P-lines N, S, E. Clsd
	trans acft xcpt emergy. Caution-soft when wet.					
Effingham-County Mem'l	3. 6 S	585	2	h25-L4-S5-U	F4	N, S blkd; N/S strip soft-wet; lgts on req after 2100C
Elgin	2. 3 N; riv E	783	3	h24-BL4-S5-U	F4	Rgt tfc rnwys 18, 22, 27; rolling; 3000' strip avail.
Fairfield Mun	2 W	416	1	22-S3	F2	N blkd. Ruf.
Fiora Mun	1 E; hwy N	469	1	h25-BL4-S1-U	F4	Soft-wet.
Freeport, Albertus	3. 5 SE; RR S	847	3	h36-BL4-S5-U	F4	
Greenwood, Galt Fld	1. 0 NE	375	1	20-*L4-U	(F2)	
Harrisburg-Raleigh(PC)	5. 2 N; hwy E	396	2	h28-BL4-S5	F3	Lgts oper by electric ear.
Harvard, Dacy	0. 8 SW	930	2	28-*L-S5	F2	
Havana	6. 3 N; hwy N	510	1	30-S3	F2	
Hebron	3. 5 S	940	1	31-S1-U	F2	
Highland-Winet	3. 6NE; hwy SE	535	1	26-*L4-S3	F4	P-line S. Soft-wet.
Hopedale, L & L Inc.	8. 0 S	670	2	20-*L4-S5	F2	P-line W, lance S.
Jacksonville Mun(PC)	2. 7 N; hwy E	623	3	h30-BL4-S3-W-U	F4	3200' strip avail.
Jerseyville, Baughman	1. E	525	1	18-(S1)		P-lines N & S.
Joliet Mun (P)	5 W; riv W	532	2	h30-BL4-S5	F4	Use rnwys.
Jonesboro, Kollehner	2. NE	412	1	13	(F1)	Unattended.
Kankakee	3. 2WSW; RR 1. 5S	626	2	26-*L4-S4-U	F3	Ditch N. E blkd. Use strips.
Kewanee	3 S; hwy W	825	1	26-S1	F2	
Forrest, Honegger	3 S; RR E	710	2	23-S1-U	(F3)	E blkd. Use strip.
Galesburg Mun	3. 5 W	763	1	h36-BL4-S3	F4	Use rnwy.
Kewanee Arpk	6 E	700	2	24-S1	(F2)	NW, SE blkd.
Lacon, Marshall County	1. 2 E; hwy N	594	2	h17-BL4-S3	F3	1900' strip avail.
Ladd Fld	1. 5 N	643	1	24		P-line E.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
ILLINOIS (Continued)						
Lawrenceville Mun (PC)	4. 5NE; 1ks ESE	428	4	h52-BL4-S1	F3	
Lincoln, Logan County(PC)	2ENE; hwy NW	595	2	h27-BL4-U	F3	3500' strip avail.
Litchfield Mun (PC)	1. 4SW; hwy E	690	2	h23-BL4-S5-U	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	2. 2WNW; canal E	670	4	h31-B*L4-S4	F4	Use strips.
Lombard, York Township	2. 8SW; rlv W	740	2	18-S4	F2	Use strips; unlgtd 123' twr & lines aprx 3000'W.
Lombard, Mitchell Fld	2. 8NNW; RR S	740	3	26-L2-S4-U	F4	P-lines, S, SW. Water tank WNW.
Long Point, Ellis	4. SE	640	1	20	F2	
Macomb	2. 4 E; hwy E	695	2	26-S1	F2	N, E, blkd.
Manito, Waddell	4. N	500	1	22-S1	F2	
Marion, Williamson County(PC)	4. 6WNW; hwy W	472	3	h38-BL4-S5	F4	4200' strip avail. Use rnwys & taxiways only.
Mattoon, Coles Co. Memi (PC)	5 E; RR 1 N	720	3	h37-BL4-S4-U-W	F4	
McLeansboro Mun	1. 5 S	412	1	h18	(F2)	
Metropolis Mun	2 NW; hwy S	380	2	h35-L4-S1-U		N blkd. Trees E. Unicom dalgt hrs.
Milford	0. 7NNW; hwy E	650	2	28-L1-S4	F3	E blkd. Non-commerical use only. Unattended.
Moline, Quad-City(P) •	4 S; hwy NE	590	3	h55-BL4, 6, 7a-S4-W	F5	Use rnwys and taxiways only.
Monmouth	1. 5NNE; RR W	770	1	31	(F1)	S blkd. E/W rnwy clsd.
Monticello, Allerton Park	4. SW	650	1	25		
Morris Mun	4. 5N; hwy W	588	2	h30-BL4-S1-U	F4	
Mt. Carmel Mun (PC)	13. 7NNE; hwy E	430	2	h45-S1	F2	
Mt. Carmel, Beckerman Fld	4 W; RR S	424	1	21-S3	F1	P-line N. Minor eng repairs only.
Mt. Vernon Mun (PC)	2. 5 ENE; RR S	465	2	h32-BL4-S5	F4	
Moweaqua, Hilvety	2. 8 NE	680	2	23-S1	F2	P-line N.
Nashville, Beckmeyer Fld	2. 0 E	525	1	15		P-lines NE.
Nekoma, Litton Fld	1. 2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	1. 6NW; RR E	680	3	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12, 000 lbs. NW/SE rnwy perm clsd.
Olney-Noble	5. 0 W	470	1	h25-BL4-S3	F4	Use rnwy. Ngt serv on req.
Olney, Ulrich	1. 8ESE; RR S	537	1	30	F2	P-lines N; S blkd.
Ottawa	1 NNW; rd N	615	2	26-*L-S4	F3	N, S blkd. Rgt tfc S.
Paris, Patrick	3. W	640	1	28-(S1)		
Paris, Stewart	1 S; RR W	742	1	22-L4, 6	80	
Pawnee, McWilliams	3. S	630	1	15		
Paw Paw, Boston Fld	5. E	700	1	13	(F1)	
Pecatonica	1 N; hwy E	750	1	23-S5	F2	P-line S.
Pekin	5S; RR E	521	3	34-L4-S5-U	F2	E blkd; p-line W; rnwy lgts on req after 2400.
Peoria, Greater Peoria (NG) •	4.8 WSW; hwy E	659	4	h70-BL4, 6, 7a-S5-W	F4	1000' overrun rnwy 12.
Peoria, Mt. Hawley	6. 4N; RR SW	800	3	30-L4-S5-U	F3	NE, SE, S blkd.
Peotone	Adj W	710	1	26-S5	F2	P-line N & S.
Plainfield	7. 0 N	695	2	18-L5-U	(F3)	Bcn on req. P-line S.
Polo, Hamilton	2. 3 NE	895	2	26-L4-S5-U	F2	P-line E.
Princeton, Piper	1. 5E; hwy N	625	2	24-*L-S4	F2	N, S blkd.
Robinson Mun	5. 3E; hwy S	453	2	h23-S1	F2	S blkd. E/W rnwy for private use only.
Rochelle	2 S; hwy E	780	1	22-S1	F2	P-line E.
Quincy-Mun, Baldwin Fld. (P)	10. 5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Rockford, Cottonwood	WNW City	745	1	26-(S1)	(F1)	
Rockford, Machesney	6 NNE; rlv NW	732	3	30-S4-U	F2	NE blkd; p-lines E, SE.
Rockford, Greater Rockford(P) •	4. 9 S; hwy E, W	734	3	h48-BL4, 6-S5-W-X	F5	40' lgtd twr 225' W.
Salem, Salem-Leckrone(PC)	1. 9NW; lk NW	571	3	h30-BL4-S4-U	F4	Use rnwys only. 3700' strip avail.
San Jose, Reed	2. 5 SW		1	19-(S1)		
Sandwich	1. 4WSW; RR N	670	2	20-*L-S4	F3	P-line N. Soft when wet.
Savanna, Stransdale Airpark	4 SE; hwy W	610	3	23	(F2)	1000' NW end NW/SE rnwy clsd. P-line W.
Serena	2. 8N; elevatorSE	640	1	21-L4-S4	F4	P-line NNE. Soft when wet.
Shelbyville, Shelby County	2. 5 W; RR S	618	2	27-S1	F2	P-lines NE, NW, SW, SE blkd.
Springfield, Capital(NG) •	3. 2NNW; hwy E	593	3	h70-BL4, 6, 7a-S4-W	F5	Use rnwys. 1000' overuns rnwys 4 & 22.
Springfield, Southwest	3. 5SW; RR N, S	606	2	32-L4-S5-U	F4	Use strips. Lgts on call after 2200.
Sterling-Rock Falls-Whiteside Co	3. 0 S hwy W	645	2	h30-B*L1-S5	F3	p-lines SW.
Stockton	1. 9SSE; hwy W	940	1	18-*L-S5	F2	Rolling.
Streator Air Service	2 ENE; RR N	650	2	h23-L4-S5-U	F2	2600' strip avail. P-line E.
Sycamore	1. 4ESE; RR N	840	4	26-S4	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville Mun	1. 8WSW; RR SE	612	1	h22-BL4-S4	F2	Soft-shoulders.
Tinley Park, Prosperi	1. 7 SSW	695	2	29-*L-S4-U	F3	Soft when wet.
Toledo, Plane Lane	1. 0 S	595	1	22	(F1)	Trees, p-lines S.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS (July 5, 1960)
ILLINOIS (Continued)						
Tuscola Flying Service	2 SW	650	1	23-S4	F2	E blkd.
Urbana, Blind	2 NNE; hwy E	735	2	26-*L4-S5-U	F3	
Utica, Starved Rock Air Park	1 SE hwy NW	460	1	34	F2	Rgt tfc take-off W. Clsd Winters.
Vandalia Mun	4. 4 NW	532	2	h39-BL4-S3-W	F4	
Virden, Hulcher	1 WSW; RR E, S, W	640	1	26-S1	F2	P-line N.
Virden, Weber Fld	4. W	610	2	31		
Waukegan	1. 5NW; RR W	727	3	25-B*L-S4-U	F2	Rolling.
Waukegan, Memorial	3 NNW	718	3	37-*L-S5	F4	E blkd.
West (Chicago), DuPage Co. (PC)	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling (Chicagoland	3. 8 NW	668	4	h34-BL4-S5-U	F4	Lgts NE-SW rnwy only
Wood Dale Moody-Woodale	1. 3NNE, rd adj N	711	4	27-*L1	F2	Clsd dbl-ends. Acft over 3300 lbs prohibited. Lndgs w prior arrangement or by ctc, ORD twr. 30° rgt tfc pattern rnwys 10, 14, 16, 23.
Woodstock, Mass	1. 0 NW	890	1	24-L3, 4-(S2)	(F2)	
INDIANA						
Alexandria	3. 0 SE	825	1	26-*L4-S3-U	F2	N strange
Anderson	3. 5SE hwy N	910	3	32-B*L4-S5-U	F3	P-line NE. Use strips.
Anderson Mun	3. 0 E	913	2	h43		
Angola, Tri-State(PC)	4 SW hwy S	984	3	36-B*L4-S3-U	F3	SE blkd. Hill NW.
Auburn	1. 3 SW; RR E	880	3	h25-BL4-S3-U	F4	Lgts NE-SW, SE-NW blkd; lgts prior req after 2 ctc.
Argos, Scott Fld	3. 0 NE	800	1	17		
Bedford Mun (PC)	3. 5 SE; hwy E	728	2	31-L4-S5-U	F4	Use rnwy. Rdl.
Bloomington, Kister's (PC) •	5. 0 WSW; RR SE	840	3	h35-BL4-S1	F4	Use strips, rnwys.
Bloomingdale, Port O' Woods(PC)	4. 0 N	560	1	33-S3	(F2)	N strange
Bluffton, Miller	4. 2 WSW; RR S	827	2	26-B*L-S5-U	F2	E blkd. Rgt tfc E. Soft grass, near Ctr & Wet Sts.
Bluffton-Wells County	2. 8 WSW; RR S	820	1	36-*L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	1 3 S	860	2	26	F1	
Cedar Lake	1. 2 NW, hwy W	751	3	27-*L1-S5	F2	E, NE, blkd; p-line SW. Use strips.
Cicero	1. 0 E	840	1	22-L2, 4		Fence both ends rnwy.
Columbus Mun (PC)	5 SSW; RR E	612	2	h45-BL4-S5	F4	Use pavement only. Snow & ice removal equip not avail; pilots use at own risk during inclement wea.
Connersville, Mettel(PC)	2. 8 NNE; cana. W	867	3	h30-B*L4-S1-U	F3	3200' strip avail.
Converse	1 WSW; hwy N	840aw		h18		Landing mat only.
Crown Point	2 N	720	3	24-S3	F3	E blkd. P-line NE.
Crawfordsville Mun	4. 5 SSW; hwy E	804	4	36-BL4-S1-U	F2	P-line NW.
Crown Point, Klinedorf	1 mi NW	760	2	24-S1	(F2)	P-line S.
Culver	2 E; lk W	855	2	26		Rolling. Use strips.
Decatur, Gage	Adj S	800	2	22-S3	F2	S apch or N S strip only.
Decatur-Hi-Way	3. 0 E	841	1	26-L-S1	F2	Soft when wet. N blkd.
DeMotte, Cheever Bros	2, 2 SSE; hwy E	690	3	29-(S1)	(F1)	P-line S & E.
Dyer, Triangle	1. 5NE; RR E	630	2	31-*L-S5	F2	Bdgs W. Soft-wet. Use strips
Elkhart	2. 7NNW; hwy 1E	752	2	27-B*L4-S3-U	F4	3600' strip avail.
Elkhart, Midway	4. 9 NW; 2W NE	790	2	9-*L4-S5-U	F4	S W blkd.
Elwood	2 S hwy NW	866	2	23-B*L4-S5	F2	P-line W.
Evansville, Dress Meml. (P) •	4. 5NNE, RR W, E	389	3	h60-BL4, 6-S5-X-W	F4	P-line E. Use pavement only. Due non-visibility twr unable to ctl tfc on first 600' rnwy 9. All shoulders-soft.
Evansville, Skylane	2. 8 NW	385	2	26	F2	P-line S.
Fort Wayne, Baer Fld (NG)	7. 5 SSW, RR E	801	2	h70-BL4, 6, 7a-S5-W-U	F4	2-way rdo rgrd-darkness. Use rnwys 40' p-line apch rnwy 13-31. Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 & entire taxi strip leading to apch end of rnwy. Ctl twr unable to see acft on final apch for rnwy 9 when within 1500' of apch end at alt of 100' AGL or below. 900' of N/S twy obscured by hangar.
Ft. Wayne, Smith Fld.	4. 5 N; hwy S	833	3	h33-B*L2-S5-U	F3	
Franklin	4. S; hwy 2 E	745	2	24-*L4-S5	F3	Use strips.
French Lick-Sheraton	0. 8ESE	500	1	h26		Hill N. Unattended.
Galveston	3. 0 NW	795	2	h16		Unattended.
Gary Municipal(PC) •	4 NW; hwy N	591	2	h46-BL4-S5-U	F4	Use rnwys. Ctc Unicom for advisory when in this area & on gnd.
Goshen Mun (P)	4. 5 SSE; hwy E	823	3	39-BL2-U-W	F4	P-lines S, SW. Lgts req after 2100.
Granger, McCombs	0. 3 W	750	1	9-(S1)		Ctn-short rnwy. P-line S.
Greencastle Mun	2. 5 SE	822	2	30	F1	P-line S, trees SW.
Greenfield, Pope Fld.	2 ENE; RR S	895	2	30-S1	F2	S blkd. P-line.
Greensburg	2. 1 WSW; RR N	915	2	23-S4	F2	Use E half N/S rnwy only.
Greenwood, Wheatcraft	1. 4 NE	820	3	18-L4-S1-U	F2	
Hagerstown, Perfect Circle	1. S	1020	1	40-BL4-U		Trees N. 80/87 oct fuel-emerg.
Hartford City, Hoover's	1. 8 SW; hwy N	875	2	19-(S5)	(F1)	
Hartford City, Inman	1. 8 N; hwy E	910	2	24-S3	F2	
Hobart, Cole's Sky Ranch	1. 8 NNW; hwy S	644	2	25-*L1-S5	F2	E blkd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
INDIANA (Continued)						
Huntingburg	3.8; RR 2 E	500	2	h31-BL4-S5-U	F3	Use paved rnwy or ctc unicom for turf condition.
Huntington Mun	2.5 SSE; riv S	810	2	21-(S1)	(F2)	NW blkd. P-line SW. Gully S.
Huntington, Scott Ranch	6 SSE	816	2	32-L4-U	F2	2900'NE/SW rnwy lgtd. P-line NE, NNW. Rnwy lgts on req after 2200.
Indianapolis, Shank	6 NW; hwy NE	740	5	32-S5	F4	Unlgtd 20' pole line E along road.
Indianapolis, Sky Harbor	7 ENE	870	2	h35-*L4-S5-U	F4	E blkd. Ruf. DC-3 and heavier acft prohibited.
Indianapolis, Speedway	8.0 W	860	2	27-S5	F2	P-line W.
Indianapolis, Weir Cook (P) •	8. SW; RR N	796	4	h73-BL4, 6, 7a-S4-W-X	F4	Use rnwys only xcpt on advice of ctl twr. Rnwy 4 open jet acft; rdo rcvr rqrd. FEE multi-eng acft. Due non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' exper semi-flush centerline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flashing green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals continue from green bar along centerline of hi-speed exit. Exper system terminates at end of hi-speed exit. Avail on req.
Jasonville, Shakamak	0.5 NE; hwy E, S	600	2	23		Rolling; use strips; fence both ends. Unattended.
Jeffersonville, Hap's	4.0 NW	464	1	23-S4	F3	
Kendallville Mun (PC)	2.2 N; hwy W	1000	3	h22-BL4-S5-U	F4	P-line SW.
Knox, Starke County	0.9 S; hwy E	714	2	h24-S5-U	F2	P-lines NE, NW, SE blkd.
Kokomo Mun •	4.7 NE; rd N	827	3	h40-BL4-S5-U-W	F4	
Kokomo, Ruzicka	4.0 SW		1	26-S5	F2	P-line N
Lafayette, Aretz	3 NE bet RR, hwy	614	2	30-L2-S5	F1	P-line NW. Use strips. Lgts thru Lafayette rdo.
Lafayette, Halsmer	4 ESE; riv NW	664	2	h40-*L4-S5-U	F4	P-line WNW. Use strips. Gross wt-50, 000 lbs.
Lafayette, Purdue University (P)	1.5 SW	607	2	h35-BL4-S5-W	F4	Clsd to acft over 26, 500 lbs gross wt or larger than C-47 or DC-3 excp by special permission. Use rnwys. FEE. Rnwys lgts thru Lafayette rdo.
Lake Village	1 NW; hwy S	644	2	26-L4-S5	F3	Use strips.
LaPorte Mun	2.5SSW; RR W	803	2	32-BL4-S5-U	F4	P-lines SW, SE, NW.
Linton	3.0 W	524	1	26-S1	F1	P-line N.
Logansport Mun	2.0 S	736	1	h23-BL4-U	F4	Minor A & E rprs avbl on call.
Logansport, Williamson	7.0 NNE	790	1	23-S3	F2	P-line W. N/S strip clsd.
Lowell, Bailey	4.8 SW	697	2	21-S1	F2	Use strips.
Madison Mun	6.0 NW	857	4	h50-BL4-S5-U	F3	
Marion Mun •	3.8SSW; hwy E	850	1	h42-BL4-S5-U	F4	
Mentone	2 SW; hwy E	800	1	24-S3	(F1)	
Michigan City	4. E; hwy Jct SW	650	2	h30-BL4-S5-U	F4	Twr N;p-line N, SE. Lgts prior req after 2200.
Michigan City Mun (PC)	2.5 S; hwy N, W	668	1	h24-BL4-S3	F2	
Michigan City, Verdes	5.0 SE	680	2	25-S1		P-lines N, NE, S.
Mishawaka, Sportsman Arpk	3.7NE; riv S	760	2	21-S5-U	F2	P-lines NE, SW, SE blkd.
Monticello, Dittman	2.8 S; lake E	700	2	30-S1	F1	S, SW blkd.
Muncie, Delaware Co(Johnson Fld) (PC) •	3.5 N	937	2	h51-BL4-S5-U	F5	
Muncie, Reese	3 SE	991	3	20-S5	F2	
New Carlisle, Gordon	2.5 SE	736	2	18		P-lines N, SE; fence NW. N/S rnwy tk-off S only.
New Castle Mun	1.8 ENE; hwy N	1080	2	29-S1	F3	N, NE blkd; rgt tfc W; use strips; E/W rnwy clsd.
New Castle, Sky Castle	3.0 S	1088	2	29-*L4-S5-U	F2	
New Castle-Western	2.3 NW; hwy E	1078	3	26-S5-U	F2	N, S blkd; p-line NE.
Mt. Vernon Mun	1 E; bet hwy, riv	390	2	25	(F3)	P-line N. Use strips.
N. Vernon, St. Anne(PC)	2.3NNE; RR W	750	2	h45-L4-S1	F3	Ctn-all rnwys ruf, not maint. Lgts dusk-2400.
Paoli	1.5 N RRE	790	2	h20-L4-S1-U	(F3)	Soft-wet. 2600'strip avail. Lgts on req after 2230.
Perrysville, Highland	2.8 WNW; hwy S	610	2	22-*L4-S5	F2	P-line E.
Peru	3 WSW; riv N	735	2	28	F2	
Plymouth	2.0 NW	796	1	25-U	F2	P-lines E & W.
Portland, Steed Fld	1.5 NW; hwys N, E	926	3	26-*L4-S5-U	F2	N, NE blkd. Use strips.
Princeton	0.8 E; RR NE	502	1	20-S3	F2	Use strips. Tower NW.
Ramsey, Glen Aire Ranch	2.7 SW	660	1	21		P-line N &S. Unattended.
Rensselaer, Jasper County	1.5 WNW; hwy S	676	2	32-BL2-S3-U	F2	
Richmond, East Richmond	3.7 ESE; RR E	1090	3	25-S5-U	F3	Hill E. Use N/S strip when wet.
Richmond Mun (PC) •	6 SSE; RR W	1141	3	h55-BL4-S5-U	F4	Use rnwys.
Rising Sun	0.5N	530	2	26-S1	F2	Rolling. Unattended.
Roselawn, Zoro Airpark	1 W; RR N	655	1	22-(S1)		
Rochester Mun	1.5 E, bet RR, hwy	787	4	27-S5-U	F3	N, NW, NE, S, SE blkd; use strips; N strip tkof only.
Rushville, Howell Bros.	2 SE; hwy SW	985	3	18-S1	F2	E blkd. P-line S.
Seymour, Freeman Fld (PC)	2.3 SSW; RR N	575	4	h55-BL4-S3-U	F4	Use rnwys.
Shelbyville-Mem'l	3 NW	800	2	34-S4-U	F4	N, E blkd.
Sheridan	2.1 N; rd W	940	3	27-B-S5-U	F3	SW, W, NW blkd. Use strips.
Sheridan, Black Hawk	5.3 N; road E	929	2	20-L4-S5	F2	P-line N. Use strips.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
INDIANA (Continued)						
South Bend, Chain-O-Lakes	5.2W; 1k SW	765	2	24-S3-U	F2	P-line NW, SE.
South Bend, St. Joseph Co(P) •	3.5 NW; hwy S	778	4	h50-BL4, 6, 7a-S4-W	F5	Use rnwys. P-lines NE, S. Due non-visibility twr unable ctl tfc on all taxi strips & ramp areas from S edge of main SW taxi strip to hangar areas.
Springport, Crandall	0.5 E	1050	1	26-S5	F1	P-line N. Rolling.
Syracuse, Wawasee	3.0 E	880	1	20-S3	F2	P-line E. No storage.
Terre Haute, Cox Fld	3.2 S; hwy E	485	3	27-S1-U	F1	P-lines N, NE, SE. Use rnwys & taxiways only
Terre Haute, Hulman Fld (P) •	5.ESE; hwy N	585	3	h70-BL4, 6-S3	F4	Use rnwys. 1000' overrun SW, 1200' overrun NE rnwy 5-23.
Valparaiso, Porter County(PC)	2.8 ESE; RR S	761	2	h19-BL4-S5-U	F4	Rnwy lgts avail SS-0300, 2200' strip avail.
Valparaiso, Urschell	1.7N; RR S	829	2	26-L4-S5-U	F3	Use strips. Lgts avbl til 0200.
Valparlso, Wyckoff	6.0 ENE	740	1	17	F1	P-line N.
Vincennes, O'Neal	1.8 NW; hwy NE	414	aw	27-S5	F3	NE blkd.
Wabash Mun	2.0 SE	788	2	39-BL4-S5-U	F4	
Warsaw Mun(PC)	3 N; RR W	843	3	h24-BL4-S5-U	F3	2800' strip avail. Use rnwy, strips.
Washington	4.3 NNW; RR W	450	3	29-S5	F2	P-line W. Use strips. E blkd.
Westfield	1.0 NW	920	2	20-S1	F2	Fence W.
Winchester	3 E; hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	1.2 SW; hwy WNW	758	2	20-S3		P-line N.
IOWA						
Algona Mun (PC)	2.0 WNW; hwy N	1219	2	h22-BL4-S5-U	F3	P-line N, 3400'strip avail.
Allison Mun	.03 NW	960	1	25-L4	F3	Bldgs E.
Altoona-Brown Fld	1.0 S	970	1	25	F3	P-line S.
Atlantic Mun (PC)	1.9 W; hwy E	1153	3	33-BL4-S5-U	F4	P-line N.
Ames Mun (PC)	2.5 SSE; hwy E	932	2	39-BL4-S4-U	F3	
Amana, Hursh Bros.	SE	712	1	34-S5	F2	
Audubon Mun	1SSE; RR, hwy W	1300	1	24-L4-S3-U	F4	Soft when wet.
Bartlett, Lorimer	2.0 E	960	1	26-S3	F3	Minor eng repairs only.
Beaman, Thurman	2.0 ESE	950	1	19	(F2)	Live stock on fld winters.
Bedford Mun	2.5 S	1090	1	24-L4	(F2)	P-line S. Unattended.
Belle Plaine, Froning Fld	1.0 NNW	800	1	20-*L4	(F2)	
Bloomfield	1.7WNW; hwys S	850	1	19-(S1)	(F2)	
Bettendorf	4 ENE; hwy 1 W	670	2	25-*L4-S5-U	F4	
Boone Mun (PC)	2 ESE; hwy N	1143	2	26-L4-S5-U	F3	Rgt tfc NE, NW. P-line NE.
Britt, Barker	1.0 SE	1220	1	25	F2	P-lines S.
Burlington Mun (P) •	1.7 SSW; hwy E	698	2	h53-BL4-S1-W	F4	Rgt tfc rnwys 12, 18. Use rnwys only.
Callender, Peterson Flying Service	1.2 WSW	1145	1	18	(F1)	
Carroll Mun	4.2 ESE; RR N	1196	3	34-BL4-S5-U	F3	
Castana, Maynard	3 SE Grant Ctr	1100	1	17-S1	F2	
Cedar Rapids Mun (P) •	6.7 SSW; RR E	863	2	h54-BL4, 6-S5-U-W	F4	Use rnwys only. Arriving acft with proper freq should make initial ctc with CID apch ctc on (119.9 mc) mil(291.6 mc) regardless of wea. Apch ctl will specify reptd pt when flt chg to twr freq.
Centerville Mun	3.5 SSW; RR N	1017	2	26-BL4-U	F2	
Central City, Wassmer	3.5 SW	960	1	18	(F2)	
Charlton Arpk (PC)	2.5 W; hwy S	1050	1	24-L4	F2	P-line S. Unattended.
Charles City Mun (PC)	3.3E; bet RR, hwy	1126	3	28-BL4-S4-U	F2	S blkd; p-line N, SW, NW.
Cherokee Mun (PC)	1 S; RR W	1212	3	33-L4-S5-U	F3	P-lines NE, SE. Rgt tfc NW, N, NE.
Clarinda Mun (PC)	1.3 SE; RR W	992	2	h21-L4-S4-U	F4	Rgt tfc SW, SE; ditches S, NNE; 2900'strip avail.
Clarinda, Schenck	0.8 SE	992	1	28-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
Clarion Mun	1.4 NW; hwy S	1162	4	27-BL4-S5	F2	P-lines NE, NW. Use strips.
Clermont	0.8 S; hwy E	800	1	21-*L1-(S1)	(F2)	
Clinton Mun(PC)	7 WSW; hwy S	701	3	h37-BL4-S4-U-W	F5	3900' strip avail.
Columbus Junction	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hybrid	3.5 WNW; RR 1 S	1050	1	23-S1		80 octane emerg. Unattended. P-line N.
Corning Mun	3/4 W; hwy N	1250	1	24-L4-S5	F2	Rgt tfc S.
Corning, Readhead	1.5S hwy E	1250	1	15		
Council Bluffs Mun	3 SE; hwy S	974	4	37-L4-S4-U	F3	SW blkd; p-line SE; tank S.
Creston Mun	2.5 S	1290	2	25-L4-S3-U	F3	Soft-wet. Unattended.
Dallas Center, Husband	3 W; hwy W, N	1015	2	23-L4-S3	F3	Lgts prior req after 2400.
Davenport Mun (P)	5.5 N	753	3	h48-BL4-S5-U	F4	
Decorah Mun	3.0 NW	918	1	30-(S1)	(F1)	P-line N.
Denison Mun (PC)	2.8 SW; hwy N	1280	3	30-L4-S5-U	F4	Soft when wet.
Des Moines Mun (NG) •	4.5 SSW; hwy S	957	3	h75-BL4, 5, 6-S5-W-X	F4	2-way rdo rqrd.
Des Moines, Dodge Fld	8.0 NW	938	1	24-L4-S5	F3	P-line N. Lgts oper sunset-2400.
Des Moines, North Fld	2.0 N	810	1	30-L4-(S1)	(F2)	Unattended. Lgts operg sunset 2400.
Dewitt	1.5 SE; RR S	800	1	26-S1-U	(F2)	P-lines N & S. Unattended.
Diagonal, Stephens	0.4 E	980	1	16	(F1)	Hill & fence S, ditch & trees N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	T-PA	LONGEST RNWY FACILITIES	FUEL	REMARKS
IOWA (Continued)						
Dubuque Mun (PC) ●	7.5 SSW; hwy E	1078	2	h56-BL4,6-S5-U-W	F4	Use rnwys.
Dunkerton, Davis Fld	3.0 NW	1000	2	24	F3	P-line S.
Eagle Grove Mun (PC)	3.4 NNW; RR E	1131	2	36-L4-S3-U	F2	
Eldora Mun.	2.0 SSW	1020	1	22-L4-(S4)	(F2)	P-line S.
Emmetsburg Mun	1.3 SW; RR N	1205	3	35-L4-S1-U	F4	
Essex	Adjt W	990	1	23-L4	(F1)	P-line E. Lgts dusk to 1:00 AM.
Estherville Mun (PC)	4.6 E; hwy S	1296	3	32-L4-S5-U	F4	P-line SE, S, SW.
Fairfield Memorial	2 mi SE	780	2	27-*L4-(S1)	(F2)	P-line NNW. Unattended.
Floyd, Henry	5.5 NE	1110	1	16	(F2)	
Forest City Mun	1.5 SE	1309	1	20-L4		Unattended.
Fort Dodge Mun (PC) ●	3.5 N; hwy E	1160	2	h44-BL4, 6, -S4	F4	Use rnwy.
Fort Madison Mun	1.5 N	721	1	h30-BL4-S5-U	F3	3200' strip avail.
Garner, Wicks Fld	1.8 NW; hwy W	1230	2	24-S4	F2	P-line NW. Use stripa.
Gladbrook, Steiert	5.0 SE	1050	3	21-(S3)	F2	No storage. Fence each end.
Grand Mound, Grand Fld	1.2 SW; RR 14 N	670	2	23-*L1-S1	F2	
Grinnell	1.5 SE	1000	1	27	(F2)	P-line N.
Greenfield	1.5 NNE	1384	1	24-L4-S1	F3	P-line SE.
Guthrie Center Mun (PC)	.3 NW	1083	2	26-*L4-S1	F1	Unattended;trees SE;hill SW;rgt tfc ind SW or SE.
Guttenberg, Abels Island	2.3 N; rlv E	610	1	26-(S3)	(F2)	P-line N.
Harlan Mun	5.0 SSW; hwy E	1204	2	27-BL4-S5-U	F4	P-line S. Lgts & bcn oper dusk - 2300.
Hartley, Lambert Fechter Mun	1.3 SSE; RR NE	1490	2	26-L4-(S1)	(F3)	P-line SE.
Hamburg, Hoover	2.2 W; RR 1 NE	906	1	20		P-line N. Unattended.
Hampton Mun	2.7 NW; lk N	1150	1	24-L4	(F1)	P-line NW, SE.
Hawarden Mun	0.3 S	1170	3	23	F2	Unattended.
Humboldt	1.0 N	1120	1	19	(F2)	P-line N. Unattended.
Ida Grove, Godbersen Fld	1.0 E	1250	1	26-B?.2, 4, 5-U	F4	
Iowa City Mun (PC) ●	1.7 SW; rlv E	661	3	h43-BL4-S4-U-W	F4	
Iowa Falls Mun	4.1 S; RR 1 E	1140	2	20-L4-S3	F4	Use rnwys. P-line SE, hangar NE.
Jefferson Mun (PC)	1.8 E; hwy N	1041	2	24-L4-S5-U	F2	Lgts oper only during safe fld conditions.
Keokuk Mun (PC)	4.6 NW	671	2	h38-BL4-S5-U	F4	
Lamont, 10, MKC-MSP	3.0 WNW; RR E	1163	2	37-BL2-W	F1	Soft-wet.
La Porte City, Clarks Fld	2.5 NW	900	2	26		P-line S.
Larchwood, Zangger Flying Service	2. E; RR S	1470	2	20-*L4-S3	F3	
Laurens-Skyways	1.0 SW	1250	1	24	(F2)	Unattended. Roadbed N.
Leighton, Pete's	4.0 NE	850	2	24		Cattle on fld wintars. 80/87 oct avbl emgcy.
Leland, Carson	4.1 NW	1300	1	26-(S3)	(F1)	P-line N.
LeMars, Westmar College	1.6 SW; hwy SE	1190	2	26-L4-S3-U	F4	NW blkd; p-line SE.
Lenox	1.3 N; hwy W	1200	1	26-(S3)	(F1)	Bldgs & trees N end.
Leon	4.1 N; RR SE	1050	1	22	(F2)	
Lunas, Swenson	4.0 N	1050	1	23		P-lines ENE.
Manning Mun	1.0 SW	1321	2	24	(F2)	Twr NE. P-lines S, SW. Unattended.
Manson, Miller	3.5 SW	1130	2	22-(S1)		
Maple Mun (PC)	0.5 NW; rlv NW	1150	2	29-L4-S5-U	F2	NE, SE, SW blkd. Ruf.
Maquoketa-Swift	4. W	770	1	26-L4-(S1)-U	(F4)	P-line N;lgts dusk-2300 local time;ctn, soft-wet.
Marble Rock, Knoop	6.5 W	1065	2	30-(S1)	(F2)	TV Ant.S.
Marshalltown, Neiderhauser	4.0 N; hwy 1 E	990	2	26-BL4-S4-U	F5	W blkd; p-line N.
Mason City, Eco	2.6 ESE; rlv S	1215	1	28	F2	Rolling. Use strip.
Mason City Mun (P) ●	0.5 W; hwy S	1216	2	h56-BL4, 6-S4-W	F4	
Mechanicsville, McVille	3.2 WNW; RR S	850	1	23-(S3)	(F2)	P-line S. Cattle on fld.
Millersburg, River Port	4.0 NE	800	1	19-(S3)	(F2)	Fence each end.
Missouri Valley	1.5 S;bet RR, hwy	1000	1	25-L4	(F1)	Ditch S end. Lgts sust-3400.
Monticello Mun	1 S; hwy E	840	1	24-L4-S1-U	F4	P-line S.
Mt. Ayr	1.0 W	1100	1	16	(F1)	
Mt. Pleasant Mun (PC)	2.6 ESE; hwy N	727	3	10-L4-S1	F2	
Muscatine Mun (PC)	6.0 SW; hwy SE	546	2	h42-BL4-S1	F2	
Nashua, Harrison	2.0 NW; hwyE, N	1000	2	24		P-line N & E. W end ruf & rolling. Unattended.
Nevada, Nelson Arpk	1.7 W; hwy N	995	2	23-*L1-S5	F2	Rolling.
New Hampton Mun	2.3 NW; RR NE	1160	3	28-(S1)	(F2)	P-lines E & S.
Newton Mun (PC)	1.7 SE	952	2	h28-BL4-S5-U	F4	P-line SW.
Nora Springs, Spotts Fld	3.2 W; RR S	1170	2	25-*L	F2	P-line E, S. Rolling.
Oakland, Kimberly	0.8 NW; rlv W	1065	1	18-(S1)	(F1)	Trees N.
Oelwein Mun	3.0 W	1050	3	28-L4-S3	F2	W blkd; Use strips.
Okoboji, The Inn	1.0 NW	1440	1	27-L4-S3	F3	Open May 1-Oct 15.
Onawa Mun	1.2 SSW	1040	1	22-L4	F1	Unattended.
Onaga Mun	0.5 NE	1160	1	48-L4-S1-U	F2	P-line N. Unattended.
Osceola Mun	2.0 N	1125	1	26-L4-(S1)	F3	P-line S.
Oskaloosa Mun	10.1 SE	636	2	h20-S3-U	F4	3000' strip avbl. Turf soft-wet.

CITY AND AIRPORT NAME	LOCATION	ELEV.	T-PA	LONGEST RNWY FACILITIES	FUEL	(July 8, 1960) REMARKS
IOWA (Continued)						
Oskaloosa, Roth	1.0 SSE; RR NE	850	2	21-S1	F4	Use strips. P-line NE.
Ottumwa Mun (P)	6.4 NNW; hwy 1 E	845	2	h52-BL4-S4-W	F4	
Pella-Airways Inc.	3.5 SE; RR NW	877	1	24-(S1)	(F3)	
Perry Mun (PC)	3.5WSW; hwy N	1014	2	23-BL4-S5-U	F2	
Pocahontas Mun (PC)	1.5 NE	1216	2	25		Unattended. P-line N.
Postville, Swenson	4.5 ENE	1090	1	23		P-line ENE.
Prairie City	2.5 NNE	950	2	30	F2	Ctn-cattle on fld. Trees W. Cable line S.
Radcliffe, Drake	0.4 NE	1200	1	25	(F2)	Trees W.
Red Oak Mun (PC)	1.5 W; hwy N	1044	3	28-BL4-S5-U	F4	P-line N. Ngt serv on call.
Rockwell City Mun	W; hwy W	1334	1	22-(S1)	(F2)	Trees N.
Rudd, Ehlebachs Fld	0.4 S	1160	2	21	(F1)	P-line W.
Sac City Mun	3.0 SSE; rlv W	1290	2	h29-L4-S5-U	F3	
Sheldon Mun	2.3 mi NNE	1422	1	23-BL4-U	F2	
Shenandoah Mun (PC)	2. SWSW; rlvNW	963	3	h30-BL4-S5-U	F4	3700' strip avail.
Sibley Mun	2.0 S; RR NW	1500	2	26-*L4-S5-U	F2	E, W blkd; p-line N.
Sidney, Knox	3.0 SW	880	2	21	(F2)	Bldgs N; 6' dike NW end, 4' fence SE end.
Sigourney Flying Service	3.0 S; rlv N	892	2	24-*L1-S1	F2	5 blkd. Soft when wet.
Sioux City Mun (NG) ●	6.5 S; RR 1 NE	1097	3	h90-BL4,6,7a-S5-W-X	F4	Jet barriers apch end rnwys 13 & 31
Spencer Mun	2.9 WNW; RR 1S	1335	3	h27-BL4-S4-U	F4	P-line NE. Soft at intxns.
Spirit Lake Mun	1.0 mi S	1405	1	15	(F2)	
Storm Lake Mun	3.5 SSW; hwy N	1460	3	h26-L4-S5-U	F2	Use strips;sh.ulders soft-wet. 3400' strip avail.
Sumner, Schwerin	3 WSW	1050	2	16-S3	(F2)	
Sutherland, Jalas	1.0 E	1765	1	22-S1	F1	P-line S.
Swea City, Briggs	5.0 NE	1350	1	14	(F2)	Unattended.
Tabor, Mariwar Farms	1.0 N	1250	1	25-(S1)		P-line S. Unattended.
Tama	1.3 S; hwy E	825	1	25-(S1)	(F2)	P-line S.
Thompson, Halversons	0.5 W	1250	1	13	(F2)	P-line N & S. Livestock on fld winters.
Tipton, Lierckes	Adjt E	840	1	13		P-line S. Short fld.
Tipton, Tyronne Farm	5.0 NE		1	17		P-line S.
Troy Mills, Carson	2.5 NW; rlv W	870	1	17-(S1)	(F2)	
Turia, Ravnsborg	W	1035	1	12	(F1)	P-line S.
Vinton, Milroy	1.5 NW	800	1	19		P-line WNW.
Wallingford	.0.3 E	1243	1	21-(S3)	(F1)	P-line N.
Washington Mun	2.0 SE	769	2	26-L4-S1		P-line E. Unattended.
Waterloo, Flyers	5.0 SE	850	2	22-S3	F1	E & W blkd.
Waterloo Mun (P)	5.0 NW; rlv 1 S	870	3	h54-BL4, 6, 7a-S5-W	F4	Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
Waverley, Bantam	6.0 E	1000	1	26	(F2)	P-lines N, S. Unattended.
Webster City Mun	3.3 SW; RR 2, 3 N	1100	2	26-BL4-S3-U	F3	P-line N of N/S strip. Ruf. Soft-wet. Ctn lndg to S past new hangar on N end of N/S rnwy; wind turbulance on W side of rnwy.
What Cheer, Kruses Arpk	2.0 N	800	2	22-(S1)	(F2)	P-line N & E.
Winfield	3.0 E; RR S	700	1	13-(S1)	(F1)	P-line E.
Woodbine Mun	1.0 E	1050	1	23	(F1)	P-line S.
KANSAS						
Abilene Mun (PC)	1.7 WSW; RR N	1148	3	h21-L4-S1	F4	2300' strip avail;NE blkd;p-line SE;ruf, soft-wet.
Abilene, Wright Airpark	1 mi S	1150	1	23-L1-S5	F3	
Anthony, 24, AMA-MKC	2. 7WNW; hwyS	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Argonia Tracy	2.5 mi S	1360	1	25	(F2)	P-line N.
Arkansas City	3. 5S; hwy, RR W	1170	1	25-S1	F2	N & S blkd.
Arkansas City, Strother Aux #1	7. 5NE; rlv E	1145	1	26		Use strip.
Arkansas City, Strother Aux #2	6. 6W; hwy N	1237	2	h40		Use rnwys. Ruf. Unattended.
Ashland Mun	1. 2S; RR NW	1940	2	32	F2	Use strips. P-line NE.
Atchison Mun (PC)	3. W; hwy S	1070	1	h30-L4-S3	F4	Use rnwy.
Atwood Mun	2. 3 N; hwy W	2960	4	35-S5	F3	Use strips.
Augusta Mun	1 NNE	1280	2	26-L4-S5	F3	E, W blkd; p-lines S. Lgts oper sunset +5 hrs. Other hrs prior req.
Baxter Springs Y & M	3. 5 mi W	840	1	h25-L4-U	(F4)	
Belleville	1. 8 WSW; hwyS	1520	3	24-S5	F3	P-line SW. Use stripa.
Beloit Mun (PC)	1. 2 NW; RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Benton, Nelson Fld	0. 5 SW	1300	1	27-L2, 4, 6-(S3)	(F3)	
Bentley Basore Fld	2 mi SW	1380	1	36-(S1)		
Bonner Springs, Kansas City Suburban Arpk	2. 5 SE	900	2	32-S3	F2	P-lines S.
Brewster, Hutton	1. SE; hwy N	3420	3	35-S5	F3	SE blkd;p-line SW;low area S center of fld unusable. Ruf. Use stripa. Caution-elevator adj NW.
Burdett	1 SW; RR N	2140	3	27-S5-U	F3	Cattle on fld-summers.

KANSAS (Continued)

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RUNWAYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
Chanute Mun (P)	2 WSW; 1k SE	1001	2	h42-BL2, 3-S5-W	F4	SE blkd; p-lines S, NW
Clay Center Mun	2.0 W	1200	2	26-S5	F3	P-lines S, SE & NW.
Clay Center, Wood Arpk	3.5 N; hwy W	1260	3	15-S4	F2	Use strips.
Coffeyville, Jensen SEE: South Coffeyville, Okla, Jensen Arpt.						
Coffeyville, McGuginFld (PC)	5.3NE; RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
Colby Mun (PC)	1.8N; hwy W	3176	3	h26-L4-S4-U	F2	3000' strip avail. NW/SE, NE/SW strips ruf-ctn Lgts prior req after 2400.
Colby, Murray	0.6N, ; hwy W	3125	1	22-S1		Land at own risk. Fuel emerg only. P-line S.
Coldwater, Betzer	4.0 NW	2100	1	26		Unattended.
Columbus	1.2SW; RR E	900	2	24-S3	F2	NE blkd; hedge S. Soft when wet.
Concordia, Blosser Fld	Adjt City	1475	2	20-(S2)		
Concordia, Blosser Mun (PC)	2.0 S	1474	3	36-S1-W	F2	Use strips.
Cottonwood Falls, Chase Co. (PC)	0.5 SSW	1264	1	26-S1	80	Unattended.
Council Grove	4.5WNW; 1kS, W	1380	2	20		Unattended.
Derby, Cook Airfield	2.0 W Rose Hill	1370	3	26-S5	F1	P-lines S. NE, SE, trees SW & NW.
Derby Hamilton Fld	1.5 mi E	1320	2	20-S3	F2	P-line NW. No storage.
Dighton	0.5 NW	2785	3	25-S1	(F2)	
Dodge City Mun (P)	3ENE; RR SE	2594	4	h45-BL2, 4-S4-U-W	F4	Use rnwys.
Dodge City, Wilroads Garden	6.3ESE; RR S	2440	1	22-S4	F2	Soft when wet.
Ednil Mun (PC)	4.7 N	920	3	h40		Ctn-indg. Use paved areas only.
El Dorado Mun	3.6SE; hwy W	1360	3	h30-L4-S5	F4	E, S blkd; ruf, soft when wet.
Elkhart Mun	0.8 ESE; RR NW	3640	3	h26-L4-(S1)	(F3)	Use strips. 2800' strip avbl.
Ellinwood Mun	1.5NW; hwy, RR	1797	2	26		Caution-oil well 50'E N/S strip; N blkd; use rnwys. Avoid arpt during wet wea. Unattended.
Ellsworth Mun	1.0 N	1630	2	28		P-line NW, rdo ant S.
Emporia Mun	5.4 S; hwy E	1304	3	h38-BL4-S5-U	F4	N/S strip 4000';use strips-dry;paved rnwy-wet.
Eureka Mun	1.9 N	1206	1	28	F1	Unattended.
Eureka-Wallace	2.7E; hwy S	1100	1	26-S1	(F1)	P-line S.
Fall River Airstrip	3.9NW; dam NE	1035	1	20		P-line SE. Unattended.
Florence, Clothier	5.8 SE; crk E	1360	2	19-(S1)		Cattle on fld. E/W rnwy soft when wet.
Fort Scott Mun (PC)	4.5SW; hwy S	915	2	26	F1	Bcn on req.
Garden City, New Garden City Mun (P)	8.5ESE; RR SW	2895	4	h65-BL4-S5-W	F4	Use rnwys;only rnwy 17-35 usable ngts
Gardner Mun (PC)	1.5 W; hwy SE	1040	2	30-S1	F2	P-line N.
Garnett Mun (PC)	1.6 E; hwy NW	995	3	26-S1	F1	P-line N. Unattended.
Genesseo, Kratzer	5.5 mi NW	1672	1	28		Unattended.
Goodland Mun (P)	2 NNE	3653	4	h44-BL4-S5-W	F4	
Great Bend, Darr	0.5 W	1890	1	46-(S3)-U	(F3)	P-line N & S.
Great Bend Mun (PC)	5WSW; hwySE	1891	3	h80-BL4-S4	F4	Use rnwys. Ngt opern N/S rnwy only.
Greensburg Mun	1E; RR N	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
Harper Mun (PC)	1.3 WSW; hwys E	1429	3	22-(S1)	(F3)	P-line N;ditches end-strips;soft-wet;use strips.
Hays Mun	1.5E; RR S	2021	3	30-B*L4-S1-U	F3	
Herington Mun (PC)	8 ENE; RR 3 N	1485	3	h67-S1		Rgt tfc NW. Unattended.
Hiawatha Mun (PC)	2 NNE; hwy W	1130	2	23-*L4-S4	F2	Rough.
Hill City Mun	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
Hillsboro Mun (PC)	0.7SW; hwy N	1484	1	24-S1	F1	Caution when wet. Use strip.
Holyrood Mun	0.5ESE; RR N	1830	1	17		P-line N. Unattended.
Horton Mun (PC)	1.2NNW; hwy E	1134	2	22-L4-(S1)	(80)	
Hoxie, Cooper	3 mi SW	2700	2	21		P-line W.
Hoxie Mun	0.8N; hwy S	2665	3	28		S blkd; p-lines NW, SW. Unattended.
Hugoton Municipal	0.5 mi W	3107	2	26		N blkd. Unattended.
Hutchison, Mills Fld	4.4S; RR W	1533	1	16-(S1)		
Hutchinson Mun (P)	4 ENE; hwy S	1542	3	h70-BL4, 6-W	F4	Use rnwys.
Hutchinson, White	7.5 mi W	1530	1	15		Soft when wet. Unattended.
Independence, Montgomery County #1 (PC)	9.5 NW	918	1	30		Unattended.
Independence, Montgomery County #2 (PC)	11.WSW	880	1	18		Unattended.
Independence Mun (PC)	6.0 SW; RR E	820	3	h55-BL4-S5-U	F4	
Ingalls Mun (PC)	6.8 NW	2814	5	h31		Unattended
Iola Mun	3.2 SSE	1030	4	h20-L4-S5-U	F4	Use strips.
Jetmore Mun (PC)	7.2 S	2465	1	h44		Unattended.
Johnson	0.5 NW; hwyNW	3330	4	28-(S5)	F3	P-lines N & S.
Johnson Shore	12 mi SE	3240	2	21-S1	F1	
Junction City Mun (PC)	0.8NW; hwy E	1104	3	35-B-S4-U	F3	P-lines NE, SSW. Use strips.
Kanorado, Winter	0.6SE; RR N	3910	1	27-S1	F2	P-line N. Use strip.
Kansas City, Fairfax Mun (AF)	3 NE; riv N, E	746	4	h66-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kansas City, State Line Airpark	6 mi S		3	22-S5-U	F3	
Kingman Mun	1.5NNW; RR E	1606	4	26-(S5)		P-line S, SW. Unattended.
Kingsdown, White	6 mi SSW	2560	1	20-(S1)		Unattended.
Kinsley Mun (PC)	1.2 SE	2169	1	26		Use strip. Unattended. Fence N&S.
Lakin, Dienst Ranch	13 N; hwy E	3200	2	39-S1	F2	P-line E.
Lakin, White	1.5 mi NE	3045	2	28-(S1)	(F1)	Unattended.
Langley, Kanopolis State Park (A)	8 SE	1537	1	22		Unattended.
Larned Mun	1.6NNE; RR SE	2012	4	36-B-S4	F1	Use caution on N/S strip; soft when wet.
Lawrence Mun	2.5 NNE; hwy S	832	2	h30-BL4-S5-U	F4	P-line W. Use strips. Ngt svc on prior req.
Lenora Mun (PC)	1.2NNW; crkNE	2260	2	25-S1		Unattended.
Leoti Mun	1.5 mi S	3300	2	26		P-line W.
Liberal Mun (PC)	2.5WNW; RR S	2838	6	h70-BL4-S4-U	F5	
Lincoln Mun	1.5 NW; RR S	1412	2	27-*L4-(S1)	(F1)	P-line NE, NW, SW.
Lyons Mun	1.3 W; hwy N	1700	4	26-L4-S4	F2	P-line N, windmill S. Use strips.
Macksville, Smith Fld	1.3 NNE; RR S	2025	1	26		Use strip. Rolling. Unattended.
Manhattan Mun (PC)	5.5 WSW; RR SE	1060	2	h36-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-danger area WNW arpt;NW end exten 1060' sod.
Manhattan, Roessener	7 mi E	1050	1	24		Unattended.
Mankato Mun	1.4 NW; RR SW	1840	2	26-S1	F1	Windmill NE; dike W end E/W strip use strips. Unattended.
Marion Mun	2.0 SE	1390	4	36-(S1)	(F1)	P-lines E.
Marysville Mun (PC)	1.3 NE; hwy S	1283	2	27	(90)	P-lines NE & NNW.
Meade Mun	1.0 W	2528	2	26-BLA	F1	P-line N & S. Unattended.
Medicine Lodge	2.1SE; RR S	1520	2	34		Ruf.
McPherson Mun (PC)	1.5SW; hwy adj	1493	3	h23-L4-S5	F4	P-line N, E. Shoulders soft-wet. 2600' strip avail.
Montezuma, Rexford	10 mi SW	2775	3	17		P-line W.
Moscow, White	6 mi SE	3020	2	15	(F2)	P-line N.
Neodesha Mun (PC)	2.3 ENE; hwy W	840	3	h30		P-line W. Use rnwys. Unattended.
Ness City Mun	0.5 N	2240	1	26	F1	Unattended.
Newton, Wirt Fld-Newton Mun	4.0 ENE	1527	1	h70-S5	F3	
Norcatur, Lawson Fld	10 mi N	2400	1	22		Unattended.
Norton Mun (PC)	0.7 NNW	2365	2	52-BL4-S1-U	F4	Ruf. Use strips.
Oakley Mun	2.3 mi E	3042	3	32		Ctn-wet;N blkd;P-line NW;use strips;unattended.
Oberlin Mun	0.9 NW; hwy SE	2684	3	26-BL4-S4	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	5 ESE; hwy W	1090	3	h17-S5	F1	P-line NW. Lgt acft only. Use rnwys.
Osage Mun	1.0 E	1100	1	26-(S1)		Unattended. P-line N & S.
Osawatomie-Paola Mun (PC)	3.6 NE; RR NW	945	2	32-S1	F2	P-line SE. NW/SE rnwy unsafe-wet. Unattended
Osborne, Municipal	0.5 ESE	1535	2	26-L4	(F1)	
Ottawa, Conard Fld	3.8 mi NNE	946	3	26-S3	F2	All apchs blkd xcpt E.
Ottawa, Hill House	2.0 SW	1100	1	20	F2	NE blkd.
Ottawa Mun (PC)	5.3E; hwy W	975	3	h24-L4-S4-U	F2	Use N/S rnwy. 2700' strip avail.
Oxford Mun	4.5 E; RR S	1185	2	33		Unattended.
Parsons Mun	2 NW; RR S	936	2	23-S1-U	F1	Use only when dry. Ruf. Hangar SW.
Parsons, PEP Fld (PC)	13 W; hwy N	870	3	h40-BLA		
Phillipsburg Mun	1.4 S; hwy E	1882	4	33-*L4-S1	F2	Use strips.
Pittsburg-Atkinson Mun (PC)	2.5NW; hwy E	948	3	h40-BL4-S5-W	F4	Use rnwys.
Plains Mun	0.3NNE; hwy N	2755	1	26		P-lines NE, SE, S. Use strips. Unattended.
Plainville, Bemis	10.0 SE	1850	1	18		Bldg N.
Pratt, Pincham	12.2 N	1960	2	28-(S1)		E blkd. Rolling. Unattended.
Pratt Mun (PC)	4.5N; hwy E	1959	3	h30-BL4-S5	F4	Use rnwys.
Protection Mun	0.7SSE; hwy S	1830	3	24-(S1)	(F1)	P-lines E, W. Unattended.
Rexford, Foster Fld	4.4 WSW; RR N	3029	4	24		Surrounded by P-lines. Unattended.
Rexford, Knittig	6.2 mi NE	2950	4	22		P-lines S. Unattended.
Richfield	NE	3410	2	15		P-lines S. Unattended.
Russell Mun (P)	2.7 ESE; hwy NE	1863	3	h36-BL4-S5-W-U	F4	SW blkd. Ctn-ditch NE intsxn rnwys 16-34, 2-21.
Sabetha Mun (PC)	0.5 E; RR NW	1290	2	23-(S1)	(F1)	U...s strips. Unattended.
St. Francis Mun	1E; hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
Salina Mun (P)	2.5 SE	1232	3	h60-BL6-S4	F4	P-line NW. Use strips, rnwy only.
Satanta	1 mi N	2970	2	26		P-line E.
Scott City Mun	1.5SSE; hwy N	2970	4	h35-*L-S1-U	F3	3500' strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	2.7SSE; hwy S, W	940	1	17-S3		
Seneca	0.5W; RR S	1180	1	35		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	REMARKS
KANSAS (Continued)							
Shields, Gills	3.0 W	2780	4	24			Unattended.
Smith Center Mun	1 SSW	1806	3	27-L4-(S3)		(F4)	
Smolan, Anderson Fld	0.5 mi NE	1300	1	19		(F2)	
Stafford Mun	2.5 W; hwy N	1689	4	26-L3, 4-S4-U		F3	P-line N, NE; lgts avail. 86-0200; use stripe; ruf.
Stilwell, Jacobson	16.0 S K.C.	1110	2	25-S5		F2	
Stilwell-Mission Road	3.0 NE	1050	1	23			Unattended.
Sublette-Flying Club	1 mi NE	2900	2	26-(S1)			P-lines S & E. Unattended.
Syracuse Mun	1 N; hwy W	3320	2	36-B-S1		F2	P-lines SE, SW.
Syracuse, Westaman	21.0 SW	3340	2	26			P-line N, S & W.
Topeka, Allen Arpk	4.3 WSW; hwy N	1000	3	h23-*L4-S4		F2	N, SW blkd. Ctn-N/S strip-ditch. Soft when wet.
Topeka, Philip Billard Mun (P)	3.5 ENE; rlv N	880	3	h51-BL4, 5, 6-S5-W-X		F4	Bridges SE. Use rnwys & taxiways only.
Topeka, Skyranch	8.0 WSW	1200	3	23-(S1)		(F2)	P-line E.
Topeka, Wilson	14 W	1070	1	27-S1		F2	
Tribune Mun	0.5 S	3550	2	26			P-line W, fence N.
Tribune, Pringle Ranch	4 mi E	3555	4	26-S3		F1	P-lines N. No storage. Minor acft repairs only.
Ulysses	1.5 NNW; hwy E	3070	3	h26-S3-U		F2	Fair grounds SW. N/S & E/W strip unsafe.
Washington Mun (PC)	0.9E; hwy S	1290	2	22-S1			Use strips only. Unattended. Fence N&NW.
Waterville, Hoapke	6 mi S	1425	1	20		(F2)	P-line N. Unattended.
Wellington	3.5 N; RR W	1290	1	36		F2	S blkd.
Wichita, Beech	6E; hwy S	1378	3	h30-W			Factory use only. Surrounded by P-lines.
Wichita, Cessna Aircraft Fld	4.5 SE	1384	4	h23-S1		F3	Ctc McConnell twr-tfc instruct. 5300' strip avail.
	All acft use rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs & dptrs to easterly quads; avoid crossing N and S apchs and tkof lanes of jet acft to McConnell AFB. Under IFR conditions ctc ICT apch ctl for tfc clear. prior to entering ctl zone.						
Wichita Mun	6.2 WSW; RR S	1332	2	h73-BL6, 7a-S5-W-X		F5	Tsmt & rcv 120.1 or 125.7 mc; tsmt 123.7mc, listen 120.1 or 125.7 mc or rng voice channels. Use paved areas only; clad acft over 120,000 lbs excp prior permission; acft carrying hazardous or explosive cargo prohibited. 2-way rdo rqrd excp prior twr approval. Due non-visibility twr unable to ctl tfc on ramps of fixed base operators with the exception of the main itinerant ramp which is lctd directly E of the twr. Min alt of 4000' or higher for VFR enroute flt vcnty of arpt unless in ctc with ICT RAPCON or twr.
Wichita, Westport	4.5SW; RR N	1290	1	26			N blkd. Cattle-fld. Soft-wet. Unattended.
Wichita, Westport Aux.	5.9 SSW	1285	1	26		F1	N blkd. Ruf. Caution when wet. Unattended.
Winfield-Ark. City-Strother Fld (PC)	5.7 SSW; RR SE	1161	3	h58-BL4-S4-U		F4	Use rnwys only.
Wichita, Rawdon Fld	5.7 E	1396	1	25-S5		F3	P-line S. Rgt tfc N, W. Use strip.
Wichita, Ken-Mar	7.6 NE	1429	4	h22-L4-S5-U		F3	P-line N, SW. Use stripe. 2900' strip avail.
Winona, Gunnels Ranch	9.5 mi NW	3360	3	23			Soft when wet. Use stripe.
KENTUCKY							
Ashland-Boyd County (PC)	7.5NW; RR S	546	1	h50-BL4-U		F4	
Berea-Richmond	5.0 N	985	2	24-S3-U		F1	P-line W.
Bardstown, Nelson County	4.1 W; hwy S	630	1	21		(F1)	
Bowling Green-Warren County (P)	2.5 SSE; hwy W	539	2	h52-BL4-S3-W		F4	Use rnwys.
Clementsville, Gulf Interstate	3 NE	1040	1	30			Unattended.
Covington, Greater Cincinnati (P)	SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.						
Danville, Goodall	4.2 S; RR W	1030	1	24-S5		F1	
Frankfort, Capital City	1.0 SW	796	1	h40-BL4		F4	Use rnwys.
Gilbertsville, Ky. Dam State Park	0.8 NNW; RR E	349	2	h30-L4		F4	NNW/SSE strip soft-wet. E, W inds use rnwy.
Golden Pond, Ken Lake	4.4 W; lk W	385	1	h20		(F2)	Hills N, S, E.
Georgetown, -Marshall Fld (PC)	1.5 S; hwy E	910	1	14		F1	
Harrodsburg-Mercer	1.6 N	850	1	30-L4-S5			Lgts prior req after 2400.
Hazard (PC)	2.5NNW; rlv N, W	861	1	21		(F1)	Mtns surnd fld.
Henderson City-County	5.0 WSW	385	2	h21-BL4-S3		F1	
Hopkinsville-Christian Co.	1.0 E	510	1	18			P-line E.
Lexington, Blue Grass (P)	6.0W; hwy N	978	3	h50-BL4, 6-S4-X-W		F4	Due non-visibility twr unable to ctl tfc on ramp from hangar line SE to twys W, NW and NE. Trans acft load gate # 4-limit 15 min. Helicopters land SE end NW/SE twy. 2-way rdo rqrd.
London (P)	3 SSE; hwy E	1189	1	h40-BL4-W		F4	Use rnwy.
Louisville, Bowman Fld (P)	5.5 ESE; RR 2 N	549	3	h43-BL4-S4-W-X		F4	NE blkd; p-line S; trees SW. Due to non-visibility twr unable ctl tfc on first 150' rnwy 6 & outer 150' of wide NE ramp next to hangar line & tfc pat SW of fld.
Louisville, Standiford Fld (NG)	4.3 SSE; RR NE	497	3	h79-BL4, 6, 7a-S4-W		F5	2-way rdo rqrd. FER. Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.
Madisonville Mun	6.0 NE	420	2	h35-*L4-(S3)		(F4)	P-line S. No storage.
Madisonville, Athey Mun (PC)	1.0 NE; hwys SW	440	1	24-S1		F1	
Mayfield-Graves Co. (PC)	3.6 ENE; hwy S	525	1	h33-U			
Middlesboro (PC)	1.2 W	1140	1	h36-S4		F4	P-line E. Levee W. Use rnwys.
Owensboro-Daviess Co. (PC)	3.5 WSW; hwy N	407	2	h50-BL4-S3-W-U		F4	Use rnwys.
Paducah, Barkley Fld (P)	6.8 W; RR 1 N	407	4	h50-BL4-S5-W		F4	P-line E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL	(July 5, 1960) REMARKS
KENTUCKY (Continued)							
Somerset-Pulaski Co. (PC)	2.5 S; hwy W	927	1	h28-BL4-S5		F4	
Springfield, Arnold	4.0 ESE; hwy N	810	1	21-S5		F1	No storage.
Stanton	1.0 E	650	1	31		(F2)	
Sturgis Mun (PC)	1.5 ESE; hwy W	372	3	h50		F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point Arpk	1.3 ENE; RR W	420	1	20-S5		F1	Hills to SW.
LOUISIANA							
Abbeville Mun	3.0 E	16	1	h30			P-line S, W.
Alexandria, Esler	11. NE	108	3	h45-BL4-S3-W		F4	Rnwy 14-32 clad-dip in rnwy.
Alexandria, Myers Arpt #2	9NW; Rlv N	75	1	30-S3		F1	P-line S. Rgt tfc N. Tfc pat 300'. Ctn-apchg from E-jet operns in vicinity.
Bastrop, Morehouse Mem'l (PC)	2.5 SE; RR W	169	2	30-S5-U		F3	E/W strip unusable. Use taxiways.
Bastrop, Perry Airstrip	3.0 S	156	1	18-(S3)-U		(F2)	Trees W, p-line E.
Baton Rouge, Burden Arpk	5.0 SE	50	1	41			Trees N & S.
Baton Rouge, Downtown	3.5 E; hwy N	53	2	h20-B-S5-U		F3	P-line N.
Baton Rouge, Harris Fld	10.0 NE	60	1	16-(S1)			P-line E.
Baton Rouge, Ryan (P)	5.5 N; rlv 3 W	70	3	h50-BL4-S4-W-X		F4	
Bogalusa Mun (PC)	2.0 N; RR E	117	3	h36-BL4-S5		F3	
Clinton, McCutcheon Fld	2.2 NNW; rd SW	200	1	20			Unattended.
Covington, K. P.	2.0 NW	39	2	30		(F2)	Twr N. P-line N, E &SE. Soft when wet.
Crowley, LeCros Mem'l (PC)	6.5 WSW; RR W	16	2	h43-BL4-S3-U		F3	Minor sng repairs only.
DeRidder, Beauregard Parish (PC)	3.0 WSW; hwy N	203	4	h45-BL4, 6-S5-U		F4	Use rnwys; bcn & rnwy lgts prior req after 2400.
Elton, Deise	2.0 SW	45	1	20			Bldg S.
Enon, Corkern Airstrip	1.0 SE	105	1	18-(S3)		(F1)	Fence both ends.
Epp, Goshen Airstrip	2.5 S	110	1	13			Fence both ends, bldg N.
Eunice, Salter	0.5 W	45	2	36-*L2		F4	P-lines W. Bldgs NE Twr N.
Fenton, Watkins	2.0 S		3	18		(F2)	P-line W
Franklinton Airstrip	5.5 SSW	150	1	26			Trees both ends.
Franklinton, Dodo Bird Fld	1.0 S	154	1	26-(S1)		(F1)	Trees & river W, p-line & trees E.
Florien, Cook	0.5 S	260	1	18			
Glenmora, McDonald	1.0 NW	140	1	19-L4			
Guoydan, Saltzman Airstrip	6.5 SSE	8	1	12			DANGER-SHORT FIELD. Levee N.
Hamburg, Beridon	In City	45	1	35			
Hammond Mun (PC)	3.0 ENE; hwy S	40	3	h50-BL4-U		F4	
Hosston, Nichols	3.4 NW	280	2	23-S5		F1	Rolling.
Houma Municipal	3.5 SE	11	2	h50-BL4-S3-U		F3	Lgts on req call Houma 2-4646 or 3-8102.
Jeanerette (PC)	0.7 SE; RR NE	14	1	30		(S7)	P-line NE.
Jennings (PC)	1.4 NNW; hwy E	25	3	47-BL4-S5		F3	Rgt tfc stripe 17, 23, 31.
Jonesville	W; RR S	60	2	25-S1		(F1)	Unattended.
Kaplan-Flying Service	0.5 S	12	1	16			Attended May-Nov.
Kaplan, Hanke & Cormier Airstrip	1.0 W	10	1	20		F2	P-line S.
Kaplan Mun	0.5 E	15	1	35			P-line N.
Kaplan, Trahan Airstrip	6.0 W; hwy N	10	1	18-S1			P-lines N, S. Unattended.
Lafayette (P)	2.0 SE; RR W	43	2	h50-BL4-S5-W-X		F4	Use rnwys. 5000' rnwy 1-19 lgtd. 1130'of S end rnwy 1-19 abandoned and not usable.
Lake Charles, Chennault AFB/Mun	4. E	19	2	30-BL6-S3-W-U		F5	Sod portion E side civil-remainder USAF.
Lake Charles, McFillen Airpark	4.0 S	17	1	24-L4-S3-U		F4	
Lake Providence, Byerly (PC)	1.8 NW; lk S	106	2	30-*L4-S1		F1	
Lecompte, Summerville Fld	7.0 NW	75	1	36-L4-(S3)		(F2)	Trees W, p-line E.
Locust Ridge, Adams		68	2	16			Trees N & SW. Unattended.
Mansfield, DeSoto Parish (AF)	4.5 NW; hwy SW	333	3	h51-S3-U		F4	Use rnwys.
Many, Hart	1.0 S	324	1	26-(S3)			
Marksville (PC)	2.2 S; RR E	76	1	27		F2	
Merryville Airstrip	0.5 SE	200	1	17			P-line S.
Minden-Webster	1.0 NW	250	2	h36			E & N blkd-trees.
Montgomery, Hall Airstrip	1.0 NW		1	30			Trees W.
Monroe, Selman (P)	5.0 E; RR N	79	4	h50-BL4-S4-W-U		F4	Use rnwys.
Natchitoches, 20, NEW-MEX (PC)	2.0 SSW; hwy E	115	2	h41-BL4-S5		F4	P-line S.
New Orleans (NG)	6.5 NNE	8	4	h38-BL4-S5-W		F4, 6	No night operns rnwys 4-22 & 8-26.
New Orleans, Moisant Intn'l (P)	11.0 WNW; rlv S	3	4	h74-BL4, 6, 7a-S1-W		F5	No 80 octane avail. 2-way rdo rqrd. Use rnwys only. Turf hazardous.
Newellton, McDonald Airstrip	1.0 SW	77	1	30-L4-(S1)			
Opelousas, St. Landry Parish (PC)	2.0 NW; RR S	75	3	h45-BL4		F1	Rnwy lgts on req after 0100.
Patterson, Williams Mem'l (PC)	2. WNW; bayou NW	1	3	h42-*L-S5		F3	Bcn on request.
Pollock Mun (PC)	4.5 SW	213	3	h45			
Port Allen, Barrowns Airstrip	5.0 W		1	30			
Rayne Mun (PC)	1.0 NW; RR S	29	2	18			

CITY AND AIRPORT NAME	LOCATION	ELEV.	CAT CODE	LONGEST RNWY FACILITIES	FUEL	REMARKS
LOUISIANA (Continued)						
Rayville Mun (PC)	1.2 WNW; RR S	83	1	22		P-line S. Unsafe after rains.
Roanoke, Ferguson	2.5 NE	35	2	14-(S1)		P-line S end.
Ruston Mun (PC)	1.0 SE; RR N	317	3	h34-BL4-S5	F5	
St. Francisville, Dipple & Enette	2.0 N	150	2	18	(F1)	Surnd by trees.
Schriever, Hebert Airstrip	3.0 S Thibodaux	12	1	39	(F2)	Twr N & S, p-line E.
Shreveport-Downtown(PC)	3.5 N; rlv S, E, N	179	3	h45-BL4-S5-X	F4	Use rnwys.
Shreveport, Greater Shreveport(P)	6.5 SW; RR NW	251	2	h64-BL4, 6, 7a-X-W	F4	Use rnwys.
Shreveport, Lucien	8.0 S; RR E	170	1	31-S5	F2	S end soft when wet.
Tallulah, Gammaltz	1.5 S	75	2	26-(S5)	(F2)	Trees S, p-line E.
Tallulah, K.C. Ranch Airstrip	10.0 W	90	1	30-L4-(S3)	(F2)	P-line N & S.
Tallulah, Scott	2.4 ENE; hwy S	84	2	32-*L4-S3	F2	Bcn prior req.
Vivian Airstrip	2.0 SW	395	1	26-L4		3 oil derricks S.
Welsh(PC)	0.5 NW; RR S	19	2	33-S5	F3	E blkd. Ruf. N/S strip clsd.
Winnfield, Joyce	3.0 NW		1	25		Twr 3 mi SW.
Winnsboro	1.4 ESE; hwy W	80	2	20-S1-U	F1	
Woodworth Airstrip	13 SSW Alexandria	140	1	17		80 oct & storage emgcy only. P-line W, trees E. Deep gully N & S. Rolling, hi-at midpoint.
MAINE						
Auburn-Lewiston Mun (PC)	4.5 SW; rlv 1 N	292	2	h44-BL4-S5-U	F4	Use rnwys. Ctn-ruf.
Augusta-State (P) •	1.2 WNW	357	3	h42-BL4-S5-W	F4	Rnwy 3-21 clsd acft over 15,000 lbs, and all acft winter months; rnwy 12-30 perm clsd; avail as taxiway-acft 15,000 lbs or less.
Bar Harbor Mun (PC) •	9.0 NW; rlv E	94	3	h45-BL4-S4	F5	Bcn oper June-September.
Baring, St. Croix	1.E	125	1	16-*L-U	F2	P-lines N.
Belfast Mun (PC)	1.0 SW; hwy 1 E	160	2	h40	F1	W, E, SE, NW blkd.
Blue Hill	3.0 NE	360	1	23		
Brewer	1.6 S	100	1	21-*L-S5	F2	Soft when wet. Use gravel strip only in spring.
Caribou Mun (PC)	1.0 NW; hwy E	623	2	h35-S1-W-U	F4	AIRPORT OF ENTRY. Auto tfc E end E/W rnwy. Unattended.
Deblois Flight Strip(PC)	2.0 SS; hwy E	217	1	h40		6000'strip avail with 1000'overrun; unattended.
Dexter Mun	3.0 ESE	485	2	h30-S1		NE blkd. Use rnwy. Unattended.
Dover-Foxcroft, Pinecrest	1.0 W	460	1	18	F1	
Eastport Mun	1.5WNW; hwyNE	67	2	h28		Unsafe-holes, ruf; high bushes. NW blkd; p-lines NE, SE, SW. Use rnwys. Unattended.
Enfield, Sylvan Lane	1.5WNW; RR E	240	1	16	(F1)	Rolling. Soft when wet.
Ft. Fairfld, P &M Flying Service	1.0SW; RR, hwyW	470	2	18-S5	F1	NNW blkd.
Fort Kent Mun (PC)	3.4 S; rlv W	708	1	20		Unattended.
Freeport, Stover	3.5 NNW; hwyN, E	180	1	11-S1	(F1)	Danger, short fld; rolling; drains NW; unattended.
Greenville Mun (PC)	2.0ENE; pond E	1401	2	h30-U	F4	Repairs avbl on request.
Houlton Intnl (P) •	2.5 E; RR W & S.	493	2	h50-BL4-S3	F4	Rnwy 13-31 perm clsd. Caution on taxiways.
Hudson, Robbins Fld	2.7 SW	365	1	14-(S1)	(F1)	Rolling.
Jackman, Newton Fld.	0.2 E; hwy W	1170	1	22		Use strip. Clsd winters.
Jonesport, Sawyer's Strip	2.5 NE	SL	1	10		Unattended.
Lubec	2.8 SW; rd SE	85	1	12-L4-S1		Danger, short fld; soft-wet; bcn on req; unattended.
Millinocket Mun (P)	1.0 SE	408	2	h50-BL2, 4-S1-W	F4	Use rnwys.
Minot, Mahew	3.5 NNW	720	1	21-S1	F1	N, S blkd.
Moose River, Sky Lodge	1.0 N; rlv S	1350	1	16	F2	Clsd Winter. W blkd.
Norridgewock Mun	3.7 W; rlv NE; W	270	2	h40		Use rnwys.
Old Town Mun (P)	1.8 NNW; hwy S	126	2	h40-L4-S5-W	F4	Fee. Ctn-edges rnwys ruf. Use rnwys. Bcn prior req. 23' lgtd twr 825' S of intsxn rnwy 15-33 & 04-22.
Patten, Camerons	5.0 NW; hwy E		1	10	F2	DANGER-SHORT FLD, S end soft.
Phillips, Raymond	1. S; rlv S	556	1	20-S1		Hwy adj E. Unattended.
Pittsfield Mun (PC)	0.8 SSE; rlv N, S	190	2	h40-BL4-S2-U	F4	SSE blkd. Lgts 18-36 only.
Portland Mun (P) •	2.0 W; rlv NE	66	2	h50-BL2, 4, 6, 7a-S5-W-X	F4	Rnwy 15-33 perm clsd.
Presque Isle Mun (PC)	1.0 NW	534	2	h74-BL4-S5		
Princeton Mun (PC)	1.5 SSE	250	2	h40-S1		Use rnwys. NW blkd.
Rangeley Mun (PC)	1.6 NNW	1610	2	23		Rolling-ruf. Unattended.
Rockland Mun (PC) •	3.0 SSE	60	3	h45-B*L4-S1	F1	Rnwy 17-35 clsd ngt opern.
Rumford	2.0 SSE; rlv NW	615	1	18-(S1)		
Sanford Mun (PC)	4.7 SE; hwy N	243	2	h60	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Unscheduled parachute jumps.
Seven Islands, Maine Forest Ser Strip	2 E St. Pamphile		1	12		Trees NW & SE.
South Portland, Port O'Maine	1.8 SSW; RR E	60	1	29-*L1-S5-U	F4	SSE blkd; p-line SW; twrs E, NE.
Stonington	1.2SSW; hwySW	30	1	17	(F2)	Ctn debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	2.8 NE; hwy S	50	1	17-S1	F1	
Topsham	3.0 WNW RR S	140	1	22-*L-S5-U	F1	P-line S. Ruf.

CITY AND AIRPORT NAME	LOCATION	ELEV.	CAT CODE	LONGEST RNWY FACILITIES	FUEL	REMARKS
MAINE (Continued)						
Turner, Twitchell	4.8 SSE; rlv E	350	4	22-S5-U	F3	Surnd by trees. NE/SW-NW/SE emerg only
Waterville, LaFleur(PC) •	1.8 SW	332	3	h40-B*L4-S4-U	F4	WSW blkd.
Winterport, Fernald	3.0WNW; RR E	181	2	h40		Ruf. Unattended.
MARYLAND						
Aberdeen Arpk	0.8 SW; hwy SE	60	1	21-S3	F1	E blkd.
Annapolis, Lee	4.8 WSW; rlv NE	30	1	28-S4	F4	P-line ESE, ant. NNE.
Baltimore, Eastern	11 E; rlv S	20	2	21-S5	F3	P-line SE.
Baltimore, Friendship Intn'l (P) •	9. S; RR W	146	3	h24-BL4, 6, 7a-S5-W	F4, T	No Mil maint; 2-way rdo rqrd; apch lgts 1900'long No tk-offs beyond intsxn without prior permission.
Baltimore, Harbor(NG, A)	6 SE; rlv SW	14	2	h44-BL4-S5	F4	Civil fuel avail 0800E-sunset. Fld lgts inop 2400-0800. Use paved areas. Rnwy 18-36 perm clsd-mrkd. Cars parked.
Baltimore, Martin	10 E; plant W	18	4	h31-*L6		No public services. Company bus. only. P-line N, NW. 2-way rdo required.
Baltimore, Rutherford Fld	8 WNW; rd W, N	500	2	21-S5-U	F3	ENE blkd. P-line WSW. Scft-wet. Rolling.
Beltsville	5 ESE	180	2	h44-U		Ruf. Offl bus. only. No serv. Frequently clsd exper flights.
Brandywine, Curtis Fld	3 SSW; RR E	200	1	18-*L4		P-lines ENE, NNE, WSW.
Cambridge	2 mi SE	20	1	h30-*L4-S3-U	F4	
Chestertown, Gill	1.0 N	30	1	26	(F2)	P-line SE.
Chestertown, Russell Arpk	8 WNW; bay W	25	1	32	F3	
Church Hill	1.0 SW	60	1	22-L-S3	F3	
Churchville, Aldino	2.5 E; hwy S	400	3	21-*L4-S5-U	F4	P-line S. Rolling.
Clinton, Hyde Fld	2 WSW; hwy SE	249	2	h32-L4-S4-U	F4	
Churchton, Deep Creek	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
College Park	0.4 E; RR W	49	1	20-*L4-S5	F3	NW blkd. N/S strip perm clsd.
Crisfield Mun (PC)	3 NNE; RR SE	4	2	h25-L4-S1	80	3500'strip avail. Scft-wet. Ctc SBY for lights after 2300. Unattended.
Cumberland, Mexico Farms	3 S; rlv NW	610	2	25-S1	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
Cumberland Mun	2.5S; rlv N, S	780	3	h58-BL4-S5-U	F3	Mtn SW; ridge W.
Deer Park, Turkey Head	2.5 N	2550	1	26-U		P-line S. Open Apr 10 thru Nov 1.
Easton Mun (PC) •	2.2N; RR E	66	2	h40-BL4-S3-W	F4	Use rnwys.
Elkton, Lovett	3.1 NNE; RR NW	140	3	21-S4	F1	Clsd to heavy acft when wet. Rolling.
Farmington	2 mi SE	400	2	17-S5	80	
Frederick Mun (PC)	1.8E; rlv N, E	304	2	h38-B*L4-S1-U-W	F4	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs; NE/SW rnwy 15,000 lbs.
Friendly, Rose Valley	1.E	150	1	h30-L4-S5-U	F4	Rgt tfc SW.
Hagerstown Mun (P) •	4.2N; factory SE	704	2	h52-BL2, 4-S3-W	F5	Use rnwys. Lgts prior req Sat-Sun. Week-days 2000 to 0730.
Lakeshore, Mountain Rd.		80	1	15		Unattended.
Laurel, Suburban	3.0 SE	140	1	26	F4	Trees N.
Laytonsville, Davis	2.3 N; hwy E	640	1	22-*L2-S5-U	F4	
McHenry-Oakland, Bowman	10. N Oakland	2520	1	23	F1	Atnd summers.
Park Hall	0.5 W	96	1	22-S3	F3	N blkd. P-line S.
Pomonkey, Maryland	0.2 S	170	2	32-*L-S5-U	F1	SSE blkd.
Rock Point Arpk	45 SSW Wash, DC	21	1	27-U		P-line N, fence S.
Salisbury, Wicomico Co. (P) •	5.3 ESE; hwy N	52	3	h50-BL4-S3-W	F4	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	1.8SSW; hwy SW	10	1	20-S3		P-line SW.
Silesia, Bower		90	1	20-U		
Stevensville, Kentmorr Arpk	4.7 SSW; bay W	12	1	25-S1	F2	E blkd.
Westminster	2.6N; hwy E	780	1	25-S3	F1	Rolling.
White Marsh, Quinn	1.4 NE	200	1	18-S3	80	Caution - trees at E end of rnwy.
MASSACHUSETTS						
Agawam, Bowles-Agawam	2.4 WSW	190	2	h28-L4-S5-U	F2	Hi-tension line SE; p-line E. Ruf. Rnwy 15-33 perm clsd.
Barre, Hiller	4. 7SW; rlv NW	899	1	40-L4-S3	80	
Boston-Bedford(Hanscom)(AF) •	13. 5 NW	135	2	h70-BL4, 5, 6-S5-W-X	F4	2-way rdo rqrd. Jet barrier rnwys 11 & 29 for mil acft only.
Boston, Beverly Mun	17. 5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
Boston, Logan Intl (NG) •	1.5 E; harbor S	19	4	h100-EL9, 7-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
Boston, Revere	5.5 NNE; twr N	25	2	h34-*L4-S5-U	F3	Hill N.; rgt tfc strips 1, 31; clsd ngts-ctn days. Hwy apch rnwy 13. NW blkd. Usable lngth rnwy with 20:1 glide SE lndgs or NW tk-offs. 2000'; SE tk-offs NW lndgs -2400'.
Chatham(PC)	2 WNW; pond SE	66	1	h35-BL4-S5-U	F4	
East Brookfield	1.1 WSW; RR S	640	1	15-(S5)	(F1)	Ruf.
Edgartown, Katama Arpk	3.5; bay E	30	3	40-S1-U	F2	P-line NE, SE.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RUNWAYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
				MASSACHUSETTS (Continued)		
Fall River Mun (PC)	4. 3NNE; RR N, W	192	2	h39-BL4-S3-U	F3	
Falmouth	4. 5 NE	40	1	16-(S3)		No flgts in IFR wea without prior permission of Otis AFB Ctl Twr. No flgts above 700' ASL due to Otis AFB tfc.
Falmouth, Coonamessett	6. 4 NNE	100	2	44-*L4-S1-U	F1	Ctn when ceiling 3000' or below & visibility 5 mi or less; hvy jet tfc vcnity Otis AFB. IFR etc RAPCON 122. 5 mc;listen 124. 7 mc prior entering Otis RAPCON area.
Fitchburg Mun (P)	3. 5 SE; riv S, SW	350	2	h45-BL4-S3-U	F4	Hills SW. P-line SE.
Gardner Mun (PC)	2 SW; hwy N	946	1	h20-S3	F1	
Great Barrington	2 W	726	3	27-*L4-S5-U	F4	P-lins. NE, SW.
Groton	5. NW	280	1	28-(S1)	(F1)	Trees S. Non-commercial use only.
Haverhill	2 NNE; RR W	125	2	19-S5	F1	P-line NW; hill N; maj airframe rprs only.
Haverhill-Riverside	2. 0 E		1	19-S4	F2	Tree NNE.
Hopedale - Draper	2. 7 SE; RR ENE	269	1	h32	(F1)	
Hyannis, Barnstable Mun (PC) •	0. 9 N; RR E	52	2	h50-BL4, 6-S5-W	F4	
Lawrence Mun (PC) •	2. 5 ENE; riv W	105	3	h40-BL4-S5-U	F4	Use runwys.
Lowell	Inside city limits	100	1	16-S2	F1	
Mansfield Mun	2 SSE; RR NE	124	2	h30-S5-U	F4	P-line NNE.
Marlboro	2. 4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	1. 8 E; riv SE	9	1	27-S1-U	F1	NE blkd.
Marston Mills	2. 2 NNE; lk SW	100	3	21-(S3)	(F3)	P-line SW.
Martha's Vineyard(PC) •	4. 3 S; hwy E	68	3	h50-BL4-S5	F4	Antenna pole SE.
Middleboro, N. Middleboro	4. 0 NW	61	1	23-*L4-(S3)	(F1)	
Millbury, Windle	3. WSW	750	2	20		Non-commercial use only. Unattended.
Montague, Turners Falls	1. 8 ESE; riv NW	365	3	h30-S3	F1	Surrounded by trees.
Nantucket-Memorial (P) •	2. 6 SE	48'	2	h50-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/ or visibility less than 3 mi. 55' pole 400' W.
New Bedford Mun (PC)	2. 8 NNW; RR S	79	2	h50-BL4, 6, 7a-S5-X	F4	
Newbury, Plum Island	1. 0 ESE; riv N	11	2	h18-S5-U	F1	P-line NW. W blkd. 2800' strip avail.
North Adams, Harriman(PC)	3 W; riv N	651	1	h28-L4-S5-U	F4	
North Attleboro, Wilkins	2 NE; lk NW	200	2	20-S5	F1	P-line SE. Ruf.
Northampton, Atwood	1. 2 SSE; riv S	116	2	26-*L4-S5-U	F2	Mtn SSE. Rgt tfc N. W blkd.
Northhampton, LaFleur (PC)	1. 2 ENE; RR W	120	2	23-*L4-S5-U	F3	Rnwy lgts activated on 122, 8 mc. Rgt tfc W.
Norwood-Memorial(PC)	2 E	50	2	h40-BL4-S5-U	F4	
Oak Bluffs	1. 0 SW	40	2	22	F4	P-lines W, SW.
Orange Mun(PC)	1. 5 SE; hwy SE	555	3	h50-S1-U	F1	Rgt tfc rnwys 4, 19 & 31.
Orleans, Skymeadow Airfld	1. W	25	1	h17-S1	F1	Rolling.
Palmer, Metropolitan	4. 8N; RR E, SE	410	1	30-*L3-S5-U	F3	Rolling.
Pittsfield Mun (PC) •	2. 4 WSW	1170	1	h35-BL4-S5-U-W	F4	
Plymouth	4. 7 SW; hwy N	149	1	h30-BL4-S1-U	F1	
Provincetown Mun (PC)	2. 3 WNW	8	1	h35-*L4-S1	F3	
Southbridge Mun	1. 7 N; hwy E	700	2	h27-S5-U	F4	1300'sod overrun N end N/S rnwy.
Spencer, Andrews Aviation	3. 5NNE	1040	1	17-(S5)	(F1)	Ruf.
Sterling	2. WSW	450	1	28-*L4	(F2)	Attended wk-ends only;lgts on 2450' of strip; P-line SE.
Taunton, King Fld	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	2 SE; riv E	90	1	18-*L4-S5	F3	Hwy tfc SSW apch. P-line S.
Tyngsboro, Derby Fld	. 5 SE	100	1	18		P-lines NE. Non-commercial use only.
Westboro	1. 9 WNW; RR S	310	4	16-S1	F1	Ctn-unmarked stack SSE.
Westfield - Barnes(NG)	NNE, T-pike . 5S	270	3	h70-BL4, 6-S5	F4	
Worcester Mun (P) •	3. 5 W; hwy N	1009	3	h55-BL5, 6-S5-W	F4	
				MICHIGAN		
Adrian-City (PC)	3. SW; RR N	800	2	h25-BL4-S5-U		3400' strip avail. WNW blkd. Use strips.
Allegan, Padgham Fld.	1. 2 E; RR S	701	2	24-*L4-S3-U	F1	P-line SE.
Alma Mun (PC)	1. 3 NE; riv S, E	750	2	h25-BL4-S5-W	F4	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	1. 7NNW; hwy E	860	2	22-*L4-S5	F1	
Alpena, Phelps-Collins(NG)	6. 5 W; riv adj	689	3	h80-B*L6-S5-W-U	F4	Deer hazard all rnwys.
Ann Arbor Mun (PC)	4 S; RR E	835	3	h35-BL4-S5-U	F4	Shoulders scft when wet. Use rnwys.
Atlanta Mun	1. 0 SE	875	3	23-(S1)	(F1)	Surnd by trees.
Bad Axe, Huron Co. Mem'l. (PC)	1. 2 SSE; RR W	763	3	h23-BL4-S5-U-W	F4	2500' strip avail.
Baldwin Mun	1. 3 SSE; hwy W	835	3	35-U	(F2)	P-lines W. Unattended.
Barryton	0. 8 ESE; riv S	950	2	18		P-line NE. Unattended.
Battle Creek, Kellogg(NG) •	3 W; RR W	941	4	h70-BL4, 6-S5-W	F4	Use runwys.
Bay City, Clements Mun (PC)	3. 5 S; riv W	599	3	h36-S3	F3	3600' N/S strip avail. Use rnwys only.
Bellaire, Antrim County	1 NE; RR W, S	614	2	40-L4-S3-U	F4	Mowing & snow removal avbl.
Bellville, Larsen Arpk	5. 0 WSW	692	1	16-S5	F2	P-line N. Rgt tfc pat strip 18.
Benton Harbor, Ross Fld(PC)	1. 5 NNE; hwy S	642	4	h50-BL4-S5-W	F4	
Big Beaver	0. 8 E; hwy W	650	2	24-S5-U	F1	Ditch SW. Use strip. P-lines E & N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RUNWAYS	LONGEST RNWY FACILITIES	FUEL	REMARKS (July 5, 1960)
				MICHIGAN (Continued)		
Big Rapids	1. 5 NW; RR E	925	2	36-BL4-S5	F1	Bcn. lgts prior req after 2330.
Birmingham, Berz	1. 5 E; hwy E	720	3	h32-*L3-S5	F4	N, S blkd. Trees NE, W. FEE.
Blaney Park	0. 5 NW; lk N	710	sw	22	F2	Road crosses NNW/SSE strip at S end.
Boyne City Mun	1 SE; RR NE	685	2	32-S1-U	F4	Twr SW. Use strips. Strips plowed-winters.
Brighton, Byrne Fld	3 N; hwy E, W	1030	1	19	F1	Rolling.
Byron Center, Wilson Fld	3. 0 NE	700	1	22	(F2)	P-line NW.
Cadillac Mun (P)	2. 5 NW; hwy E	1308	4	h37-BL3, 4-S5-U-W	F1	
Caro Mun	2. 5 SW; riv SE	700	4	23-BL	F1	P-line SE. Unattended. Bcn-Sunset + 5 hrs.
Charlevoix	0. 8 SW	642	4	30-S1-U	F4	Pole SE. Use strips.
Charlotte, Beach	1. 8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan, Mark Fld	1. 0 NE	590	2	25	F1	S blkd. N end N/S strip soft sand.
Chesaning	0. 8 W; hwy NE	639	2	23-L4	F2	W blkd; P-line E, S.
Clare Mun	1 NE; riv SW	840	4	25-S5	F3	P-lines, S, W, SE. Use strips.
Clio, Westport	4 SW	690	3	19-S5	F1	P-line N.
Coldwater, Branch Co. Mem'l(PC)	2. 7 WSW; RR S	954	3	h35-BL4-S3	F3	
Croswell-City	1 W; riv E	732	2	25	(F2)	P-lines S, bldgs E. Unattended.
Crystal Falls, Iron Co.	3. 0 SE	1340	1	h37		Unattended.
Crystal Falls, Phelans Resort	10 NE	1400	1	19-*L	F2	P-line SE.
Deckerville, Nauman	1. 5 S; hwy E	800	2	24-L4-S1	(F2)	P-line E. Unattended.
Detroit-City(PC) •	5. 5 NE	626	4	h44-BL4-S5-W	F4	W blkd. ARPT OF ENTRY. 2-way rdo rqrd. Due non-visibility twr unable to ctl tfc on first 1000' rnwy 3; rnwy 3-20 clsd to large twin eng acft 12, 500 lbs gross wt and over excp on pilot's req. Inbnd acft with appropriate multple freq shall make initial ctc with Detroit City Apch Ctl on 120. 0 mc regardless of wea; apch ctl will specify reporting pt where flt will chg to twr freq.
Detroit, Metropolitan Wayne Co. (NG) •	16. 9 WSW city hall	639	4	h105-BL4, 6, 7a-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Due non-visibility twr unable to ctl tfc on ramp N side old arpt txwys on old arpt and E two-thirds of NG ramp on SE side of old arpt. All rnwys and sod areas cld fld clsd to lndgs and tkofs.
Detroit, Willow Run (P) •	22. WSW; riv 1. 5	716	6	h75-BL3-4, 7a-S5-X-W	F5, 6	2-way rdo rqrd. Due non-visibility twr unable to ctl tfc on N portion W ramp and first 500' rnwy 9L.
Dowagiac, Cass Co. Memorial	1. NW; hwy S	750	4	h30-BL4-S3	F4	S, SW, W blkd. TV ant. NE. 3100' strip avbl
Drummond Island, Drummond	0. 5 S	650	2	25-S2	F4	Rolling. Attended May 1 thru Nov 30.
Eastport, Torchport	4 S; hwy E	640	2	26	F1	E, W blkd.
East Lansing, Davis	3. N; RR NW	850	2	21-S5	F1	SSE blkd. NNW/SSE strip ruf.
Eaton Rapids, Miller	1 ENE; riv W	908	2	26	F1	P-line S.
East Tawas, Iosco County	1 N; lk N	607	2	26-S3	F1	S, W blkd; twr S.
Empire (PC)	3. 2 SE; hwy 1 N	920	2	27-S5	F2	Unattended Dec-Mar.
Escanaba Mun (PC) •	2. SSW	600	2	h45-BL4-S5	F4	
Evart Mun	1 WSW; RR S	1035	2	h24-L4-U	(F2)	Lgts on req after 2300.
Fenton, Aero Acres	4. 5 SW	1040	1	25	F1	
Flat Rock, Nan-Bar	1E NE; RR N	596	1	26-S5	F2	P-line E, NE. Rgt tfc W, SW. Soft-wet.
Flint, Bishop(P) •	4 SSW; RR NW	781	3	h50-BL4, 6, 7a-S1-W	F4	Ctn-lgtd trees NE. NW/SE strip perm clsd.
Fowlerville, Newton Fld	4. 5 SW	925	2	22-(S3)	(F2)	P-line N.
Flushing, Dalton's	2. 2E; riv SW	736	2	26-S5	F1	N blkd.
Frankfort Mun	1. 9 ESE	650	2	26	F4	Trees SE. Hills NNE, ESE, SW, WNW. Unattended.
Fraser, McKinley	1. 3 NW; rd E	620	4	30-S5-U	F1	N, SW blkd;p-line SE;open to lgt acft only during spring. FEE. 90 oct avail.
Fremont(PC)	2. 8 SW; RR NW	800	3	h35-BL4-S5-U	F4	
Gaylord, Otsego County	1 SW; RR E	1335	3	h35-BL4-S5-U	F4	SE blkd. P-line NE.
Gladwin Mun (P)	1 SSE; riv W	780	2	35-BL4-S3-W	F3	
Gobles, Wesler Fld	0. 6 SSW	812	1	16-S3	F1	P-line N. Rolling.
Grand Haven Memorial Arpk(PC)	2 SSE; hwy W	604	3	h30-BL4-S5-U	F4	P-line NW. Use rnwy, stripe.
Grand Ledge, Abrams	1. 5 NE; hwy W	844	2	26-S3	F3	S, W blkd. Scft when wet.
Grand Rapids, Kent County(P)	3. 5 S; RR NE	692	4	h57-BL4, 6-S1-W-X	F4	700' overrun rnwy 18L. 600' adtnl overrun across hwy-avail emerg on req. NW blkd. Rnwy 5-23 clsd. Lgts avail 0100-0600E circling fld or rco call.
Grayling AAF (PC)	1. 3 NW; RR W	1152	3	h50-L4	F2	Used jointly by civil/NG summers only. Bcn on req.
Greenville	2. 5 S; RR 1 E	855	2	25-(S5)	(F2)	
Gregory, Richmond	1. 7 SE	920	2	22	F1	Unattended.
Gulliver	1. 4 S; lk W	626	2	34-(S3)	(F3)	P-line N, Trees W. Not maintd winters.
Hammond-Bay	2 ESE; hwy N	670	1	20		E, W blkd. Ruf. Unattended.
Harbor Springs	3. 6 E; RR SW	630	3	25-L4-S3-U	F4	E blkd; p-line NW. E/W strip 2000' usable ngts. Lgtd Summer only.
Harrison	2. 3NNW; hwy E	1100	3	33	F2	E, S, W, SW blkd. Clsd Tuesdays.
Harrisville	1 NNW; RR E	675	2	15		Surnd by trees.
Hart-Shelby(PC)	4. 2SSE; hwy1. SW	702	2	h19		SE end NW/SE strip scft-wet.

MICHIGAN (Continued)

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
Hessel	2 N; hwy W	760	2	28-(S1)		Unattended.
Hillman	2.4 NW	850	2	26		Trees both ends of strips.
Hillsdale Mun	1.6 NW; RR E	1160	2	19-*L4	(F3)	P-line NE.
Holland, Park Township	3 WNW; bay 1 S	612	3	27-*L4-U	F3	N blkd; p-line NE, SE.
Houghton-County Mem'l (P) •	4.8 NE; hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd;use NNE/SSW strip-emerg;no storage.
Houghton-Sands	2 ESE; RR SW	605	2	47-S3	(F3)	
Howell - City	3.3 W	942	2	18	F1	P-line S.
Indian River Campbell Mun	0.8 SE; RR W	602	2	21		Trees N., Use gravel strip only. Unattended.
Ionia-County	3 S; hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
Iron Mountain, Ford (PC) •	2.5 W; dam SW	1147	2	h38-BL4-S5-U	F4	
Ironwood, Gogebic County(PC) •	4.5 NNE; RR S	1246	2	h39-BL4-S5-U	F4	Unlgtd hill S.
Jonesville	2.5 WSW; lk S	1070	2	21-S1	F2	SW blkd. Trees SE
Jackson, Reynolds Mun (P) •	2.5 WNW; RR S	1000	4	h43-BL4-S5-W-U	F5	Rnwy 18-36 rstd 12, 500 lbs GWT;p-line S;use rnwys
Hastings Mun	3.2 WNW; RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Kalamazoo, Austin Lake	6.5 SSE; lk N	860	2	27-S5-U	F1	E blkd. Use strips.
Kalamazoo Mun (PC) •	4 SSE; RR E	874	3	h38-BL2, 4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys. Rnwy 18-36 perm clsd.
Lake City, Homes Acres	2 ESE; RR S	1290	2	26-L-S5	F1	P-line W.
Lakeview(PC)	1.1 NNE; lk S	900	3	25-L4-S1	F1	P-lines N, NW. Ctn-oil derricks.
Lambertville, Wagon Wheel	2 mi SW	600	2	23-S5-W	F2	P-lines N, S.
Lansing, Aero Manor	0.5 SW	858	2	27	F1	P-line NW, SW.
Lansing, Capital City (P) •	3.8 NW; RR S	859	2	h50-BL4, 6, 7a-S5-W	F4	Rnwy 14-32 perm clsd. Acft parked W side, E of apron. Due non-visibility twr unable to ctl tfc on W ramp txwy btn rnwy 6 and 9.
Lapeer, Dupont-Lapeer	2.4 ENE; lk W	830	4	36-S5-U	F3	Use strips.
LaSalle, Price Fld	4.5 SW Monroe	606	1	20-*L4-S1	F2	P-line S.
Lawrence, Boothby Fld	1.0 E	695	3	21	(F2)	P-lines NE, SE, SW, W. Unattended.
Lawton, Marks Fld	1 N; RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
Litchfield, Lamm	2.0 N	1010	1	27		
Ludington, Mason County(PC)	1.7 ENE; hwy S	642	3	h25-L4	F4	Race Track SE; twr SW. Use strips. Lgts oper on wk-ends in summer by req. 3300' strip avbl.
Luzerne, Lost Creek Ranch	2.8 NE; riv N	1090	3	25-S1	F1	W blkd.
Mancelona	1.5 NNW; RR E	1130	2	30	(F2)	P-line W.
Manistee-Blacker	4 ENE; riv S	613	2	h36-BL4-S3-U	F1	
Manistique, Schoolcraft County	3.3 ENE; RR S	678	2	30-(S1)	(F2)	P-line S. Unattended.
Marenisco	1.6 E; hwy N	1637	1	20		ENE, WSW blkd. Soft-wet. Ruf. Unattended.
Marine City	5 W	616	2	21-S5	F1	SE, NW blkd. Ruf.
Marlette	1.3 N; hwy W	825	3	26-BL4-S1	F2	Soft when wet. P-line W. Circle town for lgts.
Marquette-County (PC) •	8.0 W; hwy S	1415	2	h50-BL4-U	F4	
Marshall, Brooks Fld	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW.
Mason, Jewett	1.3 SSE; RR W	920	2	26-(S1)-U	(F1)	P-line W.
Menominee-County(PC) •	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
Midland, Barstow(PC)	3.7 NW; hwy S	628	3	32-S1	F3	P-line N.
Milan	3.8 SW; RR SE	705	2	23	F1	P-line N. Soft when wet. Use strips.
Mio Mun	1.6 N; hwys W	1050	2	30		N, W blkd. Unattended.
Monroe, Custer(PC)	2.5 WNW; hwy S	614	1	h26-BL4-S5	F1	
Montague, Ottiger	3 N	700	2	30	(F2)	P-line N & SW.
Morenci - City	1 SW; hwy E	770	1	20	(F3)	P-line E. Unattended.
Mt. Clemens, Macomb	9.0 N	625	2	26-S5	F1	
Mt. Pleasant	2.2 NE; hwy S	755	4	h30-BL4-S3	F4	SW blkd. P-line W. 3600' strip avail.
Munising, Hanley Fld	3.0 SE	990	2	28	F4	Clsd winter months.
Muskegon-County(P) •	3.5 S; lk N	628	4	h50-BL2, 6-S5-W-X	F4	Use rnwys. N/S rnwy clsd acft over 10,000 lbs-also clsd ngts. Due non visibility twr unable to ctl tfc 100' on apch end rnwy 14 & 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. 60' wea radar twr aprx 100' from centerline NE/SW rnwy, at NE end, at S end of trml bldg. N/S rnwy clsd, ruf avbl for use at pilot's discretion. Ctn-40' lgtd ant mast at glide slope bldg 750' NW apch end rnwy 32 and 400' SW of centerline.
Muskegon, Northside	5.0 NE	650	3	37-(S3)	(F2)	
Newberry, Luce County	4.1 SE; hwy S	872	2	30		P-line SW. Unattended.
Newaygo	0.8 SSE; hwy W	785	4	29-S5	F2	P-line S.
Napoleon, Maule Fld	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newport, Marshall	3.2 S; lk SE	588	2	26-S1	F1	SE, SW blkd.
New Hudson	0.5 WSW	947	2	25-S5	F2	P-line N.
Niles, Tyler Memorial(PC)	1.5 NE; RR NW	743	2	h33-BL4-S5-U	F4	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey Meml.	3.0 NE	629	2	31-(S3)-U	(F3)	No storage.
Owosso-City(PC)	2 E; riv S	739	3	h30-BL4-S5	F2	Use rnwy.
Pellston, Emmet County (P) •	1.5 NNW; RR E	720	4	h54-BL2-S2-W-U	F4	First 500' E end E/W rnwy clsd; N/S & E/W rnwy clsd ngts; rnwy 9-27 rstd to 14,000 lbs GWT single wheel.
Pinconning, Sportsmen's Fld	1.7 ESE; bay E	592	3	28		Ant. NE. Unattended.
Plainwell, Otsego-Plainwell	1.5 N; riv NW	727	1	34-(S3)	(F1)	P-line E.
Plymouth, Mettetal	1.5 SSE; RR E	700	2	h22-*L4-S5	F4	FEE.NW,SW blkd;p-line NE. Stay on hard surface when wet. 2400' strip avbl.
Plymouth, National	3.5 NW	675	3	22-S5	F3	Use strips;ditch S;NNW blkd;trees NE.
Pontiac, Allen's	5.5 NNE; RR 1 W	1020	5	26-S5-U	F1	SE, SSW, SW, W, NW blkd. Rolling.
Pontiac Mun (PC)	6.4 WNW; RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200: other hrs on req.
Port Hope, Air Port Hope	0.5 SSE	593	1	20		80 oct fuel emgcy only. P-line S.
Port Huron, Baker's Fld	3 NNW; riv N, E.	585	2	27-S5	F1	N, SE blkd;p-line & ant. NW;hill N;ruf;bcn on req.
Port Huron, St. Clair County(PC)	6.4 SW; hwy S	640	3	h39-BL4-S5-U	F3	AIRPORT OF ENTRY.
Prudenville, Roscommon County	4.5 N	1150	3	25-S5	F2	Surnd by trees. P-line SW.
Reed City, Miller Fld	2 N; RR E	1040	2	h50-BL4-S5-U	F4	
Rogers City, Presque Isle Co.	0.7 SSE; lk L E	658	2	26-L2-(S2)		Lgts avail all ngt May thru Oct;unattended.
Romeo	2 E; lk E	730	2	24-S5	F3	900' overrun S end N/S rnwy. p-line N;soft-wet.
Romeo, Kuntsman	4.9 SE; dam NE	680	2	26		P-line N. Soft when wet.
Roscommon	2.5 SE; RR NE	1100	2	42		Trees on ends rnwys. Unattended.
Saginaw	4.5 E; RRS, N	601	3	33-B-S5	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
Saginaw, Tri-City(P) •	10 NW; hwy SW	667	3	h56-BL4, 6-S5-W-U	F4	Use rnwys only.
St. Helens	0.9 SE; RR N	1153	2	26		Unattended.
St. Ignace, Mackinac County	2 NNW; hwy E	600	2	h32-BL4-S1	F3	
St. James, Beaver Island	4.2 SSW	685	2	35-U	F2	Unattended. Open April 1 to Dec 1.
Sault Ste. Marie Mun (P)	1 SSW; hwy SE	722	2	36-S3-W	F4	ARPT OF ENTRY. Use strips. Winter E/W strip only. Caution-ruf.
Sebewaing(PC)	0.7W; riv N	584	2	25-S1	F2	Use rnwys.
South Branch, Timbers Sky Camp	0.2 NE; lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
South Haven Mun (PC)	4S; RR W	663	4	h24-B*L4-S3-U	F1	E blkd. 3400' strip avail. N blkd.
Sparta	2.7 SE; RR W	752	3	25-S5-U	F2	P-line NW, W.
Stambaugh	0.2 W; riv W	1622	1	20-BL3-(S1)		Twr S. Attended summer months.
Standish, Dudley Fld	2.0 E	860	2	27	F2	P-line S. Unattended.
Sturgis, Klrsch Mun (PC)	1 NW; RR E	924	1	h32-L4-S1-U	F4	P-line NE; 100' overrun SW end, 500' overrun NE
Tecumseh	1.8 NNE; RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy. strip.
Thompsonville	1.0 W	795	1	25		P-line N.
Three Rivers, Haines (PC)	2.3 NE; riv SE	830	4	h29-BL4-S5-U	F4	P-lines N, S. 3800' strip avail.
Topaz, Big Bear	2.2S	1306	2	26-S1		E, S, W blkd. Soft when wet.
Traverse City Mun(CG)	2.1 SE; RR NE	623	4	h52-BL4-S3-W	F4	
Vassar, Welsh	4.3 ESE; RR 1.5 N	710	2	21-S5	F1	NE, SE, NW blkd; clsd trans acft, xcpt emerg.
Watervliet(PC)	1 NE; lk NW	655	2	18		Unattended.
Wayland Mun	1.5 N; hwy W	740	2	19-(S3)	(F2)	P-line W. Soft when wet. Unattended.
West Branch, Ogemaw	6.0 S	890	3	33	F2	
White Cloud	0.5 N; rd E	872	2	18		Twr SE; p-line SW. Unattended.
Wixon, Spencer Fld	0.8 W; RR N	940	1	30-*L4	F1	P-line N. Bcn prior req.
Yale	1.5 SSE	825	2	23-(S3)	(F1)	P-lines S & W.
Ypsilanti, McEnnan	2.7 SSW; riv 1 NE	736	4	23-L4-S5-U	F1	E blkd; p-line NE. Use strips.

MINNESOTA

Ada	1.0 NW	915	1	25	(F2)	P-line N.
Aitkin Mun	1.7ENE; Riv W	1204	1	26	(F2)	Use strip. Unattended.
Albert Lea Mun (PC)	2.3 N; hwy E	1244	2	h38-S5	F4	NE blkd.
Alexandria, Aggie's Landing	5.0 N Villard	1420	2	16	(F2)	
Alexandria Mun(P)	2 SW; lk NW	1425	4	h57-BL4-S5-W	F4	
Anoka	1.2 SE; riv 1. SW	896	3	36-S5	F2	Ruf;use N/S strip;rgt tfc S, W, SW;p-lines N, NE, S, SE, SW blkd.
Appleton Mun	2.0 N	1021	3	30	(F1)	
Austin Mun (PC)	1.7 E	1237	1	h38-BL4-S1	F2	
Backus Mun	0.6 NE; hwy E	1335	1	26		P-lines E & S. Clsd winters. Unattended.
Barnesville Mun	In City Limits	1018	1	26		Unattended.
Baudette Mun (PC)	0.8 NW; riv NE	1083	3	20-S5	F5	AIRPORT OF ENTRY.
Bemidji Mun (P) •	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
Bemidji-Port-O-Wilds	9.4NNE; hwy SE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips. Attended summers.
Benson Mun	2.0 NW	1038	1	26-L4	(F1)	
Big Falls Mun (PC)	2.9 NE	1232	1	26		Unattended.
Big Fork Mun	2.5 N	1346	1	29		Unattended.
Brainerd-Crow Wing Co. (PC)	3.8 NE; hwy S	1226	3	h41-BL4-S3	F3	N/S rnwy skis only winter months.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY	FACILITIES	FUEL	REMARKS
MINNESOTA (Continued)							
Brainerd, Pine Beach	9. WNW		1	26			Trees SE.
Blue Earth Mun (PC)	3 S; RR E	1102	2	23-L-S5		F2	
Brooten Municipal	0.5 E	1303	1	26		(F1)	
Clarissa Mun	2.0 SSE, RR S	1304	1	26			80 octane avail emerg. Unattended.
Cloquet Mun.	2.5 WSW	1278	2	h32		(F2)	Unattended.
Cook Mun.	2.0 S	1330	2	22			Unattended. SW blkd, trees.
Crookston, Kirkwood(PC)	4.8 N; hwy E	896	3	30-L1-S5		F2	NW/SE rnwy lgtd.
Deer River Mun	1. N	1313	2	20		(F2)	Trees NW, SE, SW.
Detroit Lakes Mun	1.5 W; RR N	1396	3	35-S1		F4	10° drop E end;use strips;attnd May thru Nov.
Dodge Center Mun (PC)	1.2 SE; RR N	1299	2	23-(S1)		(F2)	Unattended.
Duluth Mun (AF,NG) *	6.5 NNW; hwy 18	1430	3	h90-BL4, 6, 7a-S5-W		F4	ARPT OF ENTRY. Use rnwys;1000'overrun lgtd.
Duluth, Sky Harbor	5 SE; lake NE	602	1	21-S5		F3	ARPT OF ENTRY. Skis winter.
Ely	1.2 E; lk NW	1435	2	24-L2		F1	P-line SW, NW. Unattended.
Fairmont Mun (PC)	2 E; hwy N	1161	2	h40-BL4-S5-U		F3	
Erskine Mun	2. ENE	1243	1	25		(F1)	
Eveleth-Virginia Mun (PC)	3.5 SE; lk E	1385	4	h42-BL4-S5-U		F4	
Faribault Mun (PC)	3 NW; lk 1 W	1052	2	h30-BL4-S1		F4	Use rnwys only.
Fergus Falls,Michelson Mun (PC)	4.3 W; riv E	1185	3	h40-BL4-S5-U		F5	
Fertile Mun	1.0 NNW	1137	1	24		F1	
Forest Lake, Journey's End	2. N	930	2	24-S1-U		F4	P-line NW.
Fosston Mun	1.5 NW	1350	2	23-(S1)		(F1)	P-line SW.
Garrison, Miller	1.5 N	1264	1	26		(F1)	
Glenwood Mun (PC)	3.2 E	1393	2	24			Use strips.
Grand Marais-Devil Track Mun (PC)	5.5 NNW; lk S	1658	1	26-S1		F3	Attended summers.
Grand Rapids Mun (PC)	2 SSE; riv NE	1302	3	h41-BL4-S5-U		F3	
Grand Rapids, Otis Lodge	7.5 SW; lk SW	1350	2	30-B		F3	Clsd Nov thru April.
Greenbush Mun	1.1SSW; hwy NW	1070	2	26-(S1)		(F1)	Unattended.
Hallock	2.0 N	800	1	20		F1	P-line E. Unattended.
Hector Mun (PC)	0.7 S	1082	2	25-S5		F2	Water tower N.
Hibbing, Chisholm-Hibbing (PC) *	4.5 SE	1352	4	h40-BL4-S5-U		F3	NE/SW & E/W rnwys clsd wheels winters.
International Falls Mun (PC) *	2.2 S	1180	3	h38-BL4-S3-W		F4	ARPT. OF ENTRY. Rnwy 4-22 day oper only.
Isabella, Duncan Airfld	3.0 E		1	25-S3		F3	
Isle Mun	1.5 N	1271	1	23		(F1)	Trees & bldgs S. Unattended.
Jackson Mun (PC)	2 N	1445	2	23-L4-S5-U		F2	
Karlstad Mun.	1.0 W	1025	1	26-(S1)		(F1)	P-line S. Unattended.
Lake Bronson	0.5 NE	960	3	26		F2	P-lines S, W, NW.
Lancaster Mun.	1.0 N	916	2	26		(F1)	Unattended.
Le Sueur Mun	1.5 S	850	2	26-(S1)		(F2)	P-line NE. Unattended.
Litchfield Mun	1 N	1116	1	28-S1		(F2)	Unattended.
Little Falls Mun (PC)	1.5ESE; hwy W	1118	2	30			Closed
Littlefork Mun (PC)	1.8WNW; riv 1 E	1145	2	23			N/S strip ruf. Unattended. S blkd.
Longville Mun.	0.5 NE	1335	1	25		(F2)	P-line NW.
Madison Mun	1 S; hwy W	1086	2	30-B-S5		F2	Use strips.
Mankato Memorial(PC)	1.7 SE	1005	2	h37-BL4-S5-U		F4	Use rnwys.
Marshall Mun (PC)	1.5 W; RR S, E	1179	3	h31-BL4-S5		F4	
Mazeppa, Holtorf	2.7 SE; riv N	1140	1	18		F1	Rolling on ridge. Extreme caution-woods & grass. Exper pilots only.
Mc Gregor Mun	adj NW	1227	2	23		(F1)	
Melrose-Riverside	1.2NW;rnys,rivN	1215	1	34		(F1)	Unattended.
Minneapolis, Anoka Co. (PC)	12. 5NNE; hwy E	908	4	h37-BL4-S5		F4	No snow removal.
Minneapolis, Crystal(P)	9 NNW; RR W	869	4	h25-BL4-S5		F4	2700' strip avail.
Minneapolis-St. Paul Intn'l *	6.5 SSE;riv 2. S	840	3	h32-BL6, 7a-S5-W		F5,6,7	Rdo rcvr rqrd. E/W rnwy & rnwy 17-35 perm
(Wold Chamberlain) Fld (NG)	clsd. Rgt patn rnwys 4, 11R; flashing amber lgt on twr indicates rgt patn.						
Montevideo Mun	2.2NNE; hwy W	1036	2	25-S2		F1	Use strips.
Moose Lake Mun (PC)	2.5 SSW; Riv W	1076	1	25			Unattended.
Mora Mun (PC)	1.2NE; lk N	1012	2	25-(S3)		(F2)	NW/SE strip ruf. P-lines SE.
Morgan, Hicke's	1.5 E	1040	1	23-S1		F2	Fence W; rd E end.
Morris Mun	3 SW	1134	4	27		F1	Unattended.
New Ulm Mun (PC)	1.5 W; hwy N	1005	2	31-BL4-S3-U		F3	Use strips.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY	FACILITIES	FUEL	(July 5, 1960) REMARKS
MINNESOTA (Continued)							
Nisswa, Haywood Gull Lake	1.7 SSW; lk SW	1231	1	32-S3		F2	N blkd. Use strip. FEE. Open May 15 to Oct 15.
Northome Mun	2 NE; lk S	1427	2	20			Taxi E side of strip only.
Ortonville Mun	1.0 E	1045	2	24-S1			P-line N. Unattended.
Owatonna Mun (PC)	2.9NW; hwy E	1147	2	h35-L4-S5-U		F3	Unattended. P-lines NW, SW, SE.
Park Rapids Mun	1.7SSW; RR E	1440	3	h28-*L-S5		F3	Lgts dusk-2400; unsafe-acft over 12,000 lbs.
Paynesville Mun	1.3 SW	1180	3	24-(S1)		(F1)	
Perham Mun	1.5 NW	1370	2	26		(F2)	P-line N. Use strips. Unattended.
Pine Creek	3. NW	1071	1	22			P-lines E.
Pine River Mun	1 WNW; RR NE	1318	2	20-(S5)		(F1)	Bldgs N.
Pipestone Mun (PC)	1 SE; RR E, W	1736	2	h31-L4-S5-U		F3	
Princeton Mun	1. W	985	1	23-L4, 5			Rnwy lgts on req after 2400.
Red Lake Falls	4.0 NE	1066	1	27-(S1)			P-line N.
Redwood Falls(P)	1.8NE; riv1.5NE	1022	2	23-B-S3-W		F4	
Red Wing Mun	2.5 NE; hwy N	770	1	26		F4	Unattended.
Rochester, Lobb Fld Mun (P) *	1.7SSE; RR W	1041	3	h45-BL3, 4-S5-W-U		F4	Rnwy 17 clsd ngts;use 9-17 for taxiway only.
Roseau Mun	1.6NW; riv E	1040	3	35-(S1)		(F2)	P-lines N, W. Use strips.
Rosemount, Southport	4.4 WSW	962	2	h33-S5		F3	P-lines N, W.
St. Cloud, Whitney Mem'l(PC)	1.5NNW; riv N	1039	3	h40-B-S5-W		F3	Ctn all ngt lndgs.
St. James Mun	1.5 E	1061	1	27-L4, 5		F4	
St. Paul, Lake Elmo	10.2 ENE lk W	925	2	h23-*L1-S1		F2	
St. Paul, Holman Fld (PC)	1.5 S; riv N, E	703	3	h55-BL3-4-S5		F4	P-line NE. Clsd to all trans jet acft.
St. Peter	1.5 NW	916	2	21			P-line S.
Sandstone Mun	2.0 SW	1089	1	26			Unattended.
Sauk Centre Mun	2.1 SE; riv W	1253	2	28		F1	
Silver Lake	3.0 NW	1050	1	26		F1	
Sleepy Eye Mun (PC)	3.3SSE; hwy W	1004	2	26-S5		F3	P-line NE.
South St. Paul Mun (Fleming Fld) (PC)	1.8S; riv 1 NE	820	1	h35-BL4-S5		F4	
Springfield Mun	0.9SW; hwy N	1073	2	22-S5		F3	Rgt tfc NE, NW blkd.
Spring Valley, Pietenpol Fld	8.8 SE	1300	3	18-(S5)		(F1)	Unattended.
Stanton, Carleton	0.7 NE; RR W	920	2	25-BL4-S3		F3	P-line NW, SE. Use strips.
Staples Mun	1.5 N	1298	3	32-S3		F2	
Starbuck Mun	0.4 S	1141	1	25			Unattended
Stephen Mun	1 NE	830	1	25			P-line S, Clsd winters.
Thief River Falls Mun (PC) *	3.6 S; riv W	1115	2	h37-BL4-S5		F4	
Tower Mun	1.0 NW	1369	1	24			
Tracy Mun (PC)	1.2 NE; hwy S	1340	3	34		(F2)	Unattended.
Twin Valley	1 W	1050	2	26-S1		F2	N blkd. P-line SE. Use strips.
Tyler Mun	1.4NW; RR SW	1745	3	20		(F2)	P-line W, SW, SE.
Wadena Mun (PC)	1 E; RR NW	1350	4	32-S3		F2	P-line S, SE, NW.
Walker Mun	5.0 NNW	1364	1	26			Unattended.
Walnut Grove	0.5 SW	1340	1	23-BL4-S5		F3	
Warren Mun	2.8 E	830	2	26-(S1)		(F1)	P-line N, NW.
Warroad Mun (PC)	2.3 NNW	1071	2	23-(S1)		(F2)	Unattended.
Waskish	1.0 S	1181	1	26		(F1)	
Wheaton Mun	3 SW; crk N	1022	2	20		(F1)	Use strips. Unattended.
White Bear Lake, Benson	2.5 N	950	1	20-*L-S5		F2	Use strips.
White Bear Lake, Northport	4 E; hwy N	1022	3	20-S5		F2	P-line N.
Willmar Mun (PC)	1.5 W; RR E	1130	3	h35-BL4-S5-U		F4	P-line S.
Winona Mun (PC) *	3.8 NW; riv N	656	3	h40-L4-S5		F4	Code bcn.
Worthington Mun (PC)	1.6N; lk 1.5SSW	1572	4	h40-BL4-S1-U		F2	
MISSISSIPPI							
Aberdeen, Stinson Fld Mun	3 NW; hwy E	230	1	29			Soft when wet. Unattended.
Amory	0.5 W; hwy S	340	1	h18		(F2)	Caution-use rnwy only.
Anguilla, Rollang Fld	2.3 SW; hwy E	115	2	37-S5-U		F3	Bldg S. Soft-wet.
Baldwyn Fld	0.5 E; rd S	380	2	20-(S3)			Trees S. Soft-wet.
Bay St. Louis-Hancock Co.	2.0 W	10	1	18			Trees S.
Belmont, Halbrook Fld	0.3 W	110	1	14-S5		F1	6' ditch S end
Benoit, Speakes	2.5 S; riv NW	135	1	43			Unattended.
Biloxi, North Biloxi	4 NNE	40	1	25		F1	Rgt tfc N. Soft-wet.
Brookhaven Mun	3 NE	496	1	30-BL1-S1		F2	Soft when wet.
Charleston, Paynes	7 SSW	156	3	23			Emerg use only. Unattended.
Clarksdale, Fletcher Fld (PC)	6. NNE; hwy E	173	1	h40-BL4-S5-U		F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MISSISSIPPI (Continued)						
Cleveland, Bolivar County(PC)	2 NW; hwy 8	140	2	h32-BL4-83	F3	Rnwy lgts on prior req after 2400.
Coldwater	20. S Memphis	247	3	22	(F2)	P-line E. Unattended. Minor rprs on req.
Columbia Mun	3 NNE; rd W	110	2	25	(F1)	Trees SW. Unattended.
Columbus-Lowndes Co(PC) •	3.2 SE; hwy W	187	1	h40-BL4-S3-U	F3	Max lndg wt 15,000 lbs sing. wheel acft-45,000gross
Corinth-Alcorn County	5 WSW; hwy N	424	2	h38-BL4-S3-U	F4	
Crosby Municipal	1.2 NNE	315	1	h31-BL4	F1	
Egypt, Ball	1.8 S; hwy E	300	1	26	(F1)	Unattended.
Flora, Memorial Circle	3.4 NE	190	1	22		Unattended.
Glen Allan, Woodside	3.4 ESE	106	1	24		
Greenville, Abide	2.0 N	118	1	23-S5	F2	Shack N. Soft when wet.
Greenville, Cypress	2.4SSW; hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
Greenville Mun (P) •	3.5ESE	118	3	h40-BL4-S5-U	F4	Use rnwys. Extensive jet tfc 5 mi N.
Grenada Mun (PC)	4 N; RR 8	207	3	h51-S5	F2	Use rnwys.
Greenwood Mun(P) •	2.3 SW, RR E	120	3	h40-BL4-S1-W	F4	Use rnwys. Acft over 30,000 use 9-27 only.
Greenwood(PC)	5.5 ESE	162	4	h50-83		
Gulfport Mun (PC) •	2.5 NE; bayou N	26	3	h80-BL4*7-S5	F4	Use rnwys. Overrun apch lgts 17-35 lgtd. Other rnwys prior req. S blkd. Trees N, S. Ant. SW.
Hattiesburg Mun (PC)	5 SSE; RR SW	151	3	h43-BL4-S5-U	F3	
Hazlehurst-Copiah County(PC)	1.8 E; hwy N	460	1	21		330' SW end strip unusable.
Hernando, Bethune	2.0 S	300	1	17-S3	F2	E & W blkd. Ditch S.
Houston Mun	1.5 SW; hwy N	342	2	31	(F1)	Soft- wet.
Indianola, Valley Flying Service	1.5 mi NW	120	1	24	F2	
Jackson, Hawkins Fld (NG) •	2.5 NW; RR 1. E	343	4	h54-BL4-6-S5-W-X	F5	Rnwys 2-20, 16L-34R clsd hvy acft; use rnwys. Kerosene avail one day advance notice.
Kosciusko-Attala County	3.6 NE	479	1	35		Unattended.
Laurel Mun (PC) •	3 SW; hwy SE	235	3	h50-BL4-83	F4	No ngt opern rnwy 18-36.
Leland, Hunley	3 W	116	1	17-*L1-S3-U	F1	W end soft when wet.
Lumberton, Bass Pecan Strip	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Madison, Campbell Fld	1.6SSE; hwy W	335	3	29- L4-S5	F1	Soft-wet.
McComb-Pike Co. SC, MSY-STL(P)	1.3 NW	460	2	h30-BL4-S3-W	F3	NE/SW strip unsafe when wet.
Meridian, Downer Fld	10.0 NE	480	1	h32	(F4)	Trees NE.
Meridian, Key Fld (NG) •	3 SW; RR NE	297	4	h80-BL6-S5-W	F4	Lgts on req after 2400.
Merigold	0.8 N; hwy W	142	2	25-*L1-S3	F1	Soft-wet. P-lines NW.
Natchez-Adams County(PC) •	6.0 NE	272	3	h50-BL4-S1-U	F4	
Natchez, Air Park	2.5NNE; riv W	251	1	30-S5	F3	
Nitta Yuma, Davis	0.5 SSE; RR W	115	2	19-*L4-83	91	W blkd.
Onward, Reality Plantation	2.0 SW	95	1	22		
Oxford Mun(PC)	7.0 S	300	2	30-83	F1	Use ctn. SE, NW blkd. Ruf. Soft-wet.
Oxford, University-Oxford (PC)	1.5 NW Univ.	445	1	h48-BL4	(F1)	
Pascagoula, Jackson County(PC)	3.5 ENE; RR 1 N	16	3	h45-BL4-S1-U	F4	Ctn-cattle on fld.
Perthshire Fld	0.4 S; hwy W	155	2	26		P-lines SSW, SSE.
Picayune	1 SSW; RR, hwy E	75	1	h50-BL2, 4	(F2)	
Picayune Mun	SW	92	1	h40-BL4-S1	F3	
Pickens, Presley's	1 NNE; RR E	230	1	20-(83)	(F2)	P-lines E, W. Trees N, Oil tanks SW.
Prentiss	1.0 W	290	1	19	(F2)	
Quito, Kimbrough Fld	0.4 SW	128	1	23-(83)	(F1)	Trees N.
Raymond, Williams(PC)	3.5NNE; RR SE	244	3	h40-BL4	(F1)	
Rochdale, Watts Fld	0.5 E	145	1	23	(F1)	Soft-wet. Unattended.
Shaw, Gasparini Fld	0.7 SSW; hwy N	150	1	21		
Silver Run, Red Gap	8.0 SE	240	1	27	F1	
Starkville Mun(PC)	2.5 SW; RR NW	325	2	h50-U		Caution. Use rnwys only. No public serv.
Starkville, Oktibbeha	8 ENE; hwy E	250	3	30-S3-U	F3	
Tunica	1.5 S	200	1	18-S3	F4	Bldg N. P-line S.
Tupelo Mun (PC) •	3 W; hwy S	361	2	h38-BL4-S3-U	F3	Hvy acft use paved rnwy only.
Union Mun (PC)	1.8NW; RR S	518	1	23		Soft when wet.
Vicksburg Mun (PC) •	8 SSW; RR W	111	3	h45-BL4-83	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Walls, Twinkle Town	1.8 S	210	3	43-S1-U	F4	
West Point Mun	3.0 S	203	1	30		Almd irregular.
Wintersville	0.5 W; hwy W	122	1	30-83	F1	E blkd. Soft when wet.
Yazoo City, Barrier Fld (PC)	2. N; RR E	110	2	h30-BL4-S3-U	F4	Soft spots when wet. N/S strip clsd.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
MISSOURI						
Albany-Memorial(PC)	0.8 WNW; riv W	859	2	24		Ctn when wet. Use strips. Unattended.
Aurora, Parker Air Grove	1.0 E	1300	2	20	(F1)	E, W blkd.
Belton, Villnave	4.5 SW; RR E	1125	2	24-*L4-S5	F2	P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	1. SE; RR N	1038	1	h20-B*L4-S3-U	F4	Use strip. Ctn when wet.
Bolivar-Memorial(PC)	1 W; hwys N	1116	2	25-(S5)	(F2)	TV ant. NE; W blkd. Ctn-wet. Use strips.
Boonville	1.5NNW; hwy E	590	2	22-(81)		P-lines W, SW.
Branson, Big Bass Resort	5 mi ESE	950	2	26	F2	Caution when wet.
Branson-Memorial(PC)	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Buffalo Mun	0.6NE; hwy W	1120	2	h32-U	F1	Use strip. 3200' strip avail. Unattended.
Butler	2 N; RR W	870	1	26-W	F3	
Cabool-Memorial(PC)	0.8NE; RR NW	1217	1	23-B	(F1)	Ctn-wet. Unattended.
Camdenton-Memorial (PC)	4. SE; hwy W	1060	2	h21-L4-S1	F1	Golf course.
Campbell Mun (PC)	3.6 E; hwy N	284	1	30		Unattended.
Cape Girardeau Mun (PC) •	5. 5SSW; hwy E	342	2	h40-BL4-S5-U-W	F4	Use rnwy.
Carthage, Myers Park(PC)	2 S; hwy E	1083	2	h32-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	1.4SW; RR N	270	2	24-*L4-S3	F2	TV aerials NE. Use strips.
Cassville	4.0 S	1465	1	21		
Cedar Creek, Bright Elbow Ranch	5 W Protem	912	1	25		Trees W.
Chesterfield, Lobmaster Fld	SEE St. Louis, Mo. Lobmaster Fld.					
Charleston, County	1.0 W	300	1	20		Trees S, fence N. F2 fuel emgcy only.
Chillicothe Mun	3 ESE; RR N	780	3	h25-BL2-S5	F4	4000' strip avail. 15' hill E apch.
Clinton, Sportsman Arpk	2.0 NE	800	2	37-L4-S1-U		P-lines N, S, SW. Cntr 3000' NE/SW strip lgtd.
Columbia Mun(P) •	2.4 NW; hwy S	778	2	h40-BL2-S5-W	F4	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat. on tk-off or lndg to S; other times left tfc pat. Taxi on rnwy when fld is wet.
Creve Coeur	15. WNW St. Louis	445	2	32-S5	F2	Rgt tfc SW.
Cuba, Flutterbugs Roost Arpk	2.0 SSE	1090	1	18	(F2)	Ravine N. P-line S. Unattended.
De Soto	0.5 E	675	1	25-S1	F2	Open days only.
Dexter Mun (PC)	1.4SSE; hwy N	315	2	h45-BL4-S5-U	F4	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model Arpk	0.9 NE; RR S	910	2	22	F2	SW blkd; p-line E; rgt tfc NE/SW strip; use strips.
Excelsior Springs Meml (PC)	1.6ESE; hwy N	998	1	h20-S5	F2	Use rnwy. Ctn when wet.
Farmington	1. ESE; hwy N, E	920	3	35-B*L-S5-W	F3	N, NW blkd; p-line E; rgt tfc N, E, SE; use strips. 98 oct avbl.
Festus, Lucas	1.7 S; RR W	425	2	23-L4-S3	F3	Use strips. F3 E bluff.
Fredericktown Mun	2.7 N	870	1	18-L4	(F1)	
Fulton Mun	3.WSW	875	2	30-*L4-S1	F1	Use strips.
Galt, Ace High	3.0 SW	937	2	23-(S5)	(F2)	P-line SW, NW.
Garden City, Anderson	1.0 S	850	1	20-S3	F1	Trees & bldgs NW.
Garden City, Famuliner	2.5 WNW	898	1	22	(F1)	P-lines NE & SW.
Gideon Mem'l (PC)	1.5S; rd N	268	2	h45-S5	F2	P-line N. Use rnwys.
Gorin, Wiley's Airstrip	3WNW; channel W	640	1	14-S3	80	Use strip.
Grain Valley, E. Kansas City	15.E Kansas City	850	3	h25-L4-S5-U	F4	P-lines S, SW. Fence E & W.
Gravios Mills, Adkins Resort	4.0 SE	810	1	21		Attended irregularly.
Hannibal Mun	4.5 WNW	735	1	h26-BL4-S5-U	F4	Lgts on req after 2200.
Hayti,	1.5 SE; rd N	270	1	40-S3	F2	P-line N.
Harrisonville, Midwest	3.0 S	900	1	18	(F1)	
Hornersville Meml (PC)	2.W; RR SE	248	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet. Unattended.
Houston-Memorial(PC)	0.8NNW; hwy S	1210	1	24-B		Ctn-wet. Use strip. Stay between panels. Usable width 65'. Unattended.
Iberia, Eads	1.1 W	960	3	31	(F2)	Unattended.
Independence Meml	4. 5ESE; lk SE	825	2	24-L4-S5	F3	NE/SW strip soft-wet. N/S strip ruf. P-line S.
Jefferson City-Memorial(PC) •	1.3NNE; riv SW	548	3	h36-BL4-S1-U	F4	3800' strip avail.
Joplin Mun (P) •	5.NNE; hwy S	980	3	h55-BL4, 6-S5-U-W	F4	Use rnwys.
Kansas City Mun (P)	5. NNW; riv S, W	758	3	h70-BL4, 6, 7-S5-W	F4, 6	R&b rcvr rqrd. Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm up block on rnwy 35. Rnwy 17 clsd. Shoulders-soft. Twr structures on fld.
Kansas City, State Line	11.6 S; rd E	990	3	h22-*L2, 4-S5-U	F4	NE blkd. Rolling. Slow tfc altitude 600'.
Kennett Memorial (PC)	1.3ESE; hwy N	262	2	h31-BL4-S1-U	F2	SW blkd.
Kirksville Mun 12, MKC-CHI	7.SE	970	4	h39-BL2-S5-W	F2	Closed-constr.
Lebanon Mun	2.5 SSE; hwy E	1323	1	h27-BL4	F3	Use rnwys.
Lexington Mun	3.NW; hwy NE	690	4	30-*L4-S5-U	F4	S blkd; p-line W, NW, SW; soft-wet. Unicom daylgt hrs.
Macon, Fower	0.7 SSE; hwy W	860	1	30-*L4-S5-U	F2	Use strip.
Malden-Air Base (P)	3.0 N	295	3	h50-BL4-W		AF Prim Contract School. Inten Student trng 50 mi radius below 10,000'. Clsd to civil acft xcpt by prior approval. Clsd to mil acft from 2400Z-1300Z week days, also week ends and holidays xcpt by prior approval.
Marceline Mun (PC)	1.3 N; hwy E	874	2	24-L4		Use strips. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MISSOURI (Continued)						
Marshall-Mun Mem'l (P)	1.6 S; hwy E	777	2	36-BL4-S3	F3	Use strips;soft-wet;center N/S strip ruf;N blkd.
Maryville Mun (PC)	2.2WNW; RR N	1154	4	h20-BL4-S1	F3	2500' strip avail. Use rnwy, strips.
Mexico-Memorial (PC)	3.5 ESE; RR N, S	815	2	h20-L4-S2-U	F3	W blkd.
Moberly, Bradley(PC)	3.3 N; RR W	865	3	h37-BL4-S1-U	F3	P-lines NE, SE. Use rnwys.
Monett	1.NE; hwy S	1392	2	27-(S3)	(F2)	Use strips.
Monett, Friend Arpk	5.0 W	1360	1	h24-S1	F3	P-line N.
Montrose, Calhoun	W of City	810	2	32	F1	Unattended.
Neosho Mun	2. 5SW; hwy N	1215	2	26-(S1)		Surnd by p-lines. Soft -wet.
Nevada Mun (PC)	3.2ENE; RR N	802	3	h25-BL4-S5	F4	N, W blkd; 3550' strip avbl; E/W strip soft-wet.
Osage Beach, Linn Creek-Grand Glaize Mem'l. (PC)	2.mi N	876	1	h29-S5	F4	
Owensville, Depperman Fld	0.7NNW; hwyS, E	960	1	27		Cattle on fld.
Pattonsburg, Watson	1.6 NNW	850	1	13		
Perryville-Chester-Perryville Fld	10. N; riv 3.NE	372	2	h25-S1	F1	
Piedmont, Harris Fld	1.0 SW	540	1	25		
Pineville, Edwards Rch	1.0 E		1	22		River W end of rnwy.
Pierna, Palmer	2.0 NW	800	2	21		
Poplar Bluff, Fields Mem'l(PC)	4.3 E; hwy S	330	2	h40-BL4-S1-U	F4	Use rnwys.E/W soft when wet.
Portageville, Boon & Workman	1.2 N; rd E	280	1	25	(F2)	
Protem, Clark Fld	3.5 SE	800	1	33-S3		No storage.
Rockport, Luhrs	4.2 S; hwy W	900	1	16		Deep ditch N.
Rolla-Memorial(PC)	3.5 NE; hwy S	1201	2	28	F1	P-line S, W. Ruf. Soft-wet. Use strips.
Rolla-National	12. N	1148	3	h55-D*L4-W	F4	93' radar twr(75'lgtd) lctd 1800' NNE of NW end rnwy 13-31.
Roscoe, Pasley	1.0 NW	705	1	24		Unattended. P-lines N & S.
St. Charles	4.7N;hwy 1.9 ESE	470	3	h20-L4-S3-U	F3	N, NW, SE blkd;use strips; 3000' strip avail. Lgts operg until 2400.
St. Joseph, Eastside	1.5 E	1060	1	h22-S5	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
St. Joseph, Rosecrans Memorial (NG) •	4WNW; riv SW	822	3	h80-BL4, 6, 7b-S5-W	F4	Use rnwys. Apch lgts 1000' long. Due to non-visibility twr unable to ctl tfc in following areas: beginning 200' SE from center intsxn of diagonals on rnwy 13 for a dist of 340' and beginning 300' SW from center intsxn of diagonals on rnwy 22 for a dist of 500'.
St. Louis, Lakeside	7. NNE; lk W	420	3	32-L4-S5-U	F3	
St. Louis, Lambert - St. Louis Mun (NG) •	10. 8NW; hwy W	568	3	h100-BL4,6,7a-S5-W	F4	Rdo rcvr rqrd;use rnwys. Due non-visibility twr unable ctl gnd tfc on ramps & taxiways SE of new admin bldg, air freight term. bldg, TWA & Young Aviation hangars. Lcl mil jet acft use 2500' for initial portion of over-head apchs.
St. Louis, Lobmaster Fld	3. NW Chesterfield	475	1	h21-L4-S3-U	F4	P-line S. 10'levee N. 3500' strip avbl.
St. Louis, St. Charles Smartt Fld	22NNW; hwy S	438	3	h20-S5-U	F3	"X" on clsd rnwys where tests conducted.
St. Louis, Weiss	11.SW	442	3	h28-*L4-S5	F4	W blkd. Use rnwy - wet. Rgt tfc E, N.
Salem-Memorial	5.0 W	1210	1	27-L4	(F3)	
Sedalia-Commercial	6.3 NW; RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips.
Sedalia-Memorial (PC)	1.3 E; hwy S	908	2	h20-BL4-U	F4	Use hard surface rnwy only;3600' strip avail.
Seymour, Owen Fld (PC)	3NE; OrchardSE	1600	2	29-S3	91	SSE blkd;use strips;rolling;ruf;land at own risk.
Shelbyville, Shelby Co.	0.5 W	900	1	20	(F2)	P-line S. Water twr SE.
Sikeston-Memorial Mun	2 NE; RR S	315	3	44-BL4-S5-U	F4	Bcn oper sunset-2400
Slater-Memorial(PC)	0.8WNW; hwy N	846	2	21		Use strips. P-line N. Ctn when wet.
Springfield Mun (P)	5.5WNW; RR NE	1267	2	h56-BL4, 7a-S5-W	F4	Use paved rnwys only.
Springfield, Downtown	3.E	1374	3	h24-S5-U	F4	Hvy acft use strips only;fence W;2700'strip avbl.
Steele Mun (PC)	2.5WNW; bayouN	256	2	h40-BL4-S5-U	F4	Use rnwys.
Sullivan-Memorial (PC)	1.3 SW;RR NW	987	2	h21-S1	F1	Ctn-wet;ruf opposite seg circle;use strips.
Tarkio, Peterson Fld (PC)	1.2 E; RR W	920	1	h20-L2	F2	P-line N. Lgts oper dusk-2400. 3950' strip avail. Use rnwy & strip. Soft-wet.Unattended.
Versailles Mun	1.7ENE; RR N	1050	3	21-S1		P-line N, NE, SE, NW.
Warrensburg, Sky Haven	3.7WNW; hwy S	850	3	28-L4-S5-U	F2	NE blkd. P-lines S, SE, SW.
Watson, Garst	1.4 W	900	1	23		P-line S, fence N.
Waynesville-Memorial(PC)	0.7E; hwy N	1053	1	25-*L4-S3-U	F2	Unsafe for hvy acft wet. Use gravel strip.
West Plains Mun	1.5 NW	902	1	32	F2	P-line SE;unattended;use temp 2000'strip only.
West Plains, Sky Haven	2.5 NW	1102	2	23-S1	F4	Surnd by trees.
Willow Springs-Memorial(PC)	0.6 E; hwy W	1252	2	25-L3	F2	SSW blkd; p-line N. Use strips.Unattended.
MONTANA						
Baker Mun (PC)	1.3 SE; lk N	2990	3	33-S3	F2	P-line S, W, NW. Dams ESE.Soft when wet.
Big Sandy	1 mi SE	2700	2	25		P-line N. Unattended.
Billings, Logan Fld(P)	2.5 NW; hwy S	3606	3	h86-BL2, 6, 7a-S5-W-X	F4	
Bozeman, Gallatin Fld (P) •	8.5 NW; RR S	4461	4	h52-BL4-S5-W	F4	
Big Timber, 13-A, HLN-MPS	2.5SSW; hwy N	4493	3	50-BL2-(S5)	(F2)	
Brady, Gollehon	17 NE	3350	3	25		P-line S. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DIR OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
MONTANA (Continued)						
Brady, Woods	23.5 E, rd S, E, W	3350	4	24-S5	F1	
Bridger Mun	0.3 W; RR S	3720	1	24-S1	F3	P-line N. Rgt tfc S.
Broadus, Bar H J Ranch	10 SE; riv E	315	2	30		
Browning, 3 C Ranch	17 N	4500	1	46		3' fence N end.
Busby, Spear O Ranch	9.0 SW	3800	1	24		P-line W.
Butte, Silver Bow Co (P) •	4 SSE; hwy W	5554	3	h68-BL4-S5-W-U	F4	
Carter	0.6 WSW; hwy NW	3000	1	25		P-line WSW. Unattended.
Cascade, Barrett Fld.	4 SW; RR E	3350	1	22		
Chester(PC)	1 W; hwy N, E	3167	1	28-BL4		
Choteau(PC)	1.2NNE; hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
Chinook Mun	0.6W; RR N	2410	1	h25	F1	
Circle, McCone County(PC)	1.2E; RR hwy N	2424	2	25-BL4	(F2)	
Clinton, Eliott Fld	3.0 E	3640	1	40		Trees & mtn W end.
Coalwood, Jansson Air Strip	1.0 E	3400	1	32	(91)	Fence NW end rnwy.
Cohagen, Pluhar	15 NE	2750	3	26	(F2)	P-line E.
Columbus(PC)	1 ESE; RR N	3575	1	50-S1	90	P-line W. Rgt tfc E. Ruf.
Condon, USFS	1.0 SW	3690	1	26-U		
Cut Bank (P) •	3. SW; riv 1 E	3654	2	h62-BL4-S5-W	F4	ARPT OF ENTRY. 2600' overrun rnwy 31.
Conrad(PC)	1.2W; rds N, S	3537	2	30-BL4-S5	F2	Caution when wet.
Conner, Shook Mtn.	6.0 SW	4235	1	45	F2	Ctn-hill SW.
Dagmar, Christensen Farm	5.0 E	1975	2	20		P-line W.
Dell-Flight Strip 28, SLC-GFT	1.3 NW; RR E	6114	1	h70-BL2		Ruf. Large cracks in rnwy. Unattended.
Denton Mun	2.2 SSW; hwy S	3850	2	26-S3	F1	
Dillon (P)	4.6 ENE; rd NW	5238	3	45-BL2-S5-W	F4	
Dodson, Nylander	8.0 NE	2810	3	25		P-line W, NW; Valley NW.
Drummond	4 SW; hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton, City-County	1.1 E; hwy W	3712	1	32		S blkd.
Ekalaka	1.0 SE	3430	1	31		
Ekalaka, Meyer	10 NW	3490	1	12	(F1)	P-line NW. Ctn-short rnwy. Unattended.
Ennis, Sportman's Fld	1 NW; hwy E, S	4985	1	36-S1	F1	Ruf.
Ethridge, Torgerson	E city	3535	1	22	(F1)	P-lines E, W. Unattended.
Eureka Mun	2.7NW; rd N, E	2680	1	30-*L4	(F1)	
Fairfield Mun	1.5 W	3990	3	36		Soft-wet. P-line SSW.
Forsyth	3 E; RR N	2725	3	25-BL2	(F1)	Unattended.
Fort Benton	1 NE; RR S	2686	3	h34-L4-S1	F3	Rnwy lgts dark - 2400.
Frazer, Brown's Airfld	20 S	2360	2	15		
Galata, Cockrell	6.0S8; lake S	3200	2	22	(F2)	
Gardiner	2WNW; hwy N	5300	1	36-(S1)		Hills ESE. Ruf. Soft-wet.
Geraldine	1.0 S	3200	1	25-S1-U	F1	P-line W. Ruf. Rolling.
Geraldine, Goldhahn Ranch	3SE	3200	1	20		
Glasgow Mun (PC)	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive •	2.5 NE; riv N	2128	2	h45-BL4-S5-U-W	F3	
Great Falls Intnl(NG) •	4.3 WSW; riv N	3671	4	h77-BL4,6,7a-S5-W-X	F4	ARPT OF ENTRY. Jet barrier rnwy 3-21 mil use on req only. Overruns clsd-cables.
Hamilton(PC)	1.0 E	3640	1	38-BL4-S1	F4	
Hammond, Brownfield	10 NE	3500	2	26	(F1)	
Hardin(PC)	2.3 ESE; riv W	3040	2	35		Ruf. Unattended.
Hardin, Fairgrounds Arpk	0.3 S; RR N	2911	2	h28-S3	F4	
Harlem	2.0 N	2560	3	h25-S3	(F2)	4000' strip avail. Unattended.Ctn-avoid crossing NW-SE rnwy when lndg or tk-off.
Harlem, Ft. Belknap	3 SE	2370	1	26		Unattended.
Havre-City County(PC)	4 WSW; RR 1 N	2589	3	h47-BL4-S5-W-U	F3	ARPT OF ENTRY.
Haxby, Hoolie	12 S	2600	3	20		
Haxby, Nelson	21 SE Ft. Peck	2455	2	25-(S1)	(F1)	
Harlowton Mun(PC)	1.5NW; rd S, W	4214	3	29-BL2-S1-U	F2	Attended 24 hrs on req. Soft spots.
Helena, County-City •	1.9 ENE; hwy S	3882	3	h55-BL4-S5-U-W	F4	Rgt tfc W, SW, NW. Rnwys 5-23, 7-25 rstd to 10,000 lbs GWT; rnwy 11-29 restricted to 70,000 lbs GWT dual wheel 50,000 lbs GWT single wheel.
Helena, Ox Bow Ranch	23 N	3590	1	30		P-line N. Unattended.
Helmville, Wineglass	2SSE; Crk 1 E	4420	1	26		Unattended.
Hinsdale	0.2 SE	2180	2	21		Bldg NNW. Grain bin, p-line N.
Hot Springs(PC)	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf. Unattended.
Jackson, Hirschy - Jackson	4.3 N; rd W	6400	1	50-U	(F1)	
Jordan(PC)	1.8 WNW; lk SW	2637	nw	36-U	(F1)	
Jordon, Matovich	50. W	2750	2	15		Unattended.
Kalispell, Flathead County(PC) •	7.4NNE; hwy E	2971	3	h47-BL6-S5-W-U	F4	Snow fence along rnwys.
Kalispell Mun	1 S; hwy E	2935	1	32-S1	F4	Rgt tfc S. Use at own risk.
Kremlin, Sorenson	3.5 SSW	2700	2	23		Fence both ends E/W rnwy. Bldg & P-line N.

MONTANA (Continued)

CITY AND AIRPORT NAME	LOCATION	ELEV.	SURFACE	LONGEST RNWY FACILITIES	FUEL	REMARKS
Lewistown Mun (P) *	2.8 SW; RR NW	4197	3	h92-BL4-S3-W	F4	Rnwy 11-29 not maintained.
Libby USFS	1 NE; riv S, W	2096	1	27-L3		Unattended.
Lindsay, Sheely	11 W	2950	2	15-(S5)	(F1)	P-line N.
Laurel Mun	2.0 N	3500	3	36-(S1)	(F1)	P-line S.
Livingston, Melin Rch	15 S; riv W	5010	1	26		
Livingston, Mission Fld	6 ENE, RR N	4656	3	53-L2-(S5)-W	(F2)	Code bcn.
Lodge Grass, Pope	9.0 SE	3734	1	30	(F2)	
Lustre, Olfert	25 N Frazer	2600	2	25		P-line N & E.
Lustre, Wall	6 NE	2960	2	20		P-line E, S.
Malta(PC)	0.8 SW; riv N	2260	2	30-BL4-S5	F4	Ruf.
Martinsdale, Holliday Rch	8 NW	5000	1	25-(S1)		Unattended.
Meadow Creek (USFS)	36. ENE Polson	3970	1	22		
Melville, Lanhgus	10.0 SW	5700	1	37		
Miles City(P) *	2.5 NW; hwy N	2628	2	h56-BL4-S5-W	F4	
Missoula, County(P) *	5.3 WNW; RR N	3203	4	h70-BL2,4-S5-W-U	F4	1300' NW end NW/SE rnwy restricted to 26,000 lbs or less.
Nashua, Whisennand	3.0 NW	2150	2	19	F1	P-line W.
Opheim(PC)	0.2 W; RR S	2200	3	31-BL4		
Ovando, Clearwater	6.0 NW	4500	2	31		Ruf.
Ovando, Copenhover Strip	5.0 E	4300	1	20		P-lines NE, SW. Unattended.
Peerless	0.4 NE	2835	1	16		P-line S. Unattended.
Polebridge, Quarter Circle M.C. Ranch	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Plains(PC)	1.3 NNW; RR NE	2480	2	29-BL4	F2	Unattended.
Plentywood	1.4 NE	2250	1	h32-S1-U	F2	
Polson	1.5 W, rd N	2932	1	25-BL4-S5-U	F4	
Poplar	0.8 NE; hwy S	2000	2	42-BL4-S1	F1	
Red Lodge(PC)	0.5 WNW; rd N	5600	2	37-BL2-S3	F1	P-line SW
Reserve	0.5 S	1970	3	28-(S1)	(F1)	Ditch S end.
Richland, Shellerud	39.5 Glasgow	2915	1	25-*L-(S1)	(F2)	
Ringling, Higgins Bros.	0.9 ESE; hwy W	5350	2	16		NNW blkd;steep drop 200' W of WNW/ESE strip. Unattended.
Ronan(PC)	2.8 N; hwy W	3039	1	34-BL4	F2	Unattended.
Roundup(PC)	1.6 N; hwy W	3490	3	h40-BL4-S3-U	F4	
St. Ignatius	0.8 ENE; hwy W	2990	1	26-(S1)	(F1)	P-line W
Schafer		4855	1	22		
Scobey(PC)	1 NW; RR S	2458	3	33-L4-S5	F1	Ruf.
Scobey- Border Station	15.0 N	2560	1	26		P-line W.
Seeley Lake	2 NW of lake	4150	1	25		Surrounded by trees. Unattended.
Shelby(PC)	2.4 N; hwy E	3425	2	h37-BL4-S3-U	F3	3900' strip avail.
Sidney(PC) *	1.3 WSW; crk N	1977	1	h42-BL4-S1-W	F2	
Spotted Bear USFS	3 NW	3800	1	22		Rolling.
Stanford	1.0 SW	4285	2	24	(F2)	P-lines.
Stevensville	2 ENE	3620	2	36		Unattended.
Sunburst(PC)	1.0 NW; Rd SW.	3398	2	26		
Superior (PC)	1.8; RR SW	2762	1	34-L2		Code bcn;ctn-100' NE end brush, ruf;unattended.
Thompson Falls(PC)	3.2ESE, RR N	2480	1	24-BL2		Unattended.
Three Forks	0.5 SW	4060	2	37		Poles N.
Troy USFS	1.0 NW	2017	1	26		Unattended.
Turner	0.5 NNE	3040	2	28-S3	F2	
Twin Bridges(PC)	1.5 SE; RR SW	4772	3	34		
Two Dot, Moore Rch	4.5 W; RR N	4600	3	30		Use strips.
Sweetgrass, Ross Intl	1.0 W	3200	1	30-U		
Tampico, Etchart Fld	0.5 NNW; RR SW	2100	1	29		
Terry, Patterson Fld	1.1SSE; Canal N	2260	2	26		P-lines E, SE.
Valier(PC)	0.1 S	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	4.3 SSE	2100	3	26		P-line W. Cattle on fld. Unattended.
Westby, Nordhagen Ranch	1.0 W	2100	1	18		P-line N.
West Yellowstone(PC)	1.3 W; RR S	6654	1	60-S3-U	F4	No storage avbl.
Whitehall, 36A, SLC-CTF	6.7 SW; RR N	4674	1	59-BL2-W		
White Sulphur Springs -White Sulphur	3. S	5060	1	50-S1		Unattended.
Wibaux	0.7 SE	2700	3	18		P-lines W. Fence S & E.
Wilmott, Matovich	35 NE	2750	2	15		
Wisdom	1.5 S	6250	1	12	(F1)	Short Fld.
Wolf Point(PC) *	3 N; hwy N, E	1960	1	h40-BL4-S5-U-W	F3	700' gravel overrun NW.
Wolf Point, Anderson	0.3 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.

NEBRASKA

CITY AND AIRPORT NAME	LOCATION	ELEV.	SURFACE	LONGEST RNWY FACILITIES	FUEL	REMARKS
Ainsworth Mun(PC) *	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Alliance Mun (PC) *	4.5 SE; hwy N	3930	4	h92-BL4-S5-W	F3	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	1.3 N	2300	1	19-(S1)		Use strip.
Arthur Mun	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution. Circle town for gas. Unattended.
Atkinson, Stuart-Atkinson(PC)	5.5 NW; RR S	2130	2	32		Use strips.
Auburn Mun	2.7 E; riv SW	932	2	28-BL4-U	F4	Use strips. P-line NE.
Aurora, Elge	6.4 NW	1634	1	21-*L4-(S1)	(F2)	
Bassett Mun(PC)	1.9 WSW; hwy N	2346	3	24	F1	Use strips. Ctn-wet.
Bayard Mun(PC)	1.3 SSW; hwy E	3732	2	27		Use strips. Ctn-wet. Unattended.
Beatrice Mun(PC)	2.5 N; hwy E	1318	4	h44-BL4-S5-U	F4	E, NE blkd;use conc rnwy wint;E/W for lgt acft.
Beaver City, Hewett's	2.5 NNE	2300	aw	26		P-line W; bldgs N.
Benkelman, Jones	0.5 NW	3040	1	27-S3	(F1)	Attended Mar thru Sept.
Bingham, Spade Ranch	19 N	3860	3	28-(S1)-U	(F2)	
Blair Mun(PC)	3.0NNW; hwy W	1079	2	27-BL4		Use strips.
Bloomfield Mun(PC)	2.0 SW	1673	1	23	F1	Soft when wet. Unattended.
Broken Bow Mun	2.0 N	2530	2	27-BL4-S5	F1	Use strips.
Brule, Beal	1.0 S	3288	1	30		P-line E.
Bruning, Hawks Fld	3.8 ESE; rd N	1544	1	25-S1	F1	N blkd. Use strips. 85 oct avail.
Bruning-State(PC)	7.7 E; hwy S	1544	1	h68-B		NE/SW & SE/NW rnwys and NE/SW txwy clsd.
Central City, Silver T	4.6 NE; hwy 1 N	1668	3	20	(F2)	
Chadron, Mun (P) *	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F3	Use strips. Soft-wet.
Chambers, Nachtman Bros	6.SW	2085	1	13		P-line N.
Chambers, Perkins Mem'l(PC)	0.7 ESE	2127	2	25	F1	Use strips. Unattended.
Clarkson	1.0 N	1350	1	21-*L	(F3)	
Clay Center Mun	1.8 E; hwy N	1600	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Columbus Mun(PC)	1.3 NE	1439	2	h30-BL4-S1-U	F3	3200' strip available.
Cozad Mun(PC)	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips. Unattended.
Creighton Mun(PC)	1.3 ENE	1625	2	24-B	F1	Use mrkd strips only. Unattended.
Crete Mun (PC)	1.7 E	1498	2	24-(S5)	(F1)	Unattended. Ctn-wet. Use strips.
Culbertson, Hock	6.0 NE	2600	1	26		P-line N.
Curtis Mun(PC)	2.0 ENE; crk 1 S	2680	2	26-B		P-line S. Soft when wet. Use strips. Unattended.
David City Mun. (PC)	1.4 S; hwy W	1614	2	23-B-S1	F1	Soft when wet.
Elgin	0.5 N, RR W	1940	1	14-S3	F1	(DANGER-SHORT FLD.)W blkd. Use strip.
Enders, Smith	4.0 N	3250	1	25-S2	F4	Unattended.
Fairbury Mun(PC)	3.0 N; RR SE	1489	3	h26-BL4-S5-U	F4	3300' strip avail. Ruf.
Fairmont-State(PC)	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.A & P minor rprs avail wk-end only
Falls City Mun	1.3 NNE	994	2	25-B*L4-S5	F4	
Fremont Mun (PC)	1.4WNW; hwy N	1203	3	h38-BL4-S5-U	F4	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, Santin	4.0 SW	1650	2	18		P-line E, S.
Gordon Mun	1.3 E; RR N	3549	4	h23-BL1-S5-U	F3	N blkd; p-lines S, SW,& W. 3400' strip avail.
Gordon, Vinton	31. SE	3500	3	30-L4	(F2)	
Gothenburg Mun(PC)	0.7 SE; hwy S	2557	2	33-B-S1	F2	Use strips. 370' overrun SW; 150' overrun NE.
Grant Mun	1.5 N	3421	1	25		Unattended.
Grand Island Mun (P)	3.6 NE; RR 1 W	1846	3	h72-BL4,6-S5-W-U	F5	Use rnwys. NE/SW taxiway not to be used. Unicom days only.
Harrison-Skyranch(PC)	0.6 NNE; rd S	4362	3	30		S, W blkd. NW/SE rnwy ruf. Unattended.
Hartington, Becker	3.5 NW	1475	1	30-S3	F1	ESE, WNW blkd.
Hartington Mun(PC)	1.0SE; RR, hwy W	1363	2	26	(F1)	Use strips.
Hay Springs Mun(PC)	0.4 SW; RR N	3831	1	28-B*L4	(F1)	Use strips.
Harvard-State(PC)	2.7 NNE; RR S	1817	3	h77-B		
Hastings Mun(PC)	2.3 NW; RR 1 S	1944	3	h40-BL4-S5-U	F4	Use rnwy, strips. Ctn-shoulders ruf,soft-wet.
Hays Center, Beebe	16 SE	2865	2	12		SHORT FLD.
Hebron Mun(PC)	1.4 S; hwy S	1441	3	31-BL4-S1	F1	
Holdrege Mun(PC)	2.0ENE; RR S	2310	3	34-BL4-S5	F4	P-line SE. Use strips.
Hyannis, Davis Ranch	12.9 N	3768	2	23-(S1)	(F1)	Use strips.
Imperial Mun(P) *	1.0 ESE; hwy S	3276	3	h44-BL4-S3-W	F4	Use strips. Soft-wet. 4700' strip avail.
Humboldt Mun(PC)	0.8 E; RR, riv S	993	2	21	(F1)	P-line NE; ditch N. Soft-wet.
Kearney Mun(PC)	4.7 ENE; RR S	2130	3	h72-BL4-S5	F3	Use rnwys.
Kimball Mun	3.0 S; hwy E	4900	3	29-BL4	F4	P-line N, NE. Use strips.
Kimball, Nelson	16.5 NW	5000	2	26-(S3)	(F3)	Bldgs NW.
Lakeside, Mark Orr Ranch	24 N	3850	2	10		

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVCE	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEBRASKA (Continued)						
Lamar, Rhoden	6.0 N	3550	2	22		P-line E. Bldgs S.
Lexington, 27A, DEN-GRI(P)	1.7 NW; RR S	2400	2	43-BL4	F3	Use mrkd rnwys only;soft-wet;p-line SW. Attnd Mar to Sept.
Lincoln, Arrow	4.8 NNE; hwy E	1160	2	h33-*L4-S5-U	F4	Use strips.
Lincoln, Union Mun	4.8 NNE; RR S	1140	4	h35-BL4-S5U-W	F4	Ditch E.
Lisco, Busks	6.5 NNE	3070	3	24	F1	N/S strip short. Unattended.
Lodgepole Mun	0.6 E; RR S	3320	1	40-B*L1-S5	F3	Church W. Use strips.
Lynch, Woolf	2.3 ESE	1305	2	28-(S3)	(F1)	P-line N.
Marquette-Carlson	1.0 SE	1810	4	23	F1	P-line N.
McCook, Home	11.SW	3000	1	40-(S3)	(F2)	P-line S. Minor eng repairs only. No storage.
McCook Municipal	2.0 E; hwy S	2586	3	h40-BL4-S5	F4	Use strips. 4400' strip available.
McCook-State(PC)	8.5 NNW	2794	3	h75-B		
Merriman, Cole Msml.	2.0 N	3355	2	24-(S1)	(F1)	Twr E.
Minden, Cavanaugh	4.3 WNW	2130	1	36		P-line S.
Minden Mun(PC)	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
Mitchell Mun(PC)	1.6 S; RR S	3965	2	29-*L1-S1	F3	Use strips.
Mullen Mun	0.5 W	3220	1	19-L2		
Nebraska City, Grundman	1.1 SSW; hwys E	1060	1	30	F1	
Neligh Mun(PC)	1.5 SSW; hwy E	1745	2	31-B-S1	F1	Ctn-ruf gopher holes. P-line SE.
Norfolk, Stefan Fld(PC) *	3.0 SSW; RR W	1571	2	h36-BL4-S1-W	F1	Use rnwys.
N. Platte, Lee Bird Mun (P) *	3.2 ESE; riv SW	2779	3	h36-BL4-S5-W	F4	Dike S & W.
Ogallala, Lake McConaughy State	10.5 NW; lk S	3276	1	36	F1	Use strip.
Ogallala Mun	2.0 W; hwy S	3250	aw	25-B-S5-U	F3	P-lines S, SE, SW.
Ohlowa, Stober's	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Omaha, Eppley Airfld (P)	2.9 SW; rd N	1972	3	24-S3	F2	Soft when wet.
	3.5 NE; riv E	982	5	h70-BL2-6, 7a-S5-W-X	F5	Rnwy 14R-32L rstd to acft under 10,000 lbs: Use rnwys. Due non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip & S of United Airlines hangar. Rnwy 17R-35L clsd.
Omaha, N. Omaha(PC)	8.0NNW; hwy S	1323	3	26-*L4-S3-W	F3	S, W, NW blkd. Use strips. Rgt tfc N, W.
Omaha, S. Omaha	8.5SSW; RR S	1064	2	27-L4-S5-U	F5	P-line N, NW. Use strips. Tfc pat. alt 600'
O'Neill Mun	2.0 NW; hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
Ord Mun(PC)	1.8 NW; RR E	2060	2	31-B*L4-(S1)	F1	Use strips.
Oshkosh Mun		3383	1	27	F2	
Papillion, S. Omaha SEE: Omaha, South Omaha Arpt.						
Pender, Lampe	0.7 NW; RR SW	1323	1	18-(S1)		P-line NW, SE.
Plattsmouth, Wagner	7.5 W	1200	1	20		P-line N.
Potter Mun	5.0 NW	4387	2	22		Use strips.
Potter, Bar J Lazy V	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Use strip.
Red Cloud Mun	2.5 ENE	1770	1	26		Fence adj S. Use strip.
Republican City Mun	1.0 SE	1930	1	30		Unattended.
Rushville, Modisett(PC)	2.4 NE; RR S	3750	4	30	(F1)	Use strips. Unattended.
St. Paul, Loup Forks	1.5 N	1790	1	40-(S3)	(F1)	P-line W.
Sargent Mun(PC)	1.5 E; RR SW	2315	2	24-BL4	(F1)	Use strips. Unattended.
Scottsbluff Mun (P) *	3.5 E; hwy S	3965	3	h33-BL4-S5-W	F4	Use rnwys. Caution, farm operns on fld.
Scribner-State(PC)	3.7 SSE; RR 1NE	1315	3	h39-BL4	F2	
Sidney, 50D, SLC-OMA(P)	3.0 S; hwy N	4300	3	h45-BL4-S5-W	F4	Soft-wet. 5050' strip avail. E/W strip ruf.
South Sioux City, Martin Fld	2.0 W	1100	2	40-L4-S5-U	F2	Trees S.
Springview Mun	NE	2550	1	22		
Springview, Weston	12 NW	2520	3	15		
Stromsburg	1.0 S; hwy W	1668	1	26		P-line N, W.
Superior Mun(PC)	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh, Critch	4.9 N	1220	1	25	(F1)	
Thedford Mun	2.0 E	2700	1	27	(F2)	
Tilden	3.0 NW	1684	1	21-L4-S3	F2	P-line S. Attended daylt hrs.
Valentine Mun(PC) *	1.3 S; RR E	2580	2	h50-BL4-S1-U-W	F4	Unmrkd 80' twr in bldg area. Use rnwys.
Trenton Mun(PC)	1.2 NW; RR 1 S	2940	2	26-BL4	(F2)	P-line SE. Use strips.
Venango, Dudden	0.1 NW	3560	2	42-(S1)		Grain elevator S. Soft when wet.
Wahoo Mun(PC)	2.5 NE	1233	2	25-(S1)	(F1)	P-line SW;use strips only; fuel avail prior req.
Wallace Mun	Adj S	3100	1	36		80 oct fuel avail. Unattended.
Wayne Mun	1.8 E; RR NW	1435	2	30-BL4-S5-U	F3	Use strips. Soft-wet.
Weeping Water, Brown's	1.5 E; RR, crk3	1183	2	21-S5	F1	Use strips.
Wilber Mun(PC)	1.2WSW; hwy N	1400	2	23		P-line N.
York Mun(PC)	1.8 N; hwy W	1662	3	h26-BL4-S1-U	F4	P-line NW;use rnwys. 3000' strip avbl.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVCE	LONGEST RNWY FACILITIES	FUEL	(July 5 1960) REMARKS
NEVADA						
Battle Mountain, 35, SFO-SLC(P)	4 SE; hwy N	4532	2	h72-BL4-W	F2	Fuel self-service basis.
Beatty, 20, RIV-TDL	3.5 SW; hwy E	3170	1	35-BL2		Unattended.
Boulder City (PC)	0.6 S; hwy NW	2456	3	64		P-lines N, NE, NW. Rgt tfc N, NE, NW. Only NE/SW strip maintd.
Caliente Flgt Strip (PC)	19.5 W; hwy N	4864	1	h64		Not maintained.
Carlin	1.8 NE; hwy S	4950	2	19		P-line SE.
Carson City, Carson	3. NE	4751	3	h43-S1	F2	Mtns NNE. Use strips. Cattle on fld.
Dyer, Circle L Ranch	1.0 NE	4840	1	h41		
Elko Mun (P) *	1.5 W; RR8	5135	2	h54-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
Ely(PC) *	3.5 NNE; hwy E	6258	3	h60-BL4-S5-U-W	F4	
Eureka(PC)	6.7 NNW; hwy W	5946	1	46		Unattended.
Fallon Mun (P)	2.5 NE	3962	2	h50-BL4-S1	F2	
Gabbs	4 NW; hwy NE	4696	2	60-BL2-S1		Ctn-wet.
Gerlach	0.3 N; hwy W	3950	1	27		WSW blkd. Ctn when wet.
Hawthorne Mun (N) *	1.7 NNW; hwySW	4235	3	67-L4-S1-W	F2	
Jean(PC)	1.0SW; RR SE	2832	1	45		Unattended. Caution-wet.
Las Vegas, McCarran Fld (P) *	6.3 SSW; RR S	2171	3	h100-BL4, 6-S5-W-X	F5,6	Rgt tfc rnwy 7. Due non-visibility twr unable to ctl tfc on ramp area N of Bonanza Airlines hangar. Inbnd VFR flts in rdo equipped acft are req to ctc LAS apch ctl on 121.1 or 234.6 mc aprx 30 mi out; apch ctl will provide wind info, rnwy in use, tfc advisories and specify point where flt will clg to twr freq.
Las Vegas, Thunderbird	4.4 NW; hwy W	2300	3	h40-S5-U	F3	N/S rnwy perm clsd.
Lovelock	1.0 NE	3966	3	43	(F1)	
Lovelock, Derby 26A, SLC-SFO(P)	9SSW; RR hwy W	3906	2	h55-BL4-W		
Minden, Douglas-Tahoe(PC)	2.8 NNE; hwy W	4716	3	h74-BL4-S5-U	F4	P-line NW, SW.
Overton Mun(PC)	2 N; riv SW	1361	2	h46-BL2, 4		
Owyhee Flgt Strip (PC)	4.8 W	5376	1	h67		
Pahrump Valley, Hidden Hills	16 SE	2800	3	42		
Panaca	1.6 W	4900	1	62	F2	Ctn when wet. P-line N.
Pioche(PC)	5.8 NW; hwy SW	5940	1	48		Unattended.
Reno Mun (NG)	4.8E; hwy W	4411	3	h78-BL2, 6-S5-W	F5	No sgt opers rnwy 3-21. Jet arresting barrier in overrun area of rnwys 16 & 34 for mil use only. Due non visibility twr unable to ctl tfc on ramp area in vcnty of hangars at N end of arpt.
Searchlight(PC)	2.8SE; hwy W	3405	1	37		Ruf. Unattended. Ctn when wet.
Smith, Smith Valley	1.8SE; hwy N	4850	2	26	F2	
Tonopah (P) *	5. E	5426	2	h89-BL4-S1-W	F3	
Wells, 46, SFO-SLC	2 E; hwy W	5763	2	h55-BL4	F2	Use runway. Unattended,none for svc.
Winnemucca, 32A, SFO-SLC(P)	6 SW; RR N	4303	2	h50-BL4-W	F3	
Yerington Mun(PC)	1. N	4378	1	h39-L4-S1	F2	
NEW HAMPSHIRE						
Berlin Mun (PC) *	7.8N; riv W	1158	1	h50-BL4-S3-U	F3	
Claremont Mun (PC)	1.3 W; riv NE	545	2	h37-BL4-S5-U	F2	Ridge W edge NNE apch.
Concord Mun (P) *	2 E; riv 1 W	345	3	h50-BL4, 6-S5-U-W	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	1 SE; lk 1 S	1020	1	17-S3	F2	
Errol	1. 2WNW; pondNE	1345	1	18-U	(F3)	
Franconia-McKenzie's Fld	2 S; hwy W	970	1	30		
Hampton	1. 6 N; RR W	80	1	21-S5-U	F2	Rolling.
Haverhill, Dean Memorial	4.1 NE; RR W	565	2	20-(S3)	(F2)	
Hinsdale-Brattleboro	2. 7 NW; riv SW	360	1	19		Unattended.
Hooksett-Manchester	2. S	187	1	24-S3-U	F1	
Keene, Dillant-Hopkins(PC) *	2. S; RR W	482	2	h45-BL4-S5-U-W	F3	
Lebanon-Regional (P) *	3 WSW	580	2	h40-BL4-S5-U-W	F4	N, WSW blkd. Ditches,gulleys ends strips.
Laconia Mun (PC) *	3.8 NNE; lk NNE	552	2	h35-BL4-S5-U	F4	Ctn-taxiing near gas pump island. N, S blkd.
Manchester, Grenier Fld(AF, NG)	4.0 S	233	3	h70-BL4-S5-X-W	F4	2-way rdo rqrd; caution, severe downdrafts apch & end rnwy 35 when crosswinds exist. Barrier both ends 17-35, obstn lgtd & ctld from twr.
Nashua, Boire(PC)	2.8 WNW; RRNE	193	1	h35-BL2, 4-S5-U	F3	300' unpaved overrun area SE end.
Newport, Parlin(PC)	2 NNW; riv SW	766	2	h28-U	F2	Trees NW.
N. Conway, White Mountain	1.9 SSE; bet RR's	496	1	26-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Plymouth Mun	3. 5WNW; riv S	506	1	18		Unattended.
Rochester, Skyhaven	2.8 ESE; RR E	320	1	25-S1-U	F1	Rgt tfc N.
Warren, Morse	1. NW; rd adjNW	797	1	29		SE, NW blkd. Unattended. Clsd winters.
Whitefield Mun(PC)	3 ESE; RR SW	1048	1	h24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	2.7 N	580	1	18-S5-U	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW JERSEY						
Alblon Airstrip	2.0 NE	150	1	24-S5-U	F2	P-lines SW.
Andover, Aeroflex-Andover	1.5 N	583	1	h20-L4-S5-U	F4	P-line N.
Andover, Trinca	2.5 WSW; RR E	600	1	24-S1-U	F1	SW end of strip ruf.
Ashland, Echelon Airfld	0.8SE; RR, hwyW	100	3	23-*L4-S5-U	F3	N, NW, S, SE blkd.
Atlantic City Mun (Bader Fld) (PC)	1.3 WSW; hwy W	11	3	h29-BL4-S3-U	F2	Tower N.
Atlantic City(Pomona) NAFEC(NG)	10. NW; Rd W	68	3	h100-BL4,6,7a-S3-W	F5	2-way rdo rqrd. Ctn-hvy jet operns wk-ends & holidays during VFR.
Bargaintown, Pleasantville-Somers Point	1.5 NW; RR N	45	2	25-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	1.6 SE; RR S, W	280	3	24-*L4-S5-U	F3	E, W blkd; p-line NW.
Belmar, Monmouth Co. (A)	5.5 W; hwy E	155	2	h40-L4-S5	F5	Shoulders soft-wet.
Blairstown, Lake Susquehanna	2.3 WSW; RR S	380	1	20-*L1-S5-U	F1	Attended wk-ends only.
Bridgeport	0.8ESE; hwyN, W	23	2	21-S1-U	F2	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	3.7 NNE; RR W	100	3	20	F1	Soft-wet. P-lines S, WSW.
Caldwell-Wright(PC)	2.4 N; rlv NE	175	3	h47-B-S5	F5	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on take-off on rnwy 32. Clsd Sundays, holidays. Use rnwys.
Clementon	1.NE; RR N, S	100	2	28-*L4-S3	F2	NW, SE, SW blkd. Ruf.
Colts Neck	.6 SSW	100	1	24-S5	F2	Soft spots when wet.
Cross Keys	1.0 S	160	1	23	F1	Wires E end, woods W end.
Flemington, Adams Arpk	6.0 SE	285	1	20-S3	F1	
Hackettstown	2 SSW; rlv E	690	3	30-S3	F2	
Hanover	2.8 NNE; rlv E	170	1	25-S3-U	F3	
Jobstown, Redwing Arpk	0.5 S	75	2	19		Clsd ngts.
Lincoln Park	1.8 NNW	180	2	28-S5-U	F4	SSE blkd. Rgt tfc N, NE, NW.
Linden	1.2 SSE; hwy W	23	3	h41-*L-S5-U	F4	NW blkd; p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	1.5 ENE Marlton	80	2	23-(S1)		Attended wk-ends.
Matawan, Preston	2.8	140	2	24-(S5)-U	(F2)	RR line E. Atnd afternoons & wk-ends.
Millville Mun (P)	3.3 SW; rd NW	87	4	h50-BL4,5-S3-W	F4	Peripheral taxiways perm clsd; Glider operns wk-ends & holidays. Refueling 0800-2100 or sunset which ever is earlier.
Montague, Airplane Island	6.0 SW	430	1	24-(S3)		Ctn-cable across riv.
Moorestown	1 NNE; rd N, W	70	3	20-*L1-S5-U	F1	P-line NNW. Rgt tfc S, SW & W rnwys.
Morristown Mun (PC)	3 E; rd S	187	2	h40-BL2-S5-U	F4,6	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Holly, Cameron Fld	4. SW	45	1	24-S1	F2	Drainage ditches along rnwys. Use rnwys.
Neptune, Asbury Park Air Trml	4.5 W; hwy N	100	3	26-L4-S3	F1	
Newark (NG)	2.5 ESE;RR W, E	18	2	h70-BL4, 6, 7a-S3-W-U	F5,6	Limited use;rnwy 6-24 clsd;FEE;2 way rdo rqrd. Maintain 300' alt over hi-way lndg on rnwy 14-32.
New Brunswick, Hadley(PC)	4 N; rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.
New Brunswick, North Brunswick	2 SW; RR E	125	3	32-*L4-S5-U	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off.
Ocean City Municipal(PC)	1.7 WSW; bay W	8	1	30-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended Sept-May.
Patterson, Totowa-Wayne	4.8 W; RR W	185	1	h28-L1-S5-U	F1	
Pennington, Twin Pine	2 ESE; hwy S, E	230	1	24-(S5)		P-line SE. Unattended.
Pitman	1 NW	100	1	24-S3	F2	
Pittstown, Sky Manor	1.5 SW; rd S	540	3	34-*L4-S3-U	F2	N blkd.
Pittstown, Alexandria	2 WNW	480	2	19-S3	F2	NE blkd; brush SE. Rolling.
Princeton	2.8 N; hwy adj	160	2	23-*L4-S3-U	F2	SE blkd. P-line ENE.
Readington, Solberg-Hunterdon	1.NNW; rd E, W	180	3	h19-*L4-S5-U	F3	Use rnwy-wet. 3750' strip avail.
Red Bank	1.0 S	80	2	26-*L4-S5-U	F4	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	1.ESE; RR WNW	115	1	31-*L4-S5-U	F4	Use strip. Ruf.
Salem Airfld	1.SE; hwy S	15	1	21-*L4-S3	F2	
Sewell, Pitman	1.5 NNW Pitman	100	1	24-S2	F2	
Somerville, Somerset	4.6 NW; rlv W	105	3	30-*L4-S5-U	F3	W tk-off start left turn soon as possible;NW tk-off make gentle rgt turn soon as possible, followed by wide left hand pat.
Sussex	1.0 SW	420	2	25-S5	F2	Unattended. Caution-poor condition.
Teterboro	0.5 SW; rd NW	7	3	h50-BL4-7a-S5-W-X	F5	2-Way rdo rqrd; acft over 80,000 lbs obtain permission prior to tk-ofs or lndgs; no motorless acft or uncontrolled aerial eqpmt activity excp by special permission. FEE, all acft. Open ditches parallel to rnwy 14-32 N side btn rnwys 1 & 6.
Towaco	1.0 NE	200	1	21-S3	F2	P-line W.
Trenton, Mercer County(PC)	5.NW; RR SE	211	3	h52-BL4-S5-W	F4	PC for Navy only. FEE.
Vineland	4.3 SSW; lk SW	65	2	23-S5	F2	P-line E.
Vineland, Downstown	4.3 NE; hwy N	120	2	25-*L4-S5	F3	ESE, SSW blkd; p-line NNE.
Vineland, Kroelinger	2.5 NNW; hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd; p-lines E, SE. Use strips.
Vineland, Rudy's	5.NW	80	1	24-S5-U	F2	E blkd.
Wildwood, Cape May Co(PC)	6.WNW; RR, hwyE	22	4	h50-BL4-S5-U	F4	
Williamstown, Webb Fld	2.0 SW	141	1	23-S5-U	F2	E, W blkd.
Woodbine Mun (PC)	2. SE; RR NE, W	30	2	h33		Twin-eng acft use conc;asphalt ext soft-broken.
Woodstown	3 NW; hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW MEXICO						
Alamogordo, Alamo-Midway	3.SW; hwy S	4230	1	49-L4-S5		Unattended.
Albuquerque, Alameda	8.5 NNW; rlv E	5069	2	38-S5-U	F3	P-line S.
Albuquerque, Kirtland AFB (AF)	3.8 SSE	5353	4	hi28-BL4,6,7a-S5-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pats, lndg and tkof. Open to civil tfc. First 1500' rnwy 17 and adj parallel tnwy not visible from ctl twr. Rnwy 8-26 designated jet instrument rnwy. All other rnwys clsd to jet lndgs excp in emgcy. Other type acft will be directed to rnwys 8-26 excp for inst apchs or wea conditions. Conventional acft of 33,000 lbs or less exempt from this requirement. All itinerant acft arriving this fld are encouraged to make initial ctc with ABQ apch ctl regardless of wea aprx 25 mi out. Apch ctl will provide wind info, rnwy in use, tfc advisories and will specify reporting point where flt will chg to Twr freq. Conventional type acft UHF equipped use 270.6 mc; jet type acft UHF equipped use 263.0 mc. VHF equipped acft use 123.9 mc or 124.5 mc. Acft not equipped with recommended freq are advised to use other avbl freq and ctc Kirtland Twr. Jet barrier avbl on req on rnwys 21, 26, 35. Occasionally jet barrier placed on rnwys 21, 26, 35 in a raised position for tmpry period due wet or icy rnwys and/or other conditions; each such instance will be advertised. Lndg or tkof civil acft utilizing rnwy with barrier in raised position will be at pilots discretion. Do not land in overrun areas.
Albuquerque, West Mesa	3. SW; hwy S	5129	4	63-L4-S5-U	F4	Lgts on req 2 hrs after dark.
Animas	0.5 W	4400	2	36-(S3)	(F1)	P-lines N & S.
Antelop Wells	5 SSW; rd E	4900	2	35		Unattended.
Anton Chico, 79A, LAX-AMA	4 SSE; riv 2SE	5281	2	43-BL2		Ruf. Unattended.
Artesia Mun (PC)	4.2 W; hwy S	3532	3	h68-BL4-S5-U	F4	P-line E.
Aztec Mun	2.2 NW	5905	2	h30	F3	
Belen, Art Goebel	3. W	5200	3	39		P-line E.
Broadview, Boney Ranch	12. N	4215	1	27	(F1)	Fence N.
Carlsbad Mun (P)	6.1SSW; hwy SE	3276	4	h26-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	0.6 N; hwy S, E	5420	3	35	(F1)	P-line W. Cattle on fld.
Chaperito, Park Spring	8. 5SSE; rivN, E	5100	3	38		Mtn NE. Cattle on fld.
Clayton Mun Arpk (PC)	1. SE; hwy N	4970	2	h48-S3	F1	Oiled ends of rnwy soft. 5450' strip avail.
Clovis, Hillcrest	2. E	4244	4	36-S3	F2	P-lines E, SE, S & SW.
Clovis Mun	7.0 E	4214	2	h62-BL4-S3	F4	Attended 0630-2000.
Columbus, 34, PHX-ELP	0.6 ESE; RR N	4024	2	42-BL2-W		Soft-wet. P-lines N.
Conchas City, Conchas Dam	0.7 WSW	4240	2	16		Holes in strips.
Corona, 7, ABQ-BGS	9.4 NNW; hwySW	6429	3	52-BL2		Ruf for lgt acft.
Corona, Hiner Rch.	16. E	6000	2	43-U	(F4)	P-lines W & S. Unattended.
Crownpoint, B.L.A. Crownpoint	.3 N	6960	1	53		Unattended.
Cubero	2.4 W; hwy S	6192	2	40		Mtn N; p-line S. Ruf. Stock on fld. 30 oct emerg.
Cuervo, Holbrook's Fld	0.8 NE; RR S	4810	2	23		Mtn SSE; hill S. Use strips. Unattended.
Deming Mun (P)	2.5 ESE; hwy N	4314	5	h81-BL4-S5	F5,7	TV ant, W & SW.
Des Moines, Smith	15.5 E	5804	1	40		
Encino, Clines Corners	Adj S.	7000	1	37-U		Unattended.
Espanola-Valley	3. NE	5800	2	50-(S1)	(F1)	Fence W. Hills E.
Farley, McDade Rch	2. E	6085	2	30		Fence N & W. Cattle on fld. Unattended.
Farmington Mun (P)	1.5 NW; riv 1.3S	5503	3	h57-BL4-S5-W	F4	7628 strip avail.
Fort Sumner Mun (PC)	1.5 NE; RR, hwyS	4166	3	h60	F4	1000' N end N/S rnwy clsd, ruf.
Gallup, McKinley Co. (PC)	2.6 WSW; RR N	6467	1	h50-BL4-S5-W-U	F4	
Grants Mun	2.9NW;RR,hwy NE	6520	1	h53-BL4-S3-W	F4	Erosion & loose sand near rnwys.
Grants, Greater Grants	8.0 N	6550	2	53-S3-U	F4	
Hatch Municipal	3 WSW; rd SE	4120	2	h30	(F1)	Unattended.
Hobbs Mun (PC)	6.7 NNW; RR NE	3707	4	h88		
Hobbs, Mun Aux. #4	23 WNW	3777	2	h70		Unattended.
Hobbs, Lea County(P)	5 W; hwy N	3659	4	h63-BL4,6,-S5-W-U	F4	
Hope, Flying H Ranch	27.6 WNW	5140	2	28-S1		Ruf.
Jal-Lea County(PC)	3.0 NE; Rd S	3115	2	h36-L4		Unattended.
Las Cruces-East	1 NE	3900	3	h36-S3-U	F4	
Las Cruces Mun. (PC)	8.5 W; hwy S	4454	3	h75-BL4-S5	F4	Use rnwys.
Las Cruces, University (PC)	3 SE	3900	1	h40		P-line SW.
Las Vegas Mun (P)	6 NE; RR hwy W	6806	2	h64-BL4-S5-W	F4	Use rnwys. Ctn-soft spots & holes in rnwys. Lgtd 145° rdo twr W edge of fld.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW MEXICO (Continued)						
Lordsburg(PC)	1 SE; RR, hwy N	4230	2	32-S1	91	P-line WNW. Use strips.
Lovington, Lea County	3 W; hwy S	3974	1	h40		Unattended.
Magdalena	0.8 N; RR S	6572	2	37	(F1)	P-line SW.
Mogollon, Negrito Airstrip	47.5S Reserve	8000	1	44		Unattended.
Mosquero, Waggoner Ranch	9 SW	4800	2	34	(F4)	Slippery when wet.
Otto, 74, LAX-AMA *	6.8NNE Moriarty	6226	3	41-BL3-W		Ctn-lgt acft. Ruf.
Picacho, Fuller Ranch	2 SW	5000	3	30		W, SW bldg; use caution - ruf.
Portales Mun (PC)	2.0 W	4016	3	h35-S1	F4	Unpaved strip for lgt acft only. Soft. Ruf.
Raton, Crews Fld. (Mun)(PC)	11.5SSW; hwyNW	6352	2	h55-BL4-S1-W-U	F4	
Roswell Mun (P) *	1.6 WNW	3623	4	h56-BL4-S5-W	F4	Use rnwys. Inbnd VFR acft req to make initial call to Walker Apch Ctl, using trans freq 132.5 mc and rcvg freq 120.2 mc, or trans and rcvg freq 123.6 mc. Call should be made approx 30 mi from arpt. Apch Ctl will give tfc advisory info and advise pilot where to ctc Roswell Rdo for arpt indg info. Outbnd VFR acft req to ctc Walker Apch Ctl when airborne. Hvy jet tfc below 7000' MSL in corridor bnd by limits of Airwy Red 71 from 15 mi NE of Walker AFB to 15 mi SW.
Ruidoso, Cree Meadows(PC)	2.2 NNE; rd W	6905	1	h47-S5-U	F4	Mtns sur fld. 700' mtn 200' N of rnwy. Ctn-N end of rnwy 32' higher than S end
Santa Rosa	5.4 NW; hwy 18	5040	3	30		
Santa Fe-County Mun. (P)	9.6WSW; hwy2 E	6344	3	h93-BL4-S5-W-X	F4	Lgtd rnwy 10-28 perm discontd.
Silver City-Grant Co(PC) *	11.5 SE; RR 1 E	5443	2	h55-B*L4-S1	F3	5067' strip avail. Use paved rnwy & taxiway.
Socorro Mun	2.5 S; hwy E	4796	1	h60-BL4	F1	Unlgtd knoll S.
Springer	0.7 NE	5990	1	33		Unattended.
Taiban, Ft. Sumner Mun Aux. #5A	9.6 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos-Soco	6.0 N	7150	2	52-S3-U		P-line SE.
Taos, Zia Fld	4.5WSW; hwy E	6870	3	47	F1	
Tatum, Lea County	2.5 E	4229	1	h36		Unattended.
Tecolote, Lovelace	3.0 E	6430	1	50	(F4)	Windmill W; fence each end.
Truth or Consequences Mun (P) *	7.5 N; hwy E	4848	5	h56-BL4-S3-W	F4	Gulley W. 7000' strip avail. Use rnwys.
Tucumcari Mun (P)	7 E; hwy S	4064	2	h64-BL4-S3-W	F4	Use rnwys. 605' overrun N end rnwy 21. 525' overrun S end rnwy 8. Rnwys 17-35, 13-31 perm clsd.
NEW YORK						
Albany Mun (P) *	6.9 NNW; RR NE	288	3	h50-BL3, 4, 6, 7a-S5-W	F3	ARPT OF ENTRY. Use rnwys. To expedite handling all indg acft, equipped with proper freq, ctc Albany Apch Ctl freq 123.6mc regardless of wea.
Amityville, Zahns Arpt, Inc.	2 NNE; RR NE	56	2	h42-BL4-S5-U-W	F4	E, W blkd. Rgt tfc S, E.
Armonk, Westchester	0.5 SSE; hwy N	360	2	22-U	F1	N blkd. FEE, when no gas purchased.
Ballston Spa Mun (PC)	3 N; crk 1 SW	433	2	h40-S5	F4	
Barker-Trade School	0.6 NW; RR S	340	1	32-S5	F1	No storage.
Batavia(PC)	2.4 NNE; rd W	910	1	30-B*L-S3-W-U	F3	
Bayport, Davis-Edwards	1.3NNW; RR SE	41	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
Bethpage, Grumman-Bethpage	0.5 W; RR NE	119	3	h56-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0800-1830E. Mon-Fri.
Binghamton	7.2 NNE; riv E	940	2	21-S3	F1	
Binghamton, Broome County(P) *	8 N; riv S	1039	2	h56-BL4, 6, 7a-S5-W	F4	Use rnwys. Hi int apch cmsnd 1500' rnwy 34.
Buffalo - Airpark	7.9 ESE; hwy S	680	2	h30-*L4-S5-U	F4	Use rnwys.
Buffalo, Greater Buffalo Intl (P)*	6.1 ENE; RR NE	711	2	h56-BL4, 6, 7a-S5-W-X	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N, SW. Use rnwys. N/S rnwy clsd; FEE.
Burt, Lakeview	2.2 W; RR S	300	1	13	F1	
Cairo, Sport Haven Arpk	1.0 N	240	1	20	F2	Trees NW, SE.
Calverton-Peconic River	2.0 W	78	2	h100-BL6	F4,6,7	Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only. Fuel avail to public emerg only.
Canandaigua - Flying Service	2.8 NW	800	1	17		Windmill SE. P-lines NW.
Canandaigua, Farmers Grove	3.0 NE	500	1	15		Unattended.
Canastota(PC)	1.3 WSW; hwy S	533	3	32-S5	F4	N/S strip short.
Central Square-Flyers	2.0 SSW	400	1	25-(S1)	(F2)	P-line SSE.
Chippewa Bay, Allens Fld	6.0 W	270	1	24		Bldg W.
Cicero Arpk	0.5 NW; hwy S, S	410aw		17-S3	F1	
Clay, Airlane Enterprises	1. N	415	2	22		Ski opern winters. Unattended.
Cohoes, Loudon	1.NW	200	2	22-S5	80	P-lines S, W. Ditch N.
Cooperstown	1.4 NNW; hwy S	1660	3	21-S3	F2	Do not land apch area rnwy 23, not a part of arpt.
Cooperstown-Westville	1.0 W	1230	1	21-L4-S5-U	F2	200' overrun S end. Rgt tfc N.
Corinth	1.5W; crk NW	642	1	24-(S3)		Unattended.
Cortland Mun	1.8 WSW; hwy N	1160	2	28-S5-U	F1	Skis winters. Hill N.
Dansville Mun (P)	1 NW; hwy SW	662	2	h40-BL2-S5-U	F3	P-line N.
Deer Park	0.8 E; rd W	78	2	h21-S5-U	F1	NW blkd; p-lines NE, SW.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
NEW YORK (Continued)						
Downsville	2.0 SW	1093	1	27-(S3)		Trees-Mtns surnd fld.
Duanesburg	0.1 S; hwy N	710	1	20-S5-U	F3	
Dundee Airfld	1 NE; RR W	1020	2	23-(S3)	(F1)	P-line W. No storage.
Dunkirk Mun (PC)	3 E; RR S	692	2	h40-BL4		Unattended.
Dunkirk, Werie	1.8 ENE; crk E	660	3	29-S5	F1	P-line SW; E blkd.
Dolgeville	1. NE; hwy SW	930	1	18		
East Hampton(PC)	2.5 W; RR S	55	3	h42-BL4-S5-U	F4	P-line NNE. Ruf.
East Jewett, Hide-a-way		2100	1	26		P-line S. Atnd June thru Oct.
Elmira, Chemung Co. (P) *	6.5 NW; RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd. Lgtd, mrkd 20' steel twr erected in grass area 600' SE rnwy 6-24, 200' N rnwy 10-28 and 125' SW of taxy.
Endicott, Tri-Cities	3.0 W	832	2	h35-*L3-S5	F3	
Farmingdale, Republic Aviation	1.3 ENE; RR N, S	82	2	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc indg rnwy 32. Operg hrs 1200-2130Z.
Fishers Island, Elizabeth Airfld	SW end Island	7	2	h28		
Fort Johnson, Johnson Airfield	3 W Amsterdam	340	1	19	(F1)	
Ft. Plain, Nellis Fld	3.5 NW; hwy NE	700	1	23-L4-S5	F4	
Fowler, Ryder's Skyport	0.3 NE; RR SE	500	1	19-L2-S1	F1	
Fredonia	3.5 W; RR SE	620	2	27-S3-U	F4	P-lines N, E.
Fulton, Granby	3 WNW; hwy S	450	2	22-S5	F1	West blkd.
Fulton Mun (PC)	2.6 NNE; rd W	469	3	h40-*L4-S3-U	F3	Bcn prior req.
Ghent, Kline Kill	2 NNW; hwys E, S	380	1	25-(S5)		Rolling. Unattended.
Glens Falls, Warren Co. (P) *	2.8 NNE	338	2	h50-BL4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Granville	1.5 N; RR W	420	1	h20-*L4-S5-U	F3	
Hamilton	2.0 N	1200	1	23		Bldgs N.
Herkimer, Lamanna	5.5 SSE	1300	1	22-L4-S3-U	(F1)	
Honeoye Falls	Adjt W	660	1	20-S3	F1	Bldgs N.
Hornell Mun	3.5 NNW; pond S	1170	3	24-(S1)	(F1)	Unattended.
Ilion, De John's	0.3 NE	400	1	20-(S3)	(F1)	Twr SE; bridge W.
Islip, Mac Arthur Fld (PC) *	8.0 NE; RR N	98	3	h50-BL4, 5, 6-S5	F4,7	Rdo rcvr rqrd. Use rnwys.
Ithaca Mun	1.3 NW; RR W	386	1	h27-S5	F1	Use rnwys. Rgt tfc.
Ithaca, Tompkins Co. *	4. NNE; RR 3 SE	1099	1	h50-BL4, 6-S5-U-W	F4	Rnwy 18-36 clsd. Lgtd 125' water twr 1500' S of cntr point of rnwy 14-32.
Jamestown Mun (PC) *	4.1 N; hwy E	1736	3	h53-BL4-S5	F3	
Johnstown, Fulco	2 ESE; hwy S	660	1	23-S3		Unattended.
Keene, Marcy	2.0 N	997	1	26		
Keesville	1.4 S; hwy W	513	1	33		S blkd.
Kirkville-Arpk	Adjt	434	3	24-S5	F2	Trees, houses E; p-line NE.
Lake Placid	2.0 SE	1744	2	35-U	F3	Skis only-winters. Unsafe wheel acft 'til approx May 1.
Lakeport, Oneida Lake Arpk	0.4 WNW; lk N	390	2	17	(F1)	P-line SE, SW. Soft-wet.
Lakeview	1.5 E	750	1	h26-L-S3	F4	P-line S. Flares on req.
Lawyersville, Sunny Knolls Fld	0.5 N	1360	1	18	(F1)	Seasonal opern.
Linlithgo, Webbar's	0.8 SE	172	2	16-S5-U	F1	
Livingston Manor	0.8 SE; hwy NE	1440	1	26-S3	F2	Fld surd by wood ridges.
Lockport, Transit Arpk	4.0 S	600	1	18		P-line E.
Mahopac	2 WNW; hwy S	665	1	20-(S3)	(F2)	Soft when wet.
Malone-Dufort(PC) *	2 W; hwy S	791	2	h40-B*L4-W	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Piety Ridge	2.9 NNE	1580	1	17		Unattended.
Massena, Richards Fld (P) *	2.2 E; riv SE	215	2	h50-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod area clsd; use rnwys.
Mastic-Flight Strip(PC)	1.4 mi NW	70	1	h60-S3-U	F1	
Mattituck - Airbase	0.6 SSE; bay S	30	1	22-S5-U	F3	
Middlesex - Valley	0.5 N; RR SE	735	1	22	(F1)	
Middletown, Randall	1.8 ESE; RR NW	520	3	30-*LI-S5-U	F4	Rnwy lgts avail on 3 hr prior notice; 90 oct avail.
Montauk, Sky Portel	3. NE	11	2	35-S1-U	F4	P-line SW. Hill SE, NE. FEE and attended May 15-Oct 15.
Montgomery	1 SW; RR E	360	2	22-(S1)	(F2)	Atnd wk-ends only. TV ant NNE.
Monticello, Sullivan Co.	1.4 S; RR E	1500	1	38-S1		SE blkd. Unattended.
Montour Falls, A I Martin	1.0 NE	460	1	20	F1	Clsd ngts.
Nedrow-Arpk	6.0 S	520	1	21-S3-U	F1	N blkd.
New Baltimore, Farley's Arpk	1.8 S; riv E	10	1	20-(S5)	(F1)	Ctn-lgt sand-soft. Unattended.
New Bremen, Duflo	0.4 E	800	2	30	(F2)	P-lines W, S.
Newburgh, Middle Hope Arpk	4.0 N	450	1	16		P-line SW. Rgt tfc.
New City, Christie	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New York, Flushing	2.0 NW	6	2	h32-L4-S5	F3	Rgt tfc N, NE; lgts avail. sunset-2230; SW blkd. FEE. Left turn after lndg rnwy 18, 36, 4.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL	REMARKS
NEW YORK (Continued)						
New York-International (Idlewild) (P) *	13.7 SE Empire State Bldg.	12	5	h112-BL4,6,7a-S5-W	F4,7	FEE. All inbnd acft advised to make initial ctc with Idlewild Apch Ctl 119.7 mc regardless of wea. No lndgs & tk-offs unless acft equipped with functioning 2-way rdo capable of direct 2-way commun with ctl twr;clsd fighter type, motorless, jet propelled, turbo prop acft;clsd to all mil acft xcpt on offl bus. or flag rank or higher. NATCC preferential rnwy sys in effect. Air term. ht-way crosses Taxiway I btwn A & U;mrkd by RR gates both sides of Taxiway L.Vehicle serv rd active inbound & parallel to Taxiway L.Rd crosses all taxiways to passenger ramp areas. Unstable shoulders-use paved areas only. New taxiways mrkd by delineators and/or taxiway lgts irregularly spaced. Acft run-up area on Taxiway X, S of rnwy 13L-31R. Taxiway K clsd btwn Taxiway I & West Departure Bldg. 8' ht blast fences adj to Gates 1, 1A, 1B, 1C, 1D, 8A, 8 & 9, on temp term. ramp-lgtd. Threshold rnwy 31R shortened 530'. Lndg length rnwy 31R 7470', tk-off 8000'. No 80 oct avail. Rnwy 1R-19L perm clsd. Rnwy 25L 10,000' for tk-off. Lndg threshold displaced 1800' from beginning of pavement;rnwy 25L 8200' for lndg. Lgtd blast fence 10 1/2' ht 75' NE from beginning of pavement. Rnwy 7R 8200'. Taxiway E from rnwy 13L-31R to rnwy 25 unlgtd. Rnwy 4R-22L VFR only. 10' mrkd blast fence 1665' NE of threshold mrkrs rnwy 25L. Pavement dip & rolling action on surface of rnwy 13R-31L lctd 5400' from apch end rnwy 31L & 5800' from apch end of rnwy 13R.					
New York, La Guardia (P) *	6.E Empire St. Bldg	20	2	h56-BL4,6,7a-S5-W-X	F5,6	FEE. Clsd to jet propelled acft, motorless, fighter types & acft over 105,000 lbs, unless prior permission of arpt mgr, also mil acft xcpt those carrying high govt officials. Lndgs & take-offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd 121.7 mc or appropriate UHF freq. (See Special Notice under New York City.) Pilots adhere strictly to FAA approved tfc pat. NATCC preferential system in effect. Trans helicopters lnd N of bullseye at Marine Air Term. Inbnd acft make initial ctc with LGA apch ctl on 118.9mc. Dikes N & E; use paved areas. Reference lgts rnwys 13, 22 & 31 in use when visibility is 3 mi or less day or ngt-turned off at pilots req. Ctn-acft parking N side of taxiway 9-27, W of rnwy 4-22. Adhere to taxiway centerline; centerlines designed for max wing span of 135'-tolerance for greater wing span unavail. Rnwy 13-31 useable length 4900', width 150'.
New York, Staten Island	15.5 SW Empire State Bldg.	45	1	h25-S3	F2	Ruf. No ngt flying permitted. Stay clear of marked-off area in vicinity of windsock. Use grass for taxiing.
Niagara Falls, Colonial Village	5 NE; RR S	625	2	20-(S5)	(F2)	
Niagara Falls Mun (AF, NG)	5 E; RR 1.4 N	590	4	h91-BL4, 6, 7a-S3	F5	2-way rdo rqrd. Overrun lgts. Due non-visibility twr unable to observe NE portion of perimeter txwys, E-W txwy on N side of arpt, NG, AF & AF Reserve ramps. Caution, hvy jet tfc practice flameouts from 10,500'. No signals S3-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'. Jet arresting barrier rnwy 28R for mil use only. Rnwy 18-36 perm clsd.
North Bay	0.5 NE	500	2	23		P-line S. Skis winters.
North Tonawanda, County Line	3.4E; canal N	577	2	20-S3	F1	
North Tonawanda, Shawnee	4.5 NNE	560	2	33-S5-U	F1	E & W blkd.
Norwich, Eaton(PC)	2.5 N; rlv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Ogdensburg Mun. (PC) *	1.5 SE; rlv W	293	3	h38-BL4-S3-U	F4	ARPT OF ENTRY.
Olean, Midway	2.7 WNW; RR S	1510	3	18-S3-U	F1	
Olean Mun (PC)	11.0 N	2118	2	h47-BL4-S5-U	F4	NW/SE rnwy clsd.
Olcott, Palmer	1.2 SSW; RR S	315	1	19-S3	F1	CLSD WINTERS. Rough.
Oneonta, F & E Arpk	2.0 E	1110	1	30-S3	F1	P-line WNW.
Orient, Rose	1.5 NE	30	1	12-*L2	F1	P-line S.
Otter Lake	0.5 E	1650	1	14	(F3)	
Palmyra Arpk	1 N; canal S	460	1	23-S5	F3	
Penn Yan(PC)	1.1 S; lk W	850	2	23-S5	F1	N blkd.
Perry-Warsaw(PC)	3.0 WNW; hwy N	1535	2	21-B-S3-U	F3	
Pittsford, Brizee-Harmon	2 E; RR N	422	2	25-(S3)	(F1)	P-lines SSW. Trees NW, SE
Plattsburgh Mun (PC) *	3.4 WSW; hwy N	371	3	h50-BL4-S1-U	F4	VFR tfc pat. for all civil acft in vcnty of arpt is 871' MSL to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft let down to pat. alt.
Potsdam, Damon Fld	1.5 E; hwy S	460	1	25	(F1)	P-line W. Clsd Spring Seasons;use rnwys.
Poughkeepsie, Dutchess Co. (P) *	5.5 S; crk NW	165	2	h40-BL2, 4-S5-U-W	F4	Arwy bcn 0.5 mi NE.
Poughkeepsie, LaGrange Arpk	4. E	300	1	30-(S5)	(F2)	
Richland	0.5 E	560	1	25		P-line S. Unattended.
Ripley	1.4 WNW; lk NW	650	1	22-S1	F1	N blkd.
Rochester, Hylan Fld	2. NNW	525	2	26-S5-U	F3	P-line NW.
Rochester-Monroe Co. (P) *	3.7 SW; rlv SE	560	4	h50-BL4, 6, -S5-W-X	F4	ARPT OF ENTRY. 2-way rdo rqrd. Twr unable to observe tfc in area S side of fld at E end of hangar line, and vcnty of T type hangars; due to distance twr unable to adequately observe N ramp. Caution, parked and moving acft this area. Uncontrolled vehicles operg N and S ramp areas. No signal S3-SR to indicate gnd visibility of less than 3 mi, and/or ceiling less than 1000'.
Rome, Beck's Grove	7. NW	450	2	h34-S5-U	F1	
Round Lake	1.5 ESE; lk NW	175	1	18-S5		
Salamanca	Adj W	1370	1	15-(S1)	(F2)	P-line S.
Saranac Lake(PC) *	5.3 NW; RR NW	1654	3	h50-BL4-S1-U	F4	
Schenectady-County(NG) *	3.0 N; RR SE	378	3	h70-BL4, 6-S3	F5	Ctn-use paved surface only. Rdo rcvr rqrd day; 2-way rdo after sunset.
Schuylerville, Garnsey's Land & Seaplane Base	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.
Seneca Falls-Machine Company	2.2 SSE; rd W	490	2	28-*L4-(S3)-U		Prior permission rqrd. P-line S. Bcn prior req.
Sidney Mun	1.0WSW; RR S, SE	1012	2	31-*L4-S1-U	F2	Mtns S; hill SW.
Skaneateles, Skan-Air-Park	2.E; hwy NE	995	1	20-S3	F1	
Slingerlands, Tri-Village	1.4 NNW; crk N	215	1	17-S5	F1	
Spring Valley, County Arpk	1.0 E; RR S	420	2	23-*L4-S5-U	F3	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Star Lake	0.7 S; lk NW	1490	2	15		80 oct avail. on req. Unattended.
Stormville	1.ENE; hwy N	350	2	28-S5	F1	
Syracuse, Hancock (NG)	5.NNE; rd N	421	3	h80-BL4,5,6,7a-S5-W	F4	2-way rdo rqrd. Caution-exten jet acft activity. Jet acft normally apch fld from N, cross Browton, 9 mi N at 3500' MSL, descend to enter normal left rectangular pat. at 2000' MSL W end of fld for rnwy 28 & enter normal left rectangular pat. for rnwy 10 at 2000' MSL, 2 mi NE of fld. Caution-portion of rnwys 14-32 & 6-24 not visible from ctl twr-obstd by trees along S side of rnwys. No signal-sunset to sunrise to indicate gnd visibility less than 3 mi and/or ceiling less than 1000'.
Ticonderoga Mun	2.7 NNE; rd E	236	2	32		Ruf. Mtn W to NW.
Troy Mun	2 SSE; hwy W	333	3	29-S5	F4	Brush ENE. FEE when no gas purchased.
Tupper Lake, O. W. D.	1.NNE; RR NW	1560	1	26	(F1)	Ctn-chimney W.
Utica Mun	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
Utica, Oneida County(PC) *	8WNW; RR NE, NW	742	2	h50-BL4, 6-7a-S1	F3	
Utica, Smithport	3.6 SSE; hwy S	1150	1	26		
Walden, Newburg-Walden	2.2 SSW; riv W	404	2	30-*L2-S3-U	F3	WNW blkd. FEE. No services Mondays.
Wallington, Sodus-Wallington	0.2 NNW	405	1	18		P-line S. Unattended.
Wallkill, Kobelt	2.5 NE	420	1	20-L-S3	F1	Aqueduct N end rnwy.
Warwick	4.5 NE; RR NW	640	2	24-S5	F1	
Waterloo, Paine's	2.0 WNW	490	1	16-S1	F1	
Waterloo, Povero	3.0 S	460	1	28		P-line E; minor acft rprs avbl.
Watertown Mun (P)	5.9 WNW; hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner Mun	1.W; Riv E, NE	1508	2	23-S3	F2	Skis winter.
Westerlo	1.5 NE	1400	1	22	F4	Unattended.
Westport	2.S; hwy E	277	2	16-(S1)		Unattended.
White Plains, Westchester Co.(NG) *	4. NE	441	3	h65-BL4-7a-S5-W-X	F4,8	2-way rdo rqrd. F7 fuel avail thru National Guard for mil use. Apch lgtg 2660' rnwy 16.
Williamsville, Sheridan	2.5 NE; hwy SE	640	3	24-S3	F1	Ruf. Rgt turns S,SW lndg, tkof. Attended wk-end only.
Wurtsboro-Mamakating	2.NE; RR SE	560	4	42-S5-U	F4	N, NW blkd; mtns E, S, SE.
NORTH CAROLINA						
Aberdeen	1.2W; pond NE	415	2	24	(F1)	E, SE, W blkd; p-line NW. Rolling. Unattended.
Ahoskie, Jernigan	1.8	125	1	21-S1	F1	Attnd Jun-Oct. N, S blkd. Ruf.
Albemarle	1.5ESE; RR SW	565	1	37-*L1-S3-U	F3	Rgt tfc NE.
Alliance, Earle's	1.mi N	15	1	20		
Andrews-Murphy Arpk	2.2 W; hwy W	1696	1	47-S1-U	F4	Rgt tfc NE.
Asheboro, Hinshaw	2.0 N RR adj	700	1	18	F1	Trees SW
Asheville-Hendersonville(P) *	11.5SSE; RR WNW	2103	3	h41-B L4-S3-W	F4	Rgt tfc S, SW.
Asheville, Owen Fld	2.3 SSW; riv SE	1978	1	28-S3	(F3)	Rgt tfc E. E, W blkd. Ctn-hi-grass
Beaufort-Morehead City(PC) *	1.N; riv N, W	13	3	h42	F3	
Bryson City Mun	0.5 SW	1970	1	22		Ctn-E apch & tk-offs;down drafts during hi wind
Burlington, Fairchild Fld	1.5; hwy N, E	640	1	h35-S3	F1	P-line SW.
Burlington Mun (PC)	4. SW	638	3	h37-*L4-S5-U	F3	S blkd. N/S strip soft-wet.
Candor, Reynolds Flying Service	1.1E; hwy N	710	1	25-(S3)	(F2)	
Chapel Hill, Williams(PC)	1.3NNW; lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	6.4 N	800	2	34-S5-U	F3	P-line SSE.
Charlotte, Carpenter	10.SW	650	3	h34-S3-U	F3	P-line E. 4700' strip avail.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH CAROLINA (Continued)						
Charlotte, Douglas Mun (NG) *	5. 5W; hwy N	748	3	h75-BL4, 6, 7a-S5-W	F4,6	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 lbs GWT. All acft operg in and out of fld required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior aprvl of twr or arpt mgrs office. Use taxiways btwn term. ramp and rnwy 18-36, other areas hazardous. When visibility is less than 1. 5 mi rnwy 5-visibility will be given pilots intending to land straight in.
China Grove	2. 0 E	750	1	21-S1		
Clinton	2. N; hwy E	160	1	24-S5-U	F1	P-lines N, S.
Concord, Spencer	3. 0 SW; hwy S	725	1	13		Ctn-short rnwy; P-line SW. Unattended.
Draper, Tri-City	1. 2 W	500	1	26		Unattended. 80 oct summers only.
Durham, Wilkins	8. 0 NE	310	2	32-S5	F1	P-line WNW.
Elizabeth City Mun	4 SW	15	3	26-S5	F3	Ctn-vehicular tfc across S end N/S rnwy. Ruf.
Elizabethtown, Fisher Fld	2 SE; hwy N	120	2	34		Unattended.
Elkin	3. 0 SW	1200	2	24-(S1)	(F2)	
Engelhard	SE	1. 0	1	20		Ctn-short rnwy. Unattended.
Erwin	1.SW; riv W	193	1	30	F1	Rough
Fayetteville, Grannis Fld (PC) *	4S; riv 2 E	188	3	h50-BL4-S5	F4	
Forest City	3. 0 NW	990	1	16		Unattended.
Franklin	1.SE	1996	1	27-*L4	F1	Caution-night landings. Levee S.
Gastonia Mun	4. 5 SSE; hwy SW	800	2	h30-L4-S5-U	F3	P-line SE.
Gibsonville, McLean Bros.	0. 5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Goldsboro Mun	5. 0 W	134	1	25-L4-S1	F2	Caution, erosion NE end after rain.
Greensboro, Air Harbor, Inc.	7. N; lk S	832	1	26-S5	F1	Ditch E.
Greensboro-High Point (A) *	8. WNW; hwy SW	923	2	h55-BL4, 6, 7a-S5-W-X	F4	
Greenville, Pitt-Greenville (PC)	1. 8 NNW; riv W	25	S	h50-L4-S1	F3	Rgt tfc rnwys 19, 25, 32.
Hatteras, Billy Mitchell	4. 0 NE	15	1	h34		Unattended.
Hendersonville - Meyer	1. 5 ESE; crk NE	2084	1	30-S5-U	F2	SE blkd.
Hertford, Woodville	1. mi W; hwy S	15	1	18	(F1)	P-line S.
Hickory Mun (P)	2. 2W; riv N	1167	S	h44-BL4-S5-W	F4	
High Point, Darr Fld	3. 0 S; RR S	870	1	18-S3-U	F3	P-line W.
High Point, Midway	4. 0 SW	992	1	26-S3-U	F2	Strip 6' below hwy N end, trees NNE, SSW.
Huntersville, Cross	1. S; RR W	755	1	9	(F3)	(HAZARDOUS-DANGER SHORT FLD.)
Jacksonville	3. 7 NE; RR SE	51	1	h14-L3-S5	F3	2800 foot strip available.
Julian, Kecks	2. 0 NE	750	1	17		P-line NE. Unattended.
Kinston, Jackson Fld	3. 7 SW; crk W	40	1	25		Rough - caution.
Kinston, Stallings Fld (PC)	4. 2 NNW	63	3	h50-B*L4	F4	
Lenoir, Lower Creek	3. 0 E	1150	1	24-(S3)	(F2)	Danger-use ctn. 65' p-line 300'E end of strip.
Lillington	1. NNE; hwy W	210	1	17		NW blkd.
Louisburg, Franklin Fld	2. WSW; RR S	390	2	21-S3-U	F1	S blkd; bldgs W. N/S strip short. Ruf.
Lumberton Mun (P)	3. WSW; hwy NNW	126	3	h50-BL4-S5-U	F4	
Manteo (PC)	1. 3 NW; sound E	12	3	h39-L4-S5-U	F3	NW SE ruf.
Marion Fld	2. 5N; riv N	1211	1	36-(S1)	(F1)	
Maxton, Laurinburg-Maxton	4. 0 N; RR S	210	3	h55		Use rnwy only.
Mayodan, Mayo	0. 8 W; hwy SW	900	2	25	F2	Golf driving range WSW. E blkd.
Monroe, Nicholson Fld	1. 0 S	630	3	20-*L1		
Monroe, Shute Mun	2 NNW; hwy SW	680	3	28-S5	F1	P-lines S, SE, W.
Mooresville, Miller's	4. 0 E	875	1	18-(S1)	(F2)	P-line N.
Mt. Airy	2. 2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt. Holly-Flying Service	2. 3NW; RR E	850	1	20-(S1)	(F2)	Attended wk-ends.
New Bern, Simmons-Nott (P) *	2. 5SSE; riv N	18	2	h48-BL4-S5-W-U	F4	
North Wilkesboro	1. 3WSW; riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	1.8 SW; hwy E	475	1	18	(80)	Rolling. Unattended.
Raleigh-Durham (P)	10. 5 NW; hwy NE	435	3	h55-BL4, 6, 7a-S5-W-X	F4,6	Use rnwy and taxi strips only. Due to non-visibility twr unable to ctl tfc on taxiway btwn rnwys 5 & 32. No signal btwn sunset-sunrise to indicate gnd visibility of less than 2. 6 n mi and/or ceiling of less than 1000'. Inbnd VFR flgts, rdo equipd acft ctc Raleigh-Durham Apch Ctl on 125. 3 mc approx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flgt will chg to twr freq. 2-way rdo rqrd.
Raleigh Mun *	3. 3 SSW	364	3	h26-U	F4	P-lines SE, W. Caution-loose gravel rnwys.
Ramseur, Allen's	3. 0 SE	486	1	40-L4	(80)	P-line S.
Reidsville Mun	3. 0 SE	822	3	25-(S5)	F1	P-line SE.
Reidsville, Warf	3. 8SW; hwy W	820	1	26-*L4-S1	F1	SSE blkd; p-line NNW. Rolling.
Rich Square	SW	78	1	29		P-line NW. Unattended.
Roanoke Rapids, Halifax Co. (PC)	3. 5W; hwy N	250	3	32-S1-U	F3	
Rockingham-Hamlet (PC)	3. 5 S; RR E	358	2	45-L4-S1-U	F2	2500'NW/SE rnwy lgtd. P-line NE.
Rocky Mount Mun (P)	2. 3N; RR E	97	2	h40-BL4-S5-W	F4	
Salisbury, Rowan County	3. SW; RR E	764	2	h42-BL4-S5-U	F4	Use paved areas only.
Selma, Myrtle	0. 5 E; RR W	150	1	25		NE, SW blkd. NE rnwy ext soft after rain.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SEC	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
NORTH CAROLINA (Continued)						
Shelby Mun	4. 0 SW	847	1	h43-BL4-S5-U	F3	
Siler City, Gilmore #2	4. 1 SE; crk S	550	1	22		P-line S. Cattle on fld.
Southern Pines, * Pinehurst-Southern Pines (PC)	4. 5N; hwy W	465	2	45-BL4-S1-U	F4	FEE for multi-eng acft less than min of servcing.
Spindale, Rutherford	1. 5SSE; hwy N	1012	1	19	(F1)	Unattended.
Statesville Mun (PC)	3. 6WSW; RR ESE	991	2	h37-BL4-S5-U	F4	
Thomasville, Hiatt	4. 0 W	955	1	21-(S3)	(F1)	Attended wk-ends. Trees S.
Wadesboro, Anson Co.	3. 7 NNE	230	2	19		Soft when wet. Unattended.
Wallace Mun	1.SW	57	1	35-*L4	F2	
Washington Mun (PC)	1. 8 N; RR SW	38	3	h50-L4-S5	F4	Rgt tfc pat. NE, ESE, SSE.
Whiteville, Sledge		60	1	20		Unattended.
Wilmington, New Hanover Co. (P) *	2. 8 NNE; crk S	31	3	h80-BL4, 6, 7a-S5-W	F4	Use rnwys. Helicopters lndg & take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 18 & 23 & section W of hangar on taxi strip from term. ramp to rnwy 9. Acft above 30' high prohibited on taxi strip from term. ramp to rnwy 9. 133' lgtd twr NW of trml bldg.
Wilson Mun (PC)	4. 2NW; hwy E	161	3	h45-L4-S5-U	F3	
Winston-Salem, Smith Reynolds (P) *	2. 8NNE; hwy W	969	3	h66-BL4, 6-S5-W-X	F4	Due non-visibility twr unable ctl tfc on hangar ramp and NE taxiway. No ngt lndgs and tk-offs rnwy 9-27.
Yanceyville, Caswell	3. 2W; hwy E	640	1	21-B*L	F1	Unattended. 5' fence erected diagonally across E corner NE end of NE/SW rnwy. Fence aprx 90' long extends S from mid-point 75' inside E corner to a point 50' from E corner.
Zebulon	3. 5 NW; hwy E	324	1	21-S1	F1	Ruf. Rolling.
NORTH DAKOTA						
Alexander Gajewski Fld	4 mi NNW	2100	1	25		P-line N.
Arthur, Turner Fld	3. 0 E	980	1	22		
Ashley Mun	1 SE	2030	2	40-BL3		Bcn operg SS-2400.
Barlow, Borth	7. mi E	1530	2	13	F3	
Beach Mun	8. 0 NNW	2814	2	30	(F1)	P-lines SE, NE.
Belfield, Swenson	15. S	2000	3	20		Unattended.
Beulah	2. 3 WSW	1600	3	23-(S1)	(F2)	
Bismarck Mun (P) *	2. 5SSE; RR ENE	1653	4	h52-BL4, 6, 7a-S5-W	F4	N/S rnwy clsd ngt operns.
Bottineau	1. 0 E	1670	2	28	(F1)	Caution-soft when wet.
Bowbells Mun	0. 8 NE	1947	1	23		
Bowman	1. 5 W	3000	5	40-S5	F3	P-line N.
Bowman, Miller	1. 2 SE	3000	4	32-S1	F2	
Braddock, Rambough Fld	0. 7 mi NE	1930	3	19		
Brantford, Linderman	0. 5 E; RR S	1510	2	26	(F2)	N, S blkd.
Buffalo Grieve Airport	6 mi NE	1200	1	36	(F1)	
Buffalo Springs, Fisher Fld	2. 0 NE	3050	3	20	F2	Flares in emerg. Bldg W.
Buford, Stiehl	6. 0 NNW	2200	2	17		Fuel emgcy only; fences N & NW.
Cando (PC)	1. 5 WSW; hwy N	1482	3	27-*L1	(80)	N, E, NW, SE blkd. Use strips. Unattended.
Carrington, Matheny Fld (PC)	1. 3 W; RR N	1610	2	29-S5	F2	Ruf. Holes. NE, SE blkd.
Carson, Broadhead	4. 0 S	2300	3	22		
Cavalier Mun (PC)	0. 7SSW; hwy E	899	3	21		P-line SE. Unattended.
Charlson, Olson	2. 6 mi SW	2000	1	22-(S1)	(F2)	
Columbus (PC)	0. 7 SW	1930	3	26-B	(F1)	E blkd.
Cooperstown	1. 5SE; RR W	1428	3	26-*L4-S5	F2	Bcn prior req. W blkd.
Crosby Mun (PC)	0. 5 N	1962	4	34-B	(F2)	P-line SE.
Crosby, Troy	5 mi SW	1980	1	14-(S1)	(F1)	
Crystal, Redmann	4 mi NE	880	1	21	(F1)	
Devils Lake (PC)	2. 5 W	1450	3	h43-BL4	F2	P-line SW.
Dickinson Mun (P) *	5. 8 S	2569	2	h54-BL4-S5-U-W	F3	Ditch W.
Drake (PC)	0. 6 NNW	1674	1	26		Unattended.
Dunn Center, Thompson Fld	1. SE	2100	3	28	(F2)	P-line SE.
Dunseith	1. 5 S	1668	1	17		
Durbin	0. 5 NW	930	1	22	(F1)	P-lines NE.
Elgin Mun	E of City	2343	1	21		
Ellendale	1. NNE; hwy W	1450	3	26		P-line SW.
Enderlin, Lindemann	1. mi ESE	1110	1	21	F1	
Enderlin, Sky Haven Rch	1. NW; hwy N	1135	2	34-S1	(F1)	
Fargo, Hector Fld (NG) *	2. 9 NNW	900	3	h71-BL4, 6, 7b-S5-W-X	F4	1000'overrun each end 17-35; apch lgts 1500'long.
Finley	0. 7 E	1400	2	28		P-lines N.
Flora, Gilbertson Fld	1. 7 SE	1550	1	24-S1	F1	P-line N.
Garrison, Fischer	7. mi WNW	1920	2	26	(F2)	P-line N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH DAKOTA (Continued)						
Glen Ullin	1.5 WSW	2084	3	27-B*L2		E, NE blkd; trees SE. Unattended.
Golva, 42, HLN-MPS	1.5 E	2781	2	34-BL2		Unattended.
Grafton, DeSautel	5.0 NW	835	1	20	(F1)	
Grafton Mun (PC)	1.9ESE; RR W	820	2	25-S5	F3	
Grand Forks Intn'l(P) *	2.6WNW; RR S	836	3	h49-BL2, 4-S5-W-U	F4	ARPT OF ENTRY.
Grenora, Melroe	S	1909	2	25	(F1)	P-line N.
Hankinson	1.0 NNE	1055	2	26	(F1)	Ruf. P-lines S, SE. Unattended.
Harvey Mun	1.6 N	1606	4	26	F1	P-lines W, SW, NW. Use strips.
Hatton, Genarich	7.0 NE	1000	1	26-(32)		No storage.
Hatton, Peterson	8.0 SW	1050	1	26	(F1)	P-line N.
Hazelton, Appert	1.0 E	1880	1	21	(F1)	Bldgs, p-line W. Unattended.
Hazen Mun	2.0 E	1900	2	20		P-line N.
Hebron	1.9 ENE	2190	2	21-S5	80	P-line NW.
Hensel	1.5 W; RR E	940	1	15	(F1)	
Hettinger	1.2 NW; RR S	2675	3	35-*L4-S5	F3	Hill S;ruf;use strips;ctn-apch from N, NE, NW.
Jamestown(P) *	1.9 NE	1498	4	h57-BL3, 6-S5-W	F4	
Keane, Keogh	4.0 E	2450	2	19	(F1)	Unattended.
Keane, Nelson	5.0 NE	2450	1	14		P-line N.
Kenmare Mun	4.0 N	1947	3	29	(F2)	
Kindred, Ramry	0.4 E	940	1	18	F2	P-lines N, S.
Lakota Mun	0.5 SE	1315	2	26		
Langdon Mun	1.W	1606	2	23-L4	F2	P-line NW. Hangar E.
Langford(PC)	0.9 SW; RR NNE	1611	1	19		Unattended.
Larimore, Sky Club	0.8 NW	1140	1	26	(F2)	P-line N.
Leeds(PC)	0.5 SE	1506	1	21	F1	Unattended.
Linton Mun (PC)	3.4 S; hwy E	1770	2	20-L4		Rolling-soft.
Lisbon	2.2 W; riv NE	1220	3	20	(F2)	P-line SE.
Lyachburg, Dittmer	3.5 N	940	1	20	(F1)	P-lines S & E.
Makoti-Airfld	S	2095	1	26		P-line NW.
Mandan(PC)	4.8; hwy W.	1948	3	26		Rolling. Unattended.
Maxbass, Sveum	7.0 SE	1560	2	22	(F2)	P-line SE.
Mayville Mun (PC)	1.4 S	975	3	25-(S1)	(F1)	
McVille Mun	1.0 NW	1480	1	35	(F1)	P-line SE. Unattended.
Medora, Annear	25 N	2258	2	13-S3		Bluff NE, S5.
Medora, Buddy Rch	1.0 NE	2600	1	24	(F1)	Caution-ruf. Unattended.
Michigan, Wright	0.8 NW; RR S	1520	4	20		P-line N, NW.
Milnor Mun	0.8 E	1100	1	26		
Minot, Flying S Ranch	5.5 WSW	1540	2	40	(F2)	
Minot-Intnl(P) *	1.6 NNE	1728	3	h33-BL4, 6, S5-W-U	F4	ARPT OF ENTRY.
Mohall Mun	1.0 W	1650	3	32-(S1)	(F1)	
Mooreton, Bagg	1.5 SE	975	2	26		
Mott, Wyman Fld	1.0 S	2495	3	22-(S3)	(F1)	P-lines W, NW. Unattended.
Nacha, Bonzime Fld	4.2SE; RR SW	800	1	22-S1	F1	
Newburg, Johnson	5.0 NE	1400	1	15		
New Rockford, TomlinsonFld (PC)	1.3E; RR W	1533	3	37-B*L4-S5	F1	N blkd. P-lines NE, SE, W.
New Town	Adj S	1820	1	26-(S1)	(F2)	P-line W. Rolling W end.
Nooman	0.5 SE	1980	2	20	F3	NE, W, NW blkd. Caution-weeds. Use strips.
Norma, Brekke Fld	7.0 NE	1850	1	18	(F2)	P-line W.
Northwood, Offerdahl	6.0 E	1080	1	26	(F1)	P-line N.
Northwood, Vince Fld	1 SW; hwy N	1150	1	18-S5	F1	
Oakes	0.5W; RR S, E	1310	1	20	(F1)	
Oakes, Palansky	6.7 SSE	1245	1	20		
Oberon	2.5 NW	1400	1	23-S1		P-lines E.
Park River, Skjervens	1.0 W	1020	2	26-S1	F2	Winter mos circle town for svc.
Parshall, Hankins Fld (PC)	1.2 SSW; hwy E	2022	3	21-B*L4		Use strips. Unattended.
Pembina Mun (PC)	1.8; RR W	792	2	30-B*L2-S1	F2	N blkd. P-line E. Ruf. AIRPORT OF ENTRY.
Plaza, Pete's Port	0.5 W	2100	3	20	(F1)	P-line W.
Portal	Adj W	1970	3	27		P-lines E, SE.
Powers Lake, Anderson Sky Rch	0.2 W	2000	2	25-S3-U		P-line SE.
Ray	0. TNNE; lk E	2180	3	31	(F1)	
Reeder, Hammer Bar Ranch	5.0 SSW	3660	1	22	(F2)	P-lines W.
Reeder Mun	S	2640	1	21		
Robinson, Ward Whitman	3.0 SE	1830	2	20		
Rolette	Adj W	1600	1	21		P-line S. Unattended.
Rolla(PC)	1.5N; RR SW	1818	2	26-B*L4-S1	F2	S end N/S rnwy ruf. Caution.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
NORTH DAKOTA (Continued)						
Rugby Mun (PC)	1.9NW; RR SW	1547	3	27-BL4-S5	F2	
Russell, Aerial Spray Serv.	3.5 E	1450	1	31	(F2)	P-lines E, S.
Ryder	0.5NNE; hwy S	2109	2	30	(F1)	
Sarles, Olson	3.3SSW	1700	1	22		
Sherwood Mun	1.5 N	1650	4	24-(S1)	(F2)	Unattended. P-line E, SE.
Sherwood, Nelson	6.5 E	1600	2	17	(F1)	
Shoyenne, Cudworth	9.0 SE	1550	2	26		
Stanley(PC)	1 SE	2230	1	21-B		Unattended.
Taylor, Brand	3.8 SW	2450	1	18	(F2)	P-line E.
Tioga	1.0 SE	2240	3	36-L2-(S3)	(F2)	Use rnwys; rolling.
Tioga, Sagaser	10.0 N Temple	2290	2	24	(F2)	P-line N.
Tolnar Mun	1 NE; RR S	1482	nw	26-(S2)	(F2)	P-line NW.
Underwood, Clark	4.5 S Rivdale	1680	2	23	(F1)	
Underwood, Snyder	0.6 E	2020	1	18		Twr E. Unattended.
Valley City(PC)	1.5 NW; RR NEE	1399	4	h38-BL4-S2	F2	4000' strip avail. Unlgtd fence SE; p-line S.
Velva, Doyle	2.3 SE	1885	1	26-(S5)		
Wabek, Diffley	8.6 S	2100	2	9	(F1)	Lgt acft only. Unattended.
Wahpeton Mun (PC)	1.8; RR W	966	2	27-BL4-S5	F2	P-line NE. No storage. Lgts dusk to 2300.
Walhalla, Holmas	7.0 NE	900	1	23	(F2)	P-line N.
Walhalla Mun (PC)	1.NE; hwy W	952	3	26-*L4-(S1)	(F2)	P-line NW.
Warwick, Torrison	8.0 SSW	1536	1	30	(F2)	
Washburn, 4, BIS-MOT	5.1 N	1906	2	40-BL2-S3	F1	
Watford City	1.2 NNE	2061	3	20-L4	(F1)	
Westhope	0.5 W; riv E	1494	2	32	F2	Use strips. Ruf. P-line NW.
Wildrose	0.2 S	2220	1	26		P-line WNW.
Williston, Chandler	3.W; RR SE	1910	1	27-S5		P-line N, S.
Williston, Sloulin Fld (PC) *	2.3 NNW	1942	2	h40-BL4-S5-U	F4	5300' strip avail. Rgt tfc S & E.
Williston, Wright Fld	2.8 N	1910	4	25-S5-U	F2	Use strips. SW blkd.
Wimbledon	0.8 SW	1470	1	26	(F1)	P-line N.
Wishek Mun (PC)	1.2 SE; lk SW	2038	2	34	(F1)	W blkd; p-line NW. Unattended.
Wyndmere, Homestead	6.5 N	1100	2	16		
OHIO						
Aberdeen, Tyler	1.2 NW	500	1	40	(F1)	
Ada	1.5 NNW; hwy E	948	1	19	F1	
Akron-Canton(NC) *	11 SSE; RR E	1228	3	h56-BL4,6,7a-S5-W	F5	Use rnwys.
Akron Mun (PC)	3.4 SE; RR W	1059	4	h54-BL4-S5	F4	ARPT OF ENTRY. Hill SE. Use 18-36 at own risk.
	Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.					
Alliance	1.0 ESE	1077	1	23	F2	P-line S
Alliance, Barber	3.7 N; rsvr W	1062	2	26-S5	F2	N, S, W blkd.
Alliance, Miller	5.5 NNE; RR SE	1070	3	h23-*L4-S3-U	F3	P-lines E, SW. Rolling. Bon prior req.
Alvada, McKee	4.0 SW	775	1	30-(S1)	(F1)	P-lines N.
Andover, Willow Rch	3.9 NNE	1040	1	27		P-line E.
Ashland	1.8 N	1079	2	h28-S1	F2	WSW blkd.
Athens, Ohio University(PC)	1.5 E; riv S	636	1	h32-L4-S3-U	F4	W blkd. 1000' overrun. Caution, student flying in tfc patn.
Avon	3.5 ESE; rd NE	700	2	24	(F1)	
Bainbridge, Schmidt Airstrip	1.5 E	665	1	30-(S3)-U	(F2)	No storage. Unattended.
Barnesville - Bradfield	1.3 NW; rd E	1300	1	30-S5-U	F1	
Beach City, Ames	1,E; RR W	1000	1	18	F2	
Bellefontaine, Tanger(PC)	0.6 W; RR S	1190	1	h22-*L4-S3-U	F3	
Bellevue, Simon	5.0 NE	650	1	17-S4	(F2)	P-line W.
Berlin Center, Circle C Sky Rch	2.5 NW	1000	1	20-S5	F2	Apchs blkd.
Beverly, Lakeside Motel	1.5 E	710	1	30		Hill W.
Birmingham, Ortner	2.5 SSW; riv W	830	2	h38-*L4-S5-U	F3	P-line E. Use rnwys only.
Blackburn	2.0 S	1060	2	25		Trees SE. Unattended.
Bluffton-Flying Service	1.3 ESE; hwy N, E.	845	4	27-*L4-S1-U	F3	
Bowling Green, University (PC)	1. NE; RR W	675	3	h30-S5-U	F4	S, SW blkd;p-lines E, NE;use rnwys. Rgt tfc tk-off, N, W, SW.
Brookville, Razor	2.5 NW	1040	2	19-S5	F1	P-line N.
Bucyrus, Port Bucyrus	2.5; RR W	1000	3	26-U	F2	NE blkd; p-line W.
Cadiz, Moore	1. NE	1290	1	26-L2, 4-(S1)	(F2)	
Cadiz, Tappan Arpk	6.0 WNW	920	1	21	(F2)	Attnd wk-ends only;p-line W;caution, soft-wet.
Cambridge, Eckelberry Fld	2.5 E	870	1	26	F2	
Camden, Laird's Airstrip	7. NW	1000	1	26		P-line W.
Canal Winchester, Anderson	3.0 SE	800	1	25		

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY Nos	LONGEST RNWY FACILITIES	FUEL	REMARKS
OHIO (Continued)						
Canton, Briggs Fld	4. S	1100	2	20		
Cardington, Spring Valley	1.5 ENE	1030	1	20	(F1)	P-lines W. Not usable when wet.
Carrollton	1.0 SE	1154	1	15	(F1)	
Carrollton, Mansfull	5.0 N	1200	1	32		P-line E. Unattended.
Celina, Lakefield	5.5; hwy N	895	2	30-35	F1	Soft when wet.
Chagrin Falls	3. E; hwy W	1320	4	26-35	F2	N, NE, E, W, NW, S blkd. Rolling. Clsd on Fri.
Chardon(PC)	2.5 S; lk E	1244	3	24-35-U	F2	Use strips, p-line N, trees SE.
Chesapeake, Huntington	2. WSW; riv S	560	1	h28-L4-35-W	F4	Stacks W.
Chillicothe, Scioto Trails	5.5 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
Chillicothe, Ely Park	2.2 N; bridge E	639	2	29	F3	S, SW blkd.
Cincinnati, Inc.	10.5 NE	863	2	44-35	F4	NE blkd;p-line N;rgt tfc W,S,SW;N/S strip clsd.
Cincinnati-Mun(Blue Ash Fld)	9. NE	870	2	26	F1	Use E/W strip when wet;E blkd;rgt tfc E, NE, SE. NW/SE strip clsd.
Cincinnati, Greater Cincinnati(P)*	10. SW; riv 2 SSW	869	4	h35-BL4, 5, 6-35-W	F5,6	Use rnwys;2-way rdo rqrd; caution-due to non-visibility twr unable to ctl tfc on ramp areas adjt to SE & SW ptns of trml bldg on ramp W of hangar 5 ptns of NW txwy.After indg on rnwy in use acft taxi straight ahead to nearest int; no 180°turns prior to rcvg approval from twr;rnwy 13-31 clsd ngts. Caution, hvy eqpt S and SE.
Cincinnati-Lunken(P)	4.3 SE; riv SSW	486	4	h52-BL4, 7-35-W-X	F4	E, W blkd. Use rnwys only unless otherwise advised by twr. Caution, possible standing water on rnwy 6-24 NE of int with 2-20 after hvy rains. Due to non-visibility twr unable to ctl tfc on 360° of rnwy 20 beginning 1160' from apch end and in tfc patn directly NW of fld. Prior to dptr acft with no rdo are rqrd to fone twr for taxi and take-off instructions.
Circleville, Kisea	1.6 N; RR W	707	1	24-35	F2	P-line SE, 100' in on rnwy.
Circleville, Thomas Fld	2.5 WSW	663	2	26		
Cleveland, Brooklyn	5.5 SW	780	3	26-81	F2	NE, W blkd; p-line E.
Cleveland, Burke Lakefront(PC)	1 N	584	1	h52-33-U	F4	FEE. Avoid stadium. Call CLE rdo for tfc pat. 22' unlgtd embank on E end of strip. Acft arriving & depart. arpt are cautioned to adhere strictly to applicable portions of CAR governing VFR operns in a ctl zone. Hvy concentration of Cleveland Hopkins IFR tfc being vectored and descending below 3000' MSL vcnty Stadium Radio Beacon, lctd approx 2 mi SW.
Cleveland, Cuyahoga County(PC)	11.1 ENE; hwy W	855	2	h30-BL4-33-U	F4	P-line NW. Use rnwys & taxiways only.
Cleveland-Hopkins (P) *	8.5 SW; riv W	788	6	h54-BL4,5,7a35-W-X	F4	ARPT OF ENTRY.HIGH DENSITY ARPT; 2-way rdo rqrd. Twr clearance rqrd before entering tfc pat. Indg & tk-off.
Clyde, Wonder Bldg	3.0 SE Fremont	690	3	30-*L4-U	F3	NE blkd. P-lines SW, NW, N.
Columbia Station, Columbia	2.0 SW	810	1	25-33	F3	
Columbus, North Columbus	7.5 NNE	895	3	33-L4-33-U	F3	NE blkd. P-line NW, SE.
Columbus, Ohio St. University (PC)	3. NNW; riv W	900	4	h30-BL4-35-U	F4	Use rnwys. 1500' overrun each end E/W rnwy
Columbus, Port Columbus(N) *	7 E; RR S	816	4	h107-BL4,5,7a-35-W	F4	Use rnwys. 2-way rdo rqrd.VFR Jet Tfc Rules-Take offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit & maint 360° heading until clear of arpt ctl zone. Rnwy 9-turn to a heading of 110° as soon as safety will permit & maint 110° until clear of arpt ctl zone. Entering ctl zone-max airspeed 250 knots. Maint 2000' MSL until on base leg for indg apch. VFR Multi-Eng Rules-Take Offs: Rnwy 23 & 27, a rgt turn following tkof is rqrd to avoid hvy populated area W & SW of arpt. Apch for indg: Maint 2000' MSL until on base leg or if a straight-in apch is used maint 2000' MSL as long as practical before starting normal descent on final apch. Due non-visibility twr unable to ctl tfc on E taxi strip btn hangars 1 and 4.
Columbus, Price Fld	6 SE; bet RR's	752	2	h21-32-U	F1	Rdf off strips. Use rnwys.
Columbus, South Columbus	6.2 SSE; RR E	752	2	29		P-lines N, NW. N/S rnwy ruf. Unattended.
Copley, Gibson	1.5 S; hwy E	1000	2	24	(F1)	P-line E. Rolling.
Crooksville	2. SE; bet hwy, crk	760	1	22-(S1)		Bldgs and P-line N.
Dayton, Dahlo	8. SW; hwy S	928	3	h25-L4-35-U	F3	S, SW, W blkd. 3000' strip avail.
Dayton, Montgomery Co.	11 S	960	2	h50-BL4-32-U-W	F4	Acft with Unicom only. Trees W.
Dayton Mun (P) *	9.5 N; hwy E	1008	3	h70-BL4,6,7a-35-W-X	F4	Rdo rcvr rqrd. No grass operns xcpt area S of parallel taxistrip. P-line SE. When taxiing on wide area of concrete taxi strip follow centerline. Due to non-visibility twr unable to observe txwy E and N of West hangars. Unlgtd obstns from 40 to 60' protruding above apch lgts within apch zone rnwy 6. Acft will not be given rnwy 13 for tkofs to SE unless SE winds are above 15 MPH. No acft will be given rnwy 30 for indg excp to lgt weight acft with tail wheel gear when winds are above 12 MPH and acft with tricycle gear when winds above 15 MPH from NW are prevailing.
Dayton, South Dayton	6. SW	730	2	32-35-U	F3	
Defiance, Bryan-Defiance Meml(PC)	5.2 NW; riv E	707	1	h37-BL4-35-U	F4	4000' strip avail.
Delaware	2.6 SW; RR N	960	2	h21-31-U	F3	2500' strip avail. P-line S. Ditches. Use strips.
Delaware-Reservoir Airstrip	3. N	940	1	20		Open summers only.
East Greenville, Princehorn Fld	0.2 NNE	1100	1	19		
Elmore, Hasr	2.2 SE; RR SW	615	2	26	(F2)	P-lines E, W.
Elyria, Nimrod	7.0 SSW	820	1	32		P-line SW.
Elyria, Wellhend Landing Fld	3.0 SW	740	1	20	(F2)	P-line W.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWY Nos	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
OHIO (Continued)						
Findlay	1.5SSW; hwy NW	800	2	h50-BL4-35-W	F4	Rgt tfc E. Use rnwys & taxistrips only.
Fostoria, Snyder	1.5 ENE; RR S	760	2	24-*L4-33-U	F2	W blkd. Soft when wet.
Fredericktown, Craft	2.0 NW	1140	1	20-*L4	(F2)	P-line SE.
Fremont, Jenkins	2 S; RR N	650	1	18	F1	
Fremont, Singer Arpk.	2.0 NW	630	2	25-*L-33-U	F3	S, SW blkd. P-lines N, NE.
Galion-Crestline (PC)	3.4 ENE; RR SE	1220	1	h20-*L4-35-U	F3	Use rnwys.
Galloway, Columbus Arpk	7.0 W Columbus	920	1	h24-(S1)	(F3)	30' extr of rnwy hard surfaced. P-lines E.
Galloway, Columbus Southwest	1.3 W; RR SSE	920	1	28-L4-35	F1	Rnwy lgts on req after 2300.
Gambier, Port Kenyon	1.0 SE	950	1	22		Twr W.
Geneva, Germack	3.0 SE	830	1	24-35-U	F2	P-line N. Trees S.
Green Springs, Welker Airstrip	2.1 SE; crk N	740	1	17-35	F2	
Greenville, Treaty City	1.5 NNE; bet hwys	1061	3	28-*L1-35-U	F1	
Grove City, Reaver	0.5 NE	830	1	26	(F1)	P-line SW.
Grover Hill, Tri-County	4.3 SE	729	2	31-U	F2	E blkd. Use strips. Soft when wet.
Hamilton	2.5 SE; RR S	631	2	h36-L4-35-U	F4	P-lines S, NW.
Hanoverton Whitsel	0.8 WNW	1170	1	14-(35)	(F1)	Ctn-on crest of hill.
Harrison	2 ESE; hwy SW	862	2	36-L4-35-U	F3	Bldg E. P-line E.
Hebron, Buckeye Lake	1.5 S	897	1	25-35	F1	Trees N. P-lines S. No storage;unattended.
Hicksville, Husted	0.5 W	780	2	24	F2	P-lines S.
Hillsboro	6. W	1030	2	16-35	F1	P-line SW. Unattended.
Hunting Valley, Ingalls	0.5 N; riv E	760	1	30-*L2		Unattended.
Jackson Center, Kora Fld	2.4 SW	1040	2	24-31	F1	P-line N.
Jefferson	0.5 N, RR E	900	2	36-*L4-31-U	F2	Use strips. E blkd.
Kelleys Island-Landing Fld	1.2 ENE	595	2	h19		Ctn-loose stone. P-line N.
Kenton, Hardin Arpt, Inc.	1. W	980	1	18	(F4)	RR E end.
Kent-State	2.8 W; hwy S	1120	3	33-35-U	F3	S, W blkd. Rolling.
Lagrange, Meadow-Aire Farm	2.3 S	643	1	27-33	F2	5500 lbs gross weight. P-line W.
Lancaster, Anchor Hocking	3.0 NW hwy W	850	1	h35-*L4-35-U	F4	Use rnwys. No services Sun & Holiday.
Lancaster -Caldwell	1. E; RR N	835	1	29-(S1)		P-line E.
Lebanon, Lebanon (J & J)	3 NW; RR SW	860	1	21	F1	S blkd. Right tfc N.
Lebanon, Warren Co.	2.0 SE	875	1	h21-L4-31	F4	P-lines E & W.
Lenox	7. S Jefferson	940	1	25-*L4-33	F2	E & W blkd.
LeRoy, Westfield	1.2 SSE; RR SW	1044	1	25-35	F1	Soft when wet.
Lodi	2.2 NE; hwy W	1135	1	26	F2	
Lorain	2.WSW; RR N	610	2	29-33	F1	NE, SE blkd.
Lore City	0.3 NW; RR S	834	1	20	F1	Soft when wet. Unattended.
Lima *	4 WNW; RR NE	827	2	h35-BL4-33	F4	N blkd; p-line S. Strip soft-wet.
Louisville, Yoder	1.NE; RR N	1160	1	22-35	F2	ENE blkd.
Magnolia	0.5NW; hwys E, N	970	1	22-31	F1	P-line WNW.Soft when wet; do not land NE/SW when drag racing in progress.
Mansfield Mun (NG) *	4.N; RR E	1295	2	h67-BL4,6,7a-35-U	F4	Use rnwys. 2-way rdo rqrd during darkness. Due non-visibility twr unable to ctl tfc at int of all txwys at extreme SE portions of Arpt; paved, chevroned mrkd overruns rnwy 5-23 clsd to all excp mil jet acft. Twr controlled arresting barriers 250' in from apch end of paved overruns rnwy 5-23. No signals 23-SR to indicate gnd visibility of less than 3 mi and/or ceiling less than 1000'; occasionally condensation on twr windows will reduce twr visbility and ctl svc will be discontd for tmpry periods. Rnwy 9-27 permly converted to txwy.
Mansfield, Pleasant Hill Airstrip	7.0 SSE	1000	1	20		Trees & hill W.
Marion-County	5.6 NE; hwy E	1000	2	35-*L3-35-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
Marion Mun (PC) *	4.ENE; RR S	991	2	h43-BL4-35-U	F4	Use rnwys.
Marysville, Lee	2.9 NNE; crk S	990	1	30		P-line & Creek W end.
McComb, Grubb	0.8 SSW; RR N	780	1	22		
Medina	3.WNW; hwy N	1060	2	26	F2	Unattended Mondays. Soft-wet. Rolling.
Medina, Freedom Fld	12.0 W Akron	1190	3	h25-33-U	F3	N/S rnwy 400' overruns each end.
Middle Bass Island, Middle Bass	NE neck of island	580	1	24		E, W blkd. Rdf.
Middletown Mun(PC)	1.5 N; riv N	647	3	46-BL4-35-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400; Ctn-unlgtd smoke stack, 900' MSL, SW corner of fld.
Milan, Exit # 7	1.0 N	860	1	28	F2	
Millersburg, Briar Hill	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minerva	2. NW; RR N	1090	1	26	(F1)	
Minford, Knore	2 SE; riv S	670	2	24-35	F2	P-line N, NW. Rolling.
Montpelier, Woodruff	1.9 ESE	890	3	27-(S1)	(F1)	P-line W.
Morrow, Beltzhoover	1.5 SW	760	1	23		Trees NE. P-line SE.
Morrow, Maplewood Orchard	3.0 WNW	860	1	12	(F1)	P-line NE. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
OHIO (Continued)						
Mt. Vernon, Wynkoop (PC)	1.4 SSW; hwy E	1050	2	34-*L-S3-U	F3	Rolling;W blkd;auto race strip 0.5 mi NW.
Nelsonville, Dimond	2. W	710	1	23-L2,3,4-(S3)	(F1)	
Nevada, Coons	0.6 NNE; RR S	940	1	12-(S1)	(F1)	Unattended.
Newark Mun	3.5 SW; RR NW	880	2	25-B*L2-S1	F3	S blkd.
New Carlisle	1.0 E	900	1	20-(S3)	(F1)	P-line E;no storage;fuel emerg only;unattended.
New Knoxville, N. K.	0.5 E	903	1	27-L4	F3	
New Lexington	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
New Philadelphia(PC) •	2.5 SE; riv SW	895	3	h39-BL4-S5-W	F3	P-lines E, N.
Northfield, Welcome	2.5 SSE; hwy W	1040	4	24-S3	F2	NNW, W, SSE blkd. P-line SE.
North Kingsville, Gardner Arpk	1 E; bet RR's	710	3	30-*L4-S3-U	F2	N, SE, SW blkd.
North Lawrence, Shady Grove	2. SE; RR N	1060	1	15	F1	Ctn-short rnwy. Unattended.
North Lima, Elser Fld	1.2 NW; hwy E, S	1060	1	40-S1	F3	Soft when wet. Use strip.
North Madison, Madison	1.0 NW	635	2	20	F1	N/S rnwy rolling. Hill SE.
Norwalk	2.0 N	690	3	34-S1	F2	W, SW blkd.
Nowata	1.6 NE	600	2	28		P-line W.
Oak Hill, Swann Fld	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oakwood, Bauer Fld	4.0 N	750	1	18		
Oberlin	4 W; RR S	845	2	21-S3	F2	N blkd. Soft when wet.
Oxford, Miami University(PC)	2.2 WSW	1040	3	45-S1	F3	N, S, SW blkd. Ctn-wet. Lgt acft only.
Painesville, Concord Arpk	4. SE	1020	2	24-L4-S3-U	F3	E blkd. P-line S.
Pandora, Sky Rider's	0.7 W; RR S	770	1	16	(F2)	S blkd. Soft-wet.
Paulding	2.3 NE; crk S	720	2	23		P-line S.
Paulding, McCabe	4.0 NW	710	1	19	F2	P-line SW.
Paulding, Strabele Airstrip	5.0 SW	750	1	20	(F1)	Cattle on fld.
Petersburg, Kerner	1.0 SW	1140	1	26-L4-S5	F2	
Phalanx Station, Skeets	6 WNW; hwy 1 NE	910	2	28-S1	F1	N blkd. P-line NE.
Piqua	4 WNW; hwy S	1000	2	h28-BL4-S5	F3	Rolling. Lgts dusk - 2300.
Plain City	0.5 WSW; RR N	935	2	22		P-line W.
Port Clinton Mun (PC)	3.5 E; hwy N	587	2	h33-BL2-S1-U	F2	E blkd;p-line N. Ctn-sod ruf-scft-wet.
Portsmouth, Scioto Co. •	11 NE; RR S	664	1	h42-BL4-S5-U	F4	
Put-In-Bay	1.2 S5W;SE of isl	590	2	24		FEE. ARPT OF ENTRY.
Put-In-Bay, Rattlesnake Island	NW Sandusky	800	1	18		
Reynoldsburg, Snook Fld	1.4 NE; hwy S	1010	2	31-S5	F1	Rolling.
Richwood, Grindell	3.5 W; hwy S	985	1	17	(F1)	P-line S.
Roundhead, Indian Lake	2 mi W		1	21	F1	
Sabina Arpk	2.9 E; hwy N	1030	3	27-S5	F3	E, N blkd.
Salem, Koons	2. SW	1300	1	19-S1	F1	E blkd. Dip in strip.
Salem, H and E	3.3 N; hwy E	1160	1	26-L3-S1	F1	E blkd.
St. Clairsville, Alderman Fld	3.6 WSW; hwy N	1195	2	h30-BL4-S5-U	F3	Lgts after 2200 prior req fone.
St. Paris, Kyser Lake Airstrip	4. N	1260	1	19		Attended April thru Oct. Trees W.
Sandusky, Griffing	3.9 SSE; RR W	620	2	27-S5-U	F2	SW, E, W blkd.
Sandusky, Sky Tours, Inc.	2.8 E; RR S	574	2	h33-S5-U	F3	P-line S. ARPT OF ENTRY. Ctn-indg S or W. First 500' rnwys scft-wet.
Shalersville, Mills	2.5 W	1105	1	20-S1	(F2)	P-line N; dam S.
Shelby, American Tower Co.	2 W; RR SW	1120	2	22-S1	F2	N, NE blkd.
Shreve, Oldman	3.5 SW	1225	1	16-(S1)		
Sidney, Willman	2. S	1020	1	26-S3	F2	P-line S.
Solon	1.1 SSE	1034	5	30-S5-U	F2	SE, SW, W, NW blkd.
Springfield Mun (NG)	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys. Ctn-ctld jet tfc operg off fld.
Steubenville-Pier	4.5 W; hwy N	1200	2	h32-*L4-S5	F3	NW blkd Ctn-loose slag. Use strips.
Strongsville Arpk	1.0 W	840	3	h30-S5-U	F2	E blkd, p-line SSW;shoulders soft, stay on rnwys.
Sugar Creek	0.5 NE	1060	1	20	F1	P-line N. Unattended.
Thompson, Sidley Fld	1.5 SSE	1310	1	30		
Tiffin	1.9 N; hwy E	754	1	26-S5	F4	E blkd;atnd 0900-dark wk-days, 1200-dark Suns.
Tiffin, Circle V Flying Fld	3 SW	775	1	26-*L1	F3	
Toledo-Express (NG) •	15. WSW;RR NNW	684	2	h70-BL4,6,7b-S5-W	F5,6	Use rnwys. 2-way rdo rqrd. Twr ctld arresting barrier both ends overrun 250' outward of threshold rnwy 7-25. Acft following Ohio Turnpike in vcnty W of Toledo to Express Arpt are cautioned to be alert for acft making ILS back course apchs and arriving & depart. tfc, including jets. Turnpike crosses apch at E & N edge of arpt. Jet acft make initial lndg apch at 2300'MSL in this area.
Toledo Mun (PC)	8.2 SSE; RR NE	633	3	h42	F2	P-line SW, W;chimney SE. Use rnwys only.
Toronto-Dyer	1.5 NW	1080	2	23-*L4	(F3)	Use NE/SW rnwy emergency only. Unattended.
Troy, Waco	1.8 SW; RR E	870	nvs	31		P-lines E, W, SE.
Toledo, National	4.1 NNE	595	3	38-S5-U	F4	E, NE, S, SW, W blkd.
Upper Sandusky	1.8 N	845	2	20-S5	F2	W and S ends strips low.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
OHIO (Continued)						
Upper Sandusky, Lovell	1.5 NW	816	2	34-S3	F1	
Urbana, Grimes Fld (PC)	1.5N; RR W	1055	3	h26-BL4-S5-U	F3	3500' strip avail.
Vanlue, Hagerty	3.5 W	806	1	10		
Van Wert Mun (PC)	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, scft when wet.
Wadsworth Mun	2.0 SW	985	1	30-(S1)-U	(F1)	
Wapakoneta	2.5 NNE	891	1	28-S3-U	F2	P-lines SW. Hi-line fence both ends rnwy
Wapakoneta, Kreitzer	3.0 NNE	930	1	28-S3-U	F1	
Warren, Lyon	2.3 N; RR W	935	1	26-(S1)	(F1)	P-line W. Clsd to transient acft/tfc Nov thru Apr.
Wauseon, Grieser	2.5 E; RR N	750	1	20-S5	F2	
Wayne, Elm Wood	3.0 E Jerry City	710	1	19		P-line N. Small ditch along S side of rnwy.
Waynesville, Sky Center	2.5 SW; riv E	925	2	23-S1	F1	E blkd. P-line NW.
Wellston, Winters	1 SW	735	1	20-S1	F1	
West Lafayette, Tri-City Arpk	.5 SSE	825	1	21	F2	4' fence S end.
Willard	1.2 S; hwy N	987	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	3 N'lk NW	626	3	h30-B*L4-S5	F4	S, SW, W blkd. FEE.
Willshire, Byer Airfld	1. N	800	2	17		P-line N. Open ditch S.
Willshire, Osborn Airstrip	1.0 S	810	1	22		
Woodsfield	1 W; hwy E	1220	1	19-S1	(F1)	Unattended.
Wooster Mun (PC)	3.NNE; hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
Xenia, Gilbert	5. NW	1010	1	14-S5		P-lines E & W. Unattended.
Xenia, Port Xenia	3.5 E	1050	1	20-(S5)	(F1)	
Youngstown, Bird	2.6 NE; RR W	1057	3	23	F1	NE, W blkd; p-line E. Ruf. Rolling.
Youngstown Mun (AF) •	11.1 N; hwy E, S	1196	4	h75-BL4, 6, 7-S5-W	F5	2-way rdo rqrdpuse rnwys & taxiways. Twr unable to observe tfc on concrete NW/SE twy from int E/W twy NW to end.
Youngstown, Southern Airways, Inc.	5. SSW; hwy N	1072	2	25-S5	F2	No tk-off E;soft-wet;W end E/W strip ruf.
Youngstown, Thunderbird	3.8 E; lk S	1062	1	32-*L4-S1	F2	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	1.SSW; RR NNW	705	1	29		Unattended.
Zanesville Mun (P) •	6.2 E; hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
OKLAHOMA						
Ada, Bittle Ranch	20. E		1	15		Strip low in middle, Unattended.
Ada Mun (PC) •	2.0 N; hwy W	1008	3	h50-BL4-S5	F4	
Afton, Monkey Island	7.8 SE; lk E	750	1	26-S1	F1	
Altus Mun	4.2N; RR W	1420	3	h25-L4	F3	Scft-wet. NE, SE blkd. Ant. SW. 3100' strip avail
Alva Mun (PC)	1.8 SSW; hwy E	1470	2	h24-BL2-S3-U	F4	
Alva, May	23. S	1800	2	20	F2	P-line S. Unattended.
Anadarko Mun	1.5 SW; hwy N	1236	2	38-S5	80	P-line E.
Ardmore, Lake Murray St. Arpk(PC)	1.2 mi SE	840	1	20		Rough. TV ant. SW.
Ardmore Mun (P)	10.8 NNE	762	4	h73-BL4, 6, 7-U	F5,7	Rnwy lgts avbl thru Ardmore rdo.
Bartlesville, Phillips(PC) •	1. TWNW; hwy S	715	2	h46-BL4-S1	F4,6	
Bartlesville, Hi-Way	3 NE; RR SE	680	1	28-S5-U	F2	N, S blkd.
Blackwell, Mauk's Arpk (PC)	2.7S; hwy E	1005	2	24-*L2-S5-W	91	W blkd; p-line E.
Blackwell Mun	1.7 W; hwy N	1056	3	24-BL2-S5	F1	P-lines N, S, SE, NW. Fence E, W.
Boise City	2.5 N	4200	2	40	(F2)	Unattended. Fly over town for serv.
Bristow Mun(PC)	1.3 NW	878	1	h18		Grass growing thru rnwy;SW blkd. Unattended.
Buffalo	0.6 NW	1965	3	22	(F1)	P-lines N, S, SE.
Burneyville, Turners Lodge	1.5 W	810	2	37		P-lines S. Unattended.
Cache, Huscher	2. E	1230	2	21-S3	(F2)	P-line N. Unattended.
Canton Arpk	2.3WNW; lk E, N	1660	1	24		Unattended.
Chattanooga Mun	4.0 SSW	1140	3	h45		Unattended.
Cheyenne	1.5 W; hwy S	1940	3	21	(F2)	Fence S & E. Unattended.
Chickasha Mun (PC)	4. NNW; riv S	1148	1	h36-S5	F4	Use rnwy when wet;all way turf area 2000'x3000'
Clinton Mun (PC)	2.7NE; RR W	1615	3	h32-*L2-S5-W	F4	
Colbert, Burns Run Arpk(PC)	4.3W; lk W	634	1	22		High weeds and grass. Use in emgcy only.
Cordell Mun (PC)	1.E; hwy S	1580	3	22-S1-U	F1	
Cushing Mun (PC)	2S; RR E	913	4	h32-BL4-S5-U	F2	NW blkd.
Davis, Healey Bros Flying L Rch	5.0 SSE	750	1	32		Fence S & E. Unattended.
Davis, Jolly Aero	2.0 S	800	1	17		P-line NNW.
Duncan, Halliburton Fld (PC) •	2.8; RR E	1125	3	h40-BL4-S1	F4	SW blkd; p-line NE, NW. Use N/S Rnwy when wet. (5500' strip avail) 60' lgtd twr 1500' SW of S end N/S rnwy.
Durant, Eaker Fld (PC)	3. 2SSW; RR 1 E	703	3	h50-B*L4-S1-U	F4	
Elk City Mun (PC)	1.5 NE; hwy S	1981	3	h23-B		Unattended.
El Reno, Mustang Fld	5.3 SSW	1406	3	50		Use rnwys. Ctn-dips near intsxn of strips.
Enid, North	3.8 N; hwy W	1262	1	24-S5	F1	

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVCE	LONGEST RNWY FACILITIES	FUEL	REMARKS
OKLAHOMA (Continued)						
Enid, Woodring Fld (N) •	5.5 ESE; RR N	1172	3	h65-BL4-S5	F4	
Eufaula, Stokes	4.5 N	685	2	15-S5-U	F2	P-line E.
Fairview, Fair View	1.3 NNE; RR W	1300	2	25-BL2-S5	F1	P-line W.
Frederick Mun (PC)	2.5 SSE; RR N	1233	4	h60-L4-S5	F3	
Gage Mun 13, AMA-MKC •	1.8 SW; RR NW	2223	1	h54-BL4-S1-W	F4	Open lgt acft or less than 5000 lbs wheel load.
Gould, Putnam	NE	1605	3	17		P-lines W, SW. 80 oct emerg. Unattended.
Grandfield Mun (PC)	3, W; hwy S	1128	3	h45	(F2)	
Guthrie Mun (PC)	2.5SE; hwy W	1074	2	28-B*L4-S1	F1	
Guymon Mun (PC) •	1.5 W	3128	2	h43-BL4-S5	F4	
Hobart, Hunter's Flight Strip	0.8 SSW; hwy N	1530	1	23-(S1)		P-line N. Cattle on fld. Unattended.
Hobart Mun (P)	3.8 SE; hwy W	1362	3	h53-BL4-S3	F4	Clsd acft over 15,000 lbs per wheel load.
Holdenville Mun (PC)	1.2WNW; hwy S	864	2	h33-BL4-S1	F2	Use rnwys.
Honobia, Christa 40 Acres		1200	1	20		Unattended.
Hugo, Nash Flying Ser.	0.5 E	359	1	24	(F2)	P-line S. Unattended.
Ketchum-Port Ketchum	0.8 S; RR NW	765	1	18		Fence N. Unattended.
Kingfisher	1.3 NW; RR E	1067	1	26-*L2-S1	F1	P-line S.
Kingston, Caney Creek	4.3 SSE; lk S	661	1	21		Soft when wet. Unattended.
Kingston-Lake Texoma State Park	4.0 E	663	1	h25		P-line N.
Lawton, Lake Lawtonka Arpk (PC)	11.5NNW; lk W	1360	1	23		Ruf. Mtn S. Unattended.
Lawton Mun (PC) •	2.3SSW; hwy E	1108	3	h54-BL4-S3-U	F4	
Lone Wolf, Hohman	1.0 ESE	1575	1	36		P-line N. Soft when wet. Unattended.
Mangum, Fowler	2.0 N	1535	1	26-(S1)		Unattended.
McAlester Mun (P) •	4 SSW; RR W	770	2	h40-BL4-S5-W	F4	Lgts on req after 2100. Use rnwys.
Medford Mun (PC)	1.2SW; RR SE	1094	3	24-S5	F2	No storage.
Miami Mun (PC)	2.2NNW; RR E	811	2	h40-BL4-S5	F4	Use rnwys.
Milburn, Thunderhead Rch	6. N	710	1	20		Fence each end rnwy.
Moore, South Shields	2.5 NW	1275	1	26-S5	F2	P-line N.
Muskogee, Davis Fld (AF) •	6.4 S; hwy W	610	2	h73-BL4, 7b	F5	4" rise at intsxn rnwys 4-22 &13-31. Rnwys 17-35 perm clsd. Only 5 bar lgts in tail of T apch lgt system.
Muskogee, Hatbox Fld (PC)	2.7W; RR S	623	2	h38-BL1-S3-U	F4	
Newkirk-Skypark	2.5 SE	1155	1	31		Trees S. P-line N.
Norman, Goldsby Fld	4.5 SSW	1165sw		h18-S5		4800' strip avbl.
Norman, Westheimer(N)	2.7NW; RR E	1176	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1630.
Nowata Mun	1.6 NE	600	2	29		P-line W, SW.
Okmens Mun (PC)	0.7 SE; hwy N	1305	1	23		Soft-wet.
Okemah	1.0 E	870	2	30		P-lines N, S. Caution-wet. Unattended.
Oklahoma City, Downtown Arpk	2.0 SW; hwy E	1160	2	h34-L4-S5-U	F4	Lgts prior req after 2200.
Oklahoma City, McLain 3 Lake	6.0 N	1225	1	31	(F1)	P-line N. Use at own risk. Unattended.
Oklahoma City, N.E. 63rd St. Arpk	6.0 NE	1050	1	27-S5	F1	P-lines SW.
Oklahoma City, Northwest Arpk	12. NW	1302	1	26	F2	
Oklahoma City, Tulakes(PC)	6.WNW	1302	2	h45-BL4-S5-X	F4	
Oklahoma City, Will Rogers Fld (NG) •	7. SW; hwy E	1284	3	h74-BL4, 6-S5-W-X	F5,7	J bar N end rnwy 35.
Okmulgee Mun (PC)	3. NNE; hwy W	715	3	h43-BL4-S3-U	F4	Unicom daylgt hrs.
Olustee n (PC)	2.3 S	1370	3	h45	(F2)	
Pauls Valley Mun (PC)	2.1 S; hwy E	967	2	h35-BL4-S3	F1	Use rnwys.
Pawhuska Mun	3.8W; hwy S	1000	3	41-S1-U	F2	P-line S, SE.
Perry Municipal(PC)	5.5 N	1008	3	h52-S3	(F2)	Unattended.
Ponca City Mun (P) •	2 NNW; RR S	1014	1	h48-BL4-S5-W-U	F4	Rgt tfc rnwy 17. NE/SW rnwy clsd perm.
Pond Creek Mun (PC)	0.5 SW; hwy N	1061	1	23		P-line N. Ctn-ruts. Unattended.
Poteau Mun(PC)	1.5 mi SW	513	3	21		SW blkd. P-line NW. Unattended.
Pryor, Long	1.5 N	650	1	19-(S3)	(F2)	
Ralston, Hudson Rch	4.0 E	1000	2	23		Unattended.
Sand Springs, Sims	6.NW; lk NE	780	1	27	F3	P-line S.
Sayre Mun (PC)	8.5 SSW; hwy E	1937	1	h50		Unattended.
Shattuck	0.5 S	2323	2	24	(F2)	TV Twr N, E.
Shawnee Mun (PC)	3.NW; RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13, 17, 21. Lgts on req thru ATCS, OKC after 2400.
Seminole Mun (PC)	3.4N; hwy E	1024	3	35-S5	F1	N, SSW blkd.
Shidler, Van Camp	Adjt NW	1196	2	15		Cattle on fld.
South Coffeyville, Jensen	W	735	3	33-L4-S3	F3	P-line S & E.
Stillwater, Searcy Fld (PC) •	3.2NNW; lk WSW	985	3	h50-BL4-S5-W-U	F4	Caution-extensive student trng in local area.
Stroud Mun	3.N; hwy W	900	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud. Unattended.
Sulphur Mun	2. NW	1060	3	26		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SVCE	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
OKLAHOMA (Continued)						
Sulphur, Turner Ranch	6.5 E; hwy SW	1200	1	20		Unattended.
Tahlequah Mun (PC)	2 WNW; hwy S	870	2	h22-L1-U	F2	Rcn prior req.
Tipton Mun	0.3 SSW	1300	2	35	(F2)	P-line N, E.
Tishomingo Arpk(PC)	2.3 mi S	640	1	28		Rough. Soft when wet. Unattended.
Tulsa, Brown	6. SE; hwy S	755	3	26-*L4-S5-U	F3	NE/SW rnwy clsd.
Tulsa, Harvey Young	6.8 E; hwy N	750	4	30-L4-S5-U	F4	Rnwy lgts N/S rnwy dusk-midnight.
Tulsa Mun (NG) •	6.2 NE; RR S	674	5	h100-BL4,6,7a-S5-W	F6,7	Maj eng rprs; rnwys 17R & 21R clsd for tk-offs to all tactical type acft & all multi-eng acft exceeding 25,000lbs tk-off wt.
Tulsa, North	4.5 NNW; RR E	725	1	h30-S5-U	F3	P-line SW. Only NE/SW rnwy avail.
Tulsa-Riverside	6. SW	625	1	h40-BL4-S5-U	F4	
Tulsa, Stebbins	6 N; lk SE	650	4	22-S3-U	F2	P-line NNE.
Wagoner Airstrip	1.5 E	600	1	32		P-line S.
Wagoner, Sequoyah Park	7. ESE	587	1	h25-L1-U		Unattended.
Watonga	1.2 NW; hwy S	1550	2	26-S5	F1	
Waynoka, Kelsey Fld	3.4 NNE; RRSE	1500	1	20		Cattle on fld. Unattended.
Wilburton, College Air Strip	2.5 WSW; RR S	675	1	30		P-line SSW. Unattended.
Woodward, West Woodward(PC)	7 W; hwy SE	2187	3	h55-B*L3-S1	F1	Ngt operns to 2330.
Yukon	2.7 E; hwy S	1275	1	23-(S1)	(F1)	P-line N & S. Unattended.
Yukon, Cimarron Fld	4.0 WSW	1350	4	41		
OREGON						
Andrews, White Horse Rch	21.0 E	4250	2	28		
Albany Mun (PC)	2.5 E; hwy NW	220	2	h30-L4-S5	F4	Trees S, N, NE. P-line SW. Unicom dalgt hrs.
Apiary, Benson	4.6 W	1400	1	18		Use strip with extreme caution.
Arago	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington Mun	1.0 E	672	1	30		Unattended.
Ashland	2.8 E; hwy S	1695	1	36	(F3)	Use strip. P-line SE.
Astoria, Clatsop Co. (PC) •	3 SW; riv E	11	3	h58-BL4-S5-W	F4	Use rnwys.
Aurora-Flight Strip(PC)	1.6 NNW; hwy W	195	1	h41		1000' gravel overrun each end. Unattended.
Baker Mun (P) •	4.3 NNE; hwy W	3368	3	h48-B*L4-S3-W	F4	
Bandon	2.0 S; hwy W.	60	1	25-(S1)	(F2)	
Beaver Marsh, 73, RIV-TDL	1 SSW; hwy E	4630	1	54-BL2		Clsd winter mos. Unattended.
Beaverton, Bernard	1 NW; hwy E	208	1	23-S5-U	F3	SSW end ruf.
Bend Mun (PC)	5.5 ENE; rd N	3453	3	h38-*L2-S3	F4	NW end NW/SE strip ruf.
Bend, Stearns	15.8 SSW	4170	1	33		
Big Lake	18.WNW Sisters	4690	1	30		Ruf.
Brookings, Crissey-State Line	5.8E; ocean W	16	1	18	(F2)	P-line S.
Burns Mun (PC)	5.1 E; rd S	4141	2	h51-BL4-S1	F4	
Cascade Locks-Stevenson(PC)	0.7 NE; hwy S	151	1	h18		Rgt tfc WSW. Fence W end of strip.
Cave Junction, Illinois Valley USFS (PC)	4.3 SSW; hwy ESE	1389	1	h42		Open July - Oct 1.
Cave Junction, Sportsmen's Ranchaero	4.0 E	1500	1	35-S3	F2	Open May thru Nov; no storage. P-line & ditch W.
Chiloquin Mun	0.8 W	4218	1	37-(S1)		Trees N. Unattended.
Condon	1.0 NNE	2910	2	h22-L4	(F3)	Grain Elev SW.
Corvallis Mun (PC) •	4.9 SSW; hwy E	246	3	h52-BL4-S5-U	F4	Use rnwys.
Cove, Red's Wallowa Horse Ranch	10.5 NE	3600	1	27		Use cool mornings & evenings only.
Crescent Lake-Flight Strip	2.2 NNE; hwy E	4845	1	h17		3900' strip avail. Unattended.
Creswell, B & H	2.5 S	630	1	20	(F2)	Bldg N.
Denmark, Curry County (PC)	3.8 WSW; ocean W	214	1	h51-BL4	(F2)	Unattended. Use strip.
Elkton	1.5 S	120	1	16		Stock on fld.
Elkton M.C. Airstrip	4. W	120	1	18		
Eugene, Mahlon-Sweet Fld (P) •	8.NW; hwy E	365	3	h55-BL4,6,7a-S5-W	F5	
Eugene, Willamette Arpk	4.0 W	420	1	h21-L4-S5	F4	200' extsn each end. Lgt avbl on req thru EUG rdo.
Florence Mun	0.8 N	12	1	25-S5	(F2)	Trees N. Floods in wet weather. Unattended.
Frenchglen		4200	1	27-(S1)	F2	Unattended. Minor eng rprs.
Gates, Davis	1.5SW; riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	0.4 W; riv N	16	1	21-S1	F2	Use strip.
Grants Pass, Josephine Co.	6.0 NW	1122	1	h40-BL4-S1	F3	Attended days.
Haines, Muddy Creek	5.5 NW	3500	1	26		P-line SW.
Hampton	0.4 NW	4416	1	20		
Hermiston Mun	1.7SE; hwy W	635	1	h26-BL4-S1	F4	
Hillsboro	2.4 ENE; hwy S	204	2	h40-BL4-S5	F3	
Hood River-County(PC)	2.8 SSW; riv E	631	1	19-L2-S5-U	F2	No storage.
Idanha, Santiam Junction	21.9SSE; hwy N	3748	1	29		E blkd. Lnd to E; tks-off to W. Ruf.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
OREGON (Continued)						
John Day Mun	1.0 SW	3690	1	45		Hill S.
Klamath Agency, Rayenouf Fld	1.5 S; riv W	4159	1	26		Clsd winters.
Joseph Mun (PC)	1.2 W; RR NE	4130	1	33-(S3)	(F2)	Deer on fld. Soft when wet. P-line S.
Kent, Decker Rch	3. SE	2650	1	18		P-lines SW & NE.
Klamath Falls, Kingsley Fld(AF) •	4.9 SSE; RR NE	4088	3	h103-BL4, 6, 7b-S5-W-U	F4	Apch lgts 900' long. 2-way rdo rqrd; due to non-visibility twr unable ctl gnd tfc in shadow area of ctl twr on W taxiway from center taxiway intsxn to 400' N. Moderate to hvy jet tfc rnwy 14-32. Jet barriers rnwy 14-32 mil use only. Two 57' lgtd poles 300 yds SE apch end rnwy 36, 500 yds W apch end rnwy 32.
Klondike, Biglow	4.5 N	1500	1	26		P-line W.
La Grande Mun (P) •	5.5 SE; RR SW	2713	3	h47-BL4-S5	F4	Ruf. Use rnwys.
Lake O'Woods	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	0.3 NW; RR S	20	1	35	(F2)	
Lakeview Mun (PC)	3.5 SW	4726	2	h53-BL2-S3-U	F4	SE end taxiway rest'd to acft over 12,500 lbs.
Lapine	2.5SSW; hwy ESE	4250	1	25		P-line N.
Lebanon	1.3 SW; rd N	340	1	h35-S5	F4	N blkd. Soft when wet.
Lexington	0.7 N; hwy E	1650	2	28-S5	F2	Soft when wet.
Lord Flat	11.5NE Imnaha	5700	1	26		Lnd from N; tk-off to N.
Madras, City-County(PC)	2.0 NW	2432	4	h88-B*L1-S5	F4	
Malin	1.0 SE	4050	2	30		Unattended; caution, soft-wet; hill NW.
McKenzie Bridge, McKenzie USFS	3.5 E; riv N	1620	1	28		Hill E. Lnd from W; tk-off to W.
McMinnville Mun (PC)	3.1 ESE; rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Medford Mun (P) •	3.5 N; RR E	1330	2	h54-BL4, 7a-S5-W-X	F4	Use rnwys. No maint Mil acft. Industrial acft taxiway SW side of fld. Tk-offs W-left tfc pat. Ldgs E use rgt tfc pat. All pats. below 300' & taxiway used only when tfc is on rnwy 14-32.
Momaloose USFS	11.2 SE Imnaha	6710	1	35		N end soft when wet.
Merrill, Long Ranch	7.0 W	4080	1	20		Unattended.
Milton-Freewater, Oreg Sky Rch	4. SSW	1400	1	20-S3	F2	Trees S; no storage; no svc Sats.
Mitchell, Collins Landing Strip	12.0 E	4000	1	25		P-line N.
Mulino	0.3 SW; hwy E	250	2	21-L4-(S1)	(F4)	P-lines NE & SW.
Newberg, Sportsman Arpk	1 ESE; riv SW	173	1	27-*L1-S5	F3	Rgt tfc N. P-line N. Ruf.
Newport Mun (PC)	4.8; hwy W	160	2	h51	F3	Ctn-elec fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20. Ctc Unicom for lgts & bcn after 1830.
North Bend Mun (P) •	1.5 NW; bay N	14	3	h50-BL4-S3-W	F4	
North Powder, Dunroamin	6.0 NNW	3450	2	26		
Ontario(P) •	2.5 W; hwy E	2189	2	h45-BL2, 4-S5	F4	
Owyhee, Pelican Point	18. S	2680	1	18		
Pacific City	0.2 S	5	1	h18-S5	F2	
Pendleton(P) •	2.9 WNW; RR S	1493	4	h63-BL4, 6, 7a-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
Pendleton, Woodpecker Fld	3.0 NE	1410	1	25-S5	F4	P-line W.
Pinehurst	1.0 SW	3650	1	h47		
Portland, Dwyer Landing Fld	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
Portland-International (AF, NG) •	4.5 NNE; riv N	23	3	h88-BL4, 6, 7a-S4-W	F4	2-way rdo rqrd or by prior req; 7-25 perm clsd. All inbnd VFR acft so equipped are req to make initial ctc with apch ctl on 118.1 or 250.4 mc; use extreme caution-Century series jet acft operg from rgt tfc pat, rnwy 28; other acft operg left or rgt as directed by apch ctl; make initial ctc with apch ctl as soon as possible. Jet barrier rnwy 10 emgcy use only.
Prineville	2.9SW; hwy SE	3237	2	h28-L4-S3	F4	3600' strip avail.
Redmond, Roberts Fld (P) •	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F4	
Rome Flight Strip(PC)	23.9 SW; hwy E	4010	1	h60		
Roseburg, Felt	3.WNW; riv SE	500	1	19-S1	F2	
Roseburg Mun (PC) •	1.5 NNW; RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N; p-line S; avoid hospital SW.
Salem-McNary Fld (N) •	2.2 SSE; RR SW	207	2	h55-BL4, 6-S5-U-W	F4	Industrial acft operg from sod area W of rnwy 16-34, these acft use rgt tfc pat. when tfc S, left pat. when N.
Sandy, McKinnon Enterprises	3. N	640	1	30-(S5)	(F4)	Maj acft rprs only.
Sandy, Rich's	2. NE	725	1	21-(S3)	(F2)	Unattended.
Scappoose, Columbia County	1.1NE; RR, hwy W	55	1	h40		Unattended.
Shady Cove, Rogue-Air	1.1 SW; riv E	1450	1	23		P-lines N, S. Soft when wet.
Silver Lake USFS	2.5 SW	4475	1	23		Fence each end rnwy.
Sisters, Barclay Fld	0.5 N	3198	2	37		Hills E, NE. P-line SW.
Springfield (PC)	1.6 ENE; hwy S	460	1	h20-*L2-S5-U	F4	Rgt tfc indg rnwy 25; W tk-off make 45° turn rgt at 400'.
Sutherlin-Valley Airways	1.0 SW	501	1	22-S1	F2	Use rnwy mrkd-white flag; use gravel-soft-wet.
Sweet Home, Langmack Fld	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
The Dalles, Chendweth Arpk.	4.0 W	840	1	25-S3	F2	Mtn E & W.
The Dalles Mun (P) •	1.7 ENE; riv S	243	3	h51-BL2, 4-S5-W	F3	No storage; 20'lgtd twr 650' from ctr of all rnwys.
Tillamook-Coastway #2(N)	3 SE; riv N	35	2	h50-S1		Water drains adj all rnwys-hazardous; unattended.
Toketee Dam, Toketee Airstrip (USFS)	3.0 S	3300	1	37		Open-April thru Oct.
Toledo-Flight Strip	1. S; riv W	11	1	h18		Trees SE & N.
Troutdale •	1. NW; riv E	36	1	h46-BL2-S5-U-W	F4	Use rnwys, taxiways only-sink holes, grass area.
Vale, Miller Mem'l Arpk	2.0 S	2250	1	23-S1		P-line N. Unattended.
Wagontire, Alkali Lake (PC)	12.3 SSW; hwy E	4313	1	h51		Rolling.
Waldport, Wakonda Beach	3.0 SE	40	1	19		Trees S & N. P-line N.
Wallowa, Basser Flight Strip	1.4 S; RR NE	3200	1	23		
Yoncalla, Les Smith Airstrip	1.0 S	200	1	14		4' fence both ends of rnwy.
PENNSYLVANIA						
Aliquippa - Hopewell	2. SW	1198	2	20-S5	F1	
Allentown - Bethelhem-Easton (P) •	4.6 NNE; RR W	392	3	h52-BL4, 6, 7a-S5-W-X	F4	Use rnwys. 6160' avail SW take-offs, NE lndgs. Fuel avbl 0730-2300.
Allentown, Convair Fld	2. S	390	2	h39-S3	F1	Mtn SE.
Altoona, Blair County (PC) •	15 SSE	1493	2	h55-L2, 4-S5-W	F4	Use rnwys. Code Bcn.
Altoona, Peterson Mem'l Fld	10. 7NNE; RR NW	970	1	25-*L3-S5-U	F3	All way lndgs possible; p-line E.
Andreas, East Penn	1.5NE; crk S	885	3	14-S1	F2	Hill N.
Annville, Millard	1.5 SW; hwy N	480	2	h31-L4-S5-U	F3	
Beaver Falls, Beaver Co.	4. NW	1247	2	h36-BL4-S5-U	F2	4000' strip avail.
Beaver Meadows, Green Acres	2.2 S	1315	2	16-L4-(S1)	(F1)	SE, SW blkd; p-line E.
Bedford	5.3N; RR N	1100	2	18-S5	F2	
Bedford, Weidman	2.0 N	1200	1	h22-(S3)	(F4)	
Berwick	2.2 ENE	620	1	21-(S1)-U		E blkd.
Bethel, Grimes	1.7ENE; hwy S	582	1	30-(S3)	(F3)	
Bloomsburg Mun (PC)	0.8 ESE; riv S	478	1	36-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	2.3WSW; hwy N	1490	1	22-(S3)	(F2)	
Bradford-McKean County(PC) •	11 S; RR SW	2142	2	h50-BL4, 6-S3	F4	Use rnwys.
Bridgeville, Campbell	3.W	1000	1	25-S3	F3	
Bristol, 3 M	2 N; riv SE	35	2	h38-*L1-S5-U	F4	
Burnt Cabins	1.5 E	920	1	30		
Butler	2. 8WNW; hwy adj	1340	2	27-S5-U	F3	P-line SE; rolling; W wind-rgt tfc & avoid hospital.
Butler - Graham (PC)	6.2 SSW; crk NW	1248	2	h41-BL4-S5-U	F4	Lgts req after 2400 thru PTT rdo.
Campbelltown, Reigle Fld	1 N; hwy S	475	1	18	F1	N/S Strip clsd.
Chambersburg, Sunset Airways	2.0 NE	670	2	24-(S3)	(F1)	E,NE, W blkd.
Clearfield	1.5 WSW; RR SE	1220	1	24-*L-U	F1	Hill N. Rgt tfc E.
Clarion, Rhea Fld	2. W	1450	1	22-U	F4	35' twr ENE. 85' water tank SW.
Coatesville, Chester County Area	2.4 W; RR S	623	2	25-B-S1	F1	E, NW, SE blkd. Soft-wet.
Collegeville, Perkiomen Valley	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	1 SE	334	2	16-S3	F1	W, SE blkd. High tension lines SE.
Conneaut Lake Park, Conneaut Lake	2.0 SW	1250	2	20-*L4-S3	F1	P-line & hi-way SE.
Connellsville (PC)	5.2 SW; hwy E	1260	3	h34-BL4-S5-U	F4	Mtn SE.
Conway - Pittsburgh	0.4NE; RR W	950	3	19-S3	F1	
Corry, Port Lawrence	1.0 S	1745	3	27-(S3)	(F1)	Closed 12/1 thru 4/15.
Coudersport, Potato City	7.5 ESE; hwy N	2450	2	34-(S3)	(F4)	
Cresson	1 NE; RR, hwy S	2240	2	26-(S3)	(F1)	E/W rnwy clsd.
Culmerville	1.0 NW	1220	2	18-S3	F2	SE blkd.
Danville	2.2 SW; riv N	480	3	22-S5	F1	Mtn NW. Hills SE, SW.
Downingtown	1.0 SW	580	2	20-S3	F2	P-line E, SE.
Doylestown, Skyron-Bucks Co	2.0 NE	400	3	32-S5-U	F2	NE, SE, E, W blkd.
Doylestown, Warrington	3.0 S	385	2	28-*L4-S5-U	F2	SW blkd.
Duncannon, Hacksenberger	3NNE; riv W	500	2	22-S1	F1	Use stripe.
Du Bois, Jefferson Co.		1800	1	47-BLA	F3	
Eagles Mere Mun (PC)	1.9SW; lk SW	1908	1	23		Emerg use only.
Easton	3. 8NNW; hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
Easton, Bethlehem-Easton	4. 7SW; hwy N	360	2	26-S5-U	F1	E blkd; p-line NE.
Ebensburg	2. 7SW; hwy SE	2100	1	22-S3	F1	
Eddington, Bushl Fld	0.8NW; hwy W	100	4	25-S5-U	F1	S, SW, NE blkd; use sod areas only. WSW/ENE rnwy clsd.
Emlenton Mun (PC)	2.2 NE	1455	2	24-(S5)	(F1)	Atnd wkends only.
Erie, Port Erie(P) •	6WSW; hwy SW	732	3	h50-BL4, 6-S5-W-X	F4	N, S blkd; p-lines E.
Finleyville	0.7SW; RR NE	1240	1	29-S3-U	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	DOC	LONGEST RNWY FACILITIES	FUEL	REMARKS
PENNSYLVANIA (Continued)						
Franklin, Chess-Lamberton(PC) •	2.0 W	1540	2	h37-BL4-S5-U	F3	
Fredericksburg, Farmers Pride	0.9 W	470	1	28-S3	F1	Apch from E poor. Maj acft rprs only.
Freeport, McVille	7.8W	1090	2	15-S1	F2	P-line N.
Galeton, Cherry Springs	10. SW	2300	2	32-(S5)	(F3)	
Gettysburg	2. 8NW; twr E	600	3	21-S1	F1	Rgt tfc rnwy 19.
Gettysburg, Doersom's	2. NW	590	2	30-S5-U	F1	Rgt tfc rnwy 5.
Gordon	2.WSW	960	4	24	F1	Mtn S, SE. Rgt tfc strip 31.
Granville, Cargill	1. 5SW; riv SW	490	1	22		House NE. Unattended.
Greenville Mun	3.N	1197	2	27-S3-U	F1	
Hallstead, Uico	1.SSE; crk W	880	1	28-S3	F3	
Hanover, Devener(PC)	2.NNE; hwy W	590	2	32-*L4-S5-U	F3	
Harrisburg, Skyport	5.W; crk N	420	3	22-S5	F1	
Harrisburg-York State (P) •	3. 5 S; riv N	347	3	h50-BL4, 6-S4-W	F4	Rnwy 8-26 ruf in spots. Ctn-mil jet acft operg from Olmsted AFB immediately ESE of fld. 2-way rdo rqrd.
Hershey Arpk	1.1 NNW	415	1	26-*L4-S5-U	F3	
Honesdale	2 SE; hwy N	920	1	30-S5	F1	Hills E, W. Extreme ctn-deer on rnwy 2 hrs before darkness.
Hazleton Mun (PC) •	1.5 N	1600	3	h39-BL4-S5-U	F4	NE/SW soft-wet; SW 600' ruf.
Indiana, Jimmy Stewart Fld (PC)	3. ENE	1407	2	h36-BL4-S5-U	F2	
Jersey Shore	2. 2 E; riv N	540	1	28-S1	F1	
Johnstown. Cambria Co (PC) •	4. 7 E; hwy N	2284	3	h55-BL4-S5-W-U	F4	Use rnwys & txwys only.
Kutztown Airpark	1 SSW; hwy N	400	2	25-L4-S5-U	F3	P-lines E, NNW.
Lancaster, Garden Spot	5 W; hwy N	423	2	h25-S5	F2	W, WSW blkd.
Lancaster Mun (PC) •	5. 5N; hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	2. 4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe. Westmoreland-Latrobe	2. 4 SSW; hwy N	1144	2	h-36-BL4-S5-U	F4	Hill S.
Leechburg	1. 6 SE	900	2	20-S5	F2	E blkd.
Lehighton	0. 9 WSW	502	2	18-S5	F1	
Lewisburg	1.WNW	480	1	32-S5	F1	
Lewistown	4 SW; riv SE	560	2	19-S5	F1	P-line NW; hill W.
Linesville, Merry's Pymatuning	1. 0 NW	1200	2	22-L4-S3	F2	P-line NNE.
Lock Haven(PC)	1. 2 E; RR S	559	1	h33-BL4-S5	F3	Mtn N, S. Ctn-ruf.
Matamoras Mun	0. 5 SSE	450	2	h17-*L2, 3-S5-U	F1	3162' strip available. Rgt tfc N, NE.
Meadville, Port Meadville(PC)	3. 4W; hwy S	1400	2	h25-S5	F4	SE blkd.
Milton	0. 8S; RR, hwy W	450	3	25-S3	F1	W, SW blkd.
Montgomeryville. Hi Line	0. 7 SE	460	1	27-L4-S5-U	F1	P-lines SSW; soft-wet; NW/SE strip perm clsd.
Monongahela, Thompson	5. E; hwy N	1240	2	17	F2	SW blkd.
Morrisville	1. 6 W	100	1	21-S5	F1	E, NW, SE blkd.
Mount Joy, Donegal	4 WSW	459	1	17-S1	F1	
Mount Pleasant-Scottdale	2. 8 S	1160	2	19-L4-S5-U	F2	Gulley NW. Rolling.
Mount Union	4.S; hwy E	560	1	28-L4-S3	F3	Ctn-ditch E-use strip; soft-wet.
Mount Pocono	1. 5 NW; RR W	1925	2	h26-BL4-S3	F4	3200' strip avail. Soft-wet; summers 91 oct avail.
New Alexandria	2. 0 NE	1200	2	22-S5-U	F1	
New Castle Mun	4.WNW; hwy SE	1072	2	h29-*L1-S3	F2	
New Hanover	0. 5 W	300	1	19-(S5)	(F1)	SE blkd. P-line E.
New Holland	1. 3E; RR NW	460	2	21-L4-S3-U	F1	
New Kingstown, Carlisle	0. 5 SE; RR S	440	1	26-L4-S5	F4	
New London	Adj E	500	1	25-L4-S5	F1	
New Milford, Tyler	4.N	1360	1	18-S1	F1	Unattended.
Norristown, Valley Forge	4.WNW; riv 1 S	250	1	23-S5-U	F3	TV ant W; Soft when wet, contact Unicom for fld conditions. Rgt tfc patn E, first turn 600' above gnd.
Oil City, Splane Memorial	4. 1NNW; hwy E	1560	2	h22-(S3)-U	(F3)	Ruf.
Oxford	3. 5SSW; hwy W	520	2	21-S3	F1	NW blkd; p-line SW.
Philadelphia-International (NG) •	6. 5 SW; riv S, SW	14	3	h95-BL4,5,7a-S5-W-X	F5, 7	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Use rnwy 9 calm wind. Use rnwys. All acft lndg Philadelphia Intnl Arpt or Mustin NAS will ctc Philadelphia apch ctl on appropriate freq over the following fixes and/or geographical lctns, depend. on route of flgt: Hoopes Intsxn(Reservoir)W. Chester, Pa. VOR(city) North Philadelphia Rng(arpt), Valley Forge Int(National Park), Mt. Holly Int(town) Woodstown VOR(town) Newcastle rng(arpt).
Philadelphia, N. Philadelphia (P) •	12. 2 NE	120	2	h50-BL4-S4-W-X	F4	Use rnwys. P-line W. 2-way rdo rqrd. Rnwy 10-28 perm clsd.
Philadelphia, Wings Fld	12 NW	320	3	h26-L6-S5-U	F4	P-lines SE.
Philipsburg, Black Moshannon-State (P) •	7. E; hwy N	1933	2	h50-BL4	F4	Caution-deer on rnwys.
Pine Grove	4. 3 WSW	480	1	22-*L4-U		Mtn E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DOC	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
PENNSYLVANIA (Continued)						
Pitcairn, East Pittsburgh	1 W	1150	2	23-S3	F2	
Pittsburgh, Allegheny Co. (PC)	5. 3 S	1352	3	h55-BL3,6,7-S5-W-X	F5,6	Rdo rcvr rqrd. Due non-visibility twr unable to ctl tfc W ramp 300' apch end rnwy 5, taxiway leading to rnwy 5, & last 1/2 mi final apch rnwy 5. Ctn-non-controlled vehicles operg on all ramp areas. Rnwy 12-30-double yellow line along SW side indicates edge of usable rnwy. Double white line indicates approx center line.
Pittsburgh, Greater Pittsburgh(A.F) •	14. 3 WNW	1168	3	h75-BL4, 6-7a-W	F4	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. FEE. Exten jet & civil air carrier tfc. Steep drop off apch end rnwy 28. First 500' rnwy 28 overrun-ind beyond threshold mrkgs. Hazardous conditions all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL.
Pottstown	4. 5 E; riv SW	311	2	h22-BL4-S5-U	F4	Soft-wet; rnwy lgts oper 3 hr after SS & on req. 3200' strip avbl.
Pottstown-Municipal(PC)	1. 7 NW; rcvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	8.ESE; lk SE	810	2	28-L4	F2	Hills SW.
Pottsville, Tropp	3. 0 NW	960	1	24-L2-S3	F1	
Pottsville, Zerby	9. 0 NW	1700	2	h46-BL4	F1	
Prospect, Pittsburgh Sky Divers	1. 5 S	1300	1	25-S3	F3	
Prospectville, Turner	1.NW	375	3	h17-*L4-S5-U	F3	S blkd. 2500' strip avail.
Punxsutawney Mun	1. 7 NE	1470	2	22-S1	(F1)	
Quakertown Mun	2.W	520	2	18-*L4-S1	F1	P-line N.
Reading, Berks	4. 5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S, W.
Reading, General Spaatz Fld(NG) •	3. NW; riv NE	348	3	h51-BL4-6-35-W	F4	CIVIL FACS ONLY. Twr unable to observe txwy btn executive trml & rnwy 5.
Reading, Madeira	3.N; RR SW	360	2	20-S3	F1	Rolling. NE blkd.
Readsville, Mifflin County	2. 7N; hwy W	630	1	30-S5	F1	
Ridgeway, King's	4 NW; hwy 1 E	1720	1	22	F1	
St. Mary's Mun (PC)	3. 1 ESE; RR W	1911	1	h24-BL4-S5-U	F4	3500' strip avail.
Sayre, Blue Swan	2. 7WNW; riv E	800	1	27-S1		Mtn W; 2000' overrun W end; rgt tfc W; unattended.
Sayre, Chemung Valley	1. 0 W	810	2	30	F1	E & S blkd.
Scranton Mun	7. 2WNW; RR 3 NE	1179	2	h24-B*L3-S5-U	F3	
Selinsgrove, Penn Valley	1 N	444	1	39-S1	(F1)	
Seneca	0. 9 SW; hwy E	1490	2	24-S1	F2	
Shamokin	3. 5 N	900	2	21-L4-S5	F3	
Sharon	3. 2 ESE	1140	3	24-BL6-S1-U	F3	
Shippensburg	3. 1 E; RR S	700	2	18-L4-S3	F1	
Slatington Mun	1. 0 N	380	1	28-S3	F2	Trees, hill S.
Somerset-County(PC)	4 NE; rd N	2274	2	h35-BL4-S5-U	F1	5100' strip avail. P-line NW.
State College Air Depot	2 SW	1200	3	42-L4-S3-U	F4	FEE. Bcn emerg only.
State College, University Park	5. 5 E	1200	1	h22-BL4-S5-U	F4	
Stroudsburg, Hamlen	3 NNE; hwy S	480	1	22-S1	F4	
Sunbury(PC)	2NNE on island	443	1	30-S3	F3	S side of strip lgtd prior req.
Tarentum, Remich	4. 2W; RR W	1125	2	24-S5	F2	Clsd Fridays 1PM-3PM.
Thomasville, York	8 WSW	480	1	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta, Benningers Sky Port	2 S	1600	1	21-(S1)	(F3)	
Titusville	3. 7 WSW	1600	1	23	(F2)	E/W rnwy clsd.
Towanda(PC)	1. 5 SSE	700	1	h25-L2-S3	F2	UNICOM by prior req 122. 8 mc.
Trexlertown	0. 7 E; hwy N	400	2	20-S5-U	F2	
Tunkhannock, Skyhaven	0. 8S; riv N, E	639	1	20-S1-U	F2	Mtns S, SW, NE.
Vandergrift	2 WNW	1000	2	23-L2-(S3)	(F1)	P-line NW.
Warren	2 WSW; riv S	1100	2	h22-S3	F1	Mtn NE, SW.
Washington	3. 2 SW	1183	1	h30-BL4-S3-U	F4	Use rnwy only. Hill NW.
Waynesburg, Greene County	2. 7 E	1100	3	h35-S5-U	F2	Hills SE. 90 oct fuel avbl.
Weatherly, Green Acres		1260	3	20-U	(F3)	P-line E.
Wellsboro, Grand Canyon-State	5. 2 WSW	1900	1	33-S3-U	F3	P-line E.
West Chester	2. 5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
West Middlesex	2. 6W; hwy N	1090	2	27-S3	F2	SE blkd.
Wilkes-Barre-Scranton(P) •	10 NE; riv 1 N	956	3	h52-BL4, 6-W	F4	1st 1000' rnwy 28 not visible from ctl twr; rgt tfc mrkd rnwys.
Wilkes-Barre-Wyoming Valley	3. 5 NNE; riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd. Use rnwys only.
Wilkinsburg-Pittsburgh Arpk	6 E; hwy S	1180	1	h23-L2-S3-W	F3	Rgt tfc S, W.
Williamsport-Lycoming Co. (P) •	5. 1 E; RR N	528	3	h50-BL4, 6-S5-W	F4	P-lines NW, W. Rgt tfc W apchs. Rnwy 15-33 clsd Air carrier. Use paved areas only.
Williamsport, Lycoming-Susquehanna	3. 5 W; RR S	538	1	25-S3	F1	P-line E. Minor eng repairs only.
Zelienople, Tam	0. 5 W	900	2	33-L4-S3	F2	Hill E.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RE CD	LONGEST RNWY FACILITIES	FUEL	REMARKS
RHODE ISLAND						
Block Island-State	1 WSW; rd W	108	1	h20-BL4-U		80 oct fuel & S3 serv emerg only.
Coventry Air Park	2.3 ESE; hwy S	280	3	30-S3	F1	SSW, W blkd. Use rnwys.
Newport Arpk	3.5 NNE	160	2	h23-S5-U	F4	3800' strip avail. Clsd sunset-0900.
Providence, Green(NG) *	7.3 S; hwy W	56	4	h54-BL4, 6, 7a-S5-W	F5	2-way rdo rqrd ngts; rcvr rqrd days. Use rnwys.
Smithfield, No. Central State *	3.1 E	429	1	h50-BL6-S5-U	F4	Use rnwys. Turf area closed. Lgts dusk-2400.
Westerly-State(PC)	2.4 SSE; rlr E	81	2	h40-BL4-S3-U	F4	
W. Kingston, Richmond Arpk	4.0 NE	130	1	21-S5		P-line SE.
Woonsocket	2 E; RR N	400	3	19-S5-U	F2	E, NE, S blkd. P-line N. Ruf-Rolling.
SOUTH CAROLINA						
Abbeville, Davis Fld	2 SSE; rd adj	550	1	21-S1	F2	P-line WSW. Use strip. Ruf.
Aiken Mun (PC)	6.5 N; hwy E	530	2	h50-BL4-S1	F2	
Anderson, Lazy Acres	9.0 W	750	1	14		Unattended.
Anderson Mun (P) *	3.2 WSW	783	2	h50-BL4-S5-W-U	F4	Use rnwys.
Andrews, Overton Fld	2.0 SW	34	3	32-S1	(F1)	Ctn-ditches. P-line N. Unattended.
Bamberg, Carlisle Fld	4. ESE; rlr 2. SSE	140	2	28-L4-(S5)	(F2)	No storage.
Barnwell-County(PC)	1 WNW; hwy NE	235	3	h53-L4	F2	Ctn weeds grown from cracks in pavement.
Beaufort - County	2.1 SE	10	1	33		P-line SW. Unattended.
Bennettsville, Rowe	1.5 NE	190	3	42-BL4-S5	F3	SE blkd. P-line S, SW. N 2640' N/S rnwy lgtd.
Bishopville Mun	1.8 NNE	220	2	18		Ctn P-line & trees SW.
Calhoun Falls, Hester Mem'l.	1.2 E	490	1	38		Unattended.
Camden, Woodward Fld (PC)	2.9 NE; RR W	300	2	h30-L4-S5-U	F4	
Cameron, Shipman	5.0 SE	110	1	14		S blkd. Unattended.
Campobello	4.0 SSW	1000	2	20		
Charleston AFB/Mun (AF) *	9.8 NW; hwy NE	45	2	h90-BL4,6,7a-S5-W-X	F5	Open to civil acft. 2-way rdo rqrd. Caution, when operg in SE quad of fld. Hi speed, hi performance jet acft departing on the 150° radial of CHS TACAN and climbing at a hi rate to alts of 30,000' and above when VFR wea exists. All acft should ctc twr or apch ctl when entering that area for tfc advisory.
Charleston, Carolina Skyways	6 SSW; rlr W	10	3	29-S3	F2	NW, W, SE blkd. Trees & bushes E, NE, SW.
Charleston, John's Island(PC)	7 SSW; rlr E	16	3	h50-S5-U	F4	No storage. Use rnwys.
Chester Mun (PC)	6 N; hwy W	709	3	h50		Drag races every Sat.1000-1800E. 1 rnwy open. Unattended.
Columbia(P) *	6.5 SW; RR SE	244	3	h52-BL4,6,7a-S5-W-X	F4	Use rnwys.
Columbia, Owens Fld (P)	2.5 SE; RR SW	203	2	h36-U	F2	Rgt tfc SE, NE. Obstns sur fld. Use rnwys.
Cresent Beach, Myrtle Beach(PC)	1.3 WNW	33	1	h60-S5	F3	
Darlington-Co. (PC)	10 N; bet hwys	190	3	h50-L4-S5-U	F3	
Darlington, Moore's	2.0 SW	152	1	26-S1	F2	P-line N & S.
Dillon-County	2.0 N	134	1	h30-BL4		Unattended.
Due West, Dickson Fld	1.0 W	640	1	29		Unattended.
Estill, Harper's	0.8 ENE; RR W	111	1	24	F2	P-line SSW. Ditch W.
Estill Mun	2.5 SSW	130	2	23		Unattended.
Florence Mun (P) *	3 ESS; bet	140	3	h60-BL4, 6-S1-W	F4	Trucks on fld-days.
Garnett, Davis Field	7.0 NW	75	1	28		P-line SSE. Unattended.
Georgetown-County(PC)	4 S; hwy NW	39	3	h50-S3	F4	
Greenville Mun (P) *	3.2 E	1047	3	h54-BL4,6-S5-X-W	F4,7	Use rnwys. Rgt tfc rnwys 18, 27, 23.
Greenwood-County(PC) *	3.8 N	629	3	h52-BL4-S5	F4	
Greer, O'Neal Fld	5. NW	975	1	20		P-line NW. Unattended.
Hampton-Varnville	1.0 E	110	2	28-L4-S1	F3	
Hartsville Mun	2.1 NE; hwy S	230	2	20	(F1)	Rgt tfc WSW. Ruf. Trees W.
Hartsville, Tison Fld	3.5 NW	236	1	20		Unattended.
Honea Path, Ashley	1.5 E	780	2	21-(S1)		Unattended.
Isle of Palms	1.3NE; ocean ESE	8	1	21-(S3)		Unattended.
Kershaw Mun	4 S; hwy W	475	1	25	(F2)	P-line WNW.
Kline, Walkers	2.3 S; hwy ENE	280	2	23		NE, SE blkd.
Lake City, Brown	1.7 SSW; hwy E	75	2	23	(F1)	P-line SES.
Lancaster, Coulbourn	1.0 SW	560	2	32-(S1)	(F2)	Ridge W, N.
Lane, 24, JXE-RIC	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot. Unattended.
Latta	1.0 W	120	1	18-*L2, 4	(F2)	Unattended.
Moncks Corner Mun	1.3 WSW	70	2	35-(S3)	(F1)	
Mt. Pleasant, Romley's Point	3.0 NNW	21	3	19-S4	F2	P-line NE, E. Trees N & S. Ruf in spots.
Myrtle Beach AFB/Mun(AF) *	3 WSW; hwy N	26	2	h95-BL4, 6-S1-W	F4	Equip on fld intermit. Rnwys usable-ctn. 2-way rdo rqrd. Inten jet tfc below 3000' within 25 n mi radius. All acft spchg area at 3000' or below ctc MYR twr for tfc advisory. Caution-inten practice bombing pats. (Immelman Maneuvers) conducted daily VFR wea, btwn surface-15,000' bet 33-42, long. 79-11 and 33-08, 79-14.
Newberry Mun	2.3 NNW; RR NE	568	2	22-*L4-S1	F2	Use strips. Ruf.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RE CD	LONGEST RNWY FACILITIES	FUEL	REMARKS
SOUTH CAROLINA (Continued)						
Nichols	0.5 SSE; rlr S	70	1	30-(S1)	(F1)	ESE/WNW rnwy clsd. Unattended.
Orangeburg Mun (PC)	2.3 S	190	2	32-BL4-S5-U	F4	Rgt tfc E, S. Ruf.
Pinopolis	NE	85	1	16	(F2)	Trees N. Unattended.
Pontiac, Experimental Sta.Airstrip	1.0 W	430	1	18		P-line & bldg N. Unattended.
Ridgeland Mun	1.3NW; hwy E	70	4	25		All apchs blkd expt SE. Unattended.
Rock Hill Mun	5.0 NW	666	1	h35-BL4-S5	F4	Attended 0700-1200.
St. Paul, Santee Cooper Field	3.3 SW	50	1	14		Unattended.
Spartanburg Mun (P) *	2.5 SW; hwy SE	815	3	h52-BL4,6,7a-S5-W	F4	
Summerton, Goat Island	7.0 SSE	140	1	20		Rd crosses rnwy; P-line SW; Soft when wet.
Sumter Mun	5. N	183	2	h40-BL4-S5-U	F4	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	1 ENE; hwy N	149	1	23-S1	F5	P-line NW.
Walterboro Municipal(PC)	1.3 NE	93	3	h56-BL4	F2	
Whitmire	2 SW; hwy adj	500	1	24		Unattended.
Whitmire, Oxners	3.7 SSE	440	1	29-S5	F2	E &W blkd.
Winnsboro	3.0 NW	630	1	32		
York	2.0 N	820	1	35	F2	P-line S. Unattended.
SOUTH DAKOTA						
Aberdeen Mun (P) *	2.9 E; hwy N	1301	2	h49-BL4, 6-S5-W	F4	Use rnwys.
Belle Fourche, Bus Fld	1.NW; RR S	3042	2	29-L4-S5	F4	P-line NE; use strips; soft-wet. 163' lgtd twr SW.
Bowdle Mun (PC)	1.0 NW	1963	1	23	(F1)	Soft when wet. Unattended.
Bison-Perkins Co. (PC)	0.3 SW	2782	2	26-L4	F1	Use strips. Soft when wet.
Britton Mun (PC)	2. N; RR W	1310	3	24-BL4-S5-U	F4	Use strips.
Brookings Mun (PC) *	1.2 SW; RR N	1637	3	h40-BL4-S5-W-U	F4	Soft when wet.
Buffalo, Harding County(PC)	0.5 E; rlr S	2390	3	26-B	(F1)	Use strips. Unattended.
Camp Crook	0.5 NW	3100	2	40		P-line S & E.
Camp Crook, Cairon Reh.	2.0 S		3	50		
Canistota, Ortman	SW	1550	1	26	(F1)	P-line N.
Canton Mun	1.8 E; hwy N	1263	2	21		Lgt acft only. Hills SE; rolling, ruf; use strips.
Centerville, Overgaard	7.0 NE	1260	2	19		P-line N.
Chamberlain Mun	1.3 SSE; hwy E	1740	2	23-S1	F2	P-lines E & S.
Dupree Mun(PC)	0.6 WSW	2341	1	25	(F1)	
Edgemont Mun	1.1 SW	3603	4	42-S5-U	F2	
Estelline Mun	0.5 SW; hwy N	1659	1	26-53	(F4)	P-line N.
Eureka	2.2 NNW; RR E	1910	3	22-(S1)	(F1)	Use strips. P-line E.
Faith Mun (PC)	0.4 N	2572	1	23-BL4		Use strip. Lgts oper by electric eye. Unattended.
Fairburn, Custer State Park(PC)	7.2 WNW; crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW. Unattended.
Faulkton Mun	Adj E	1569	1	24-*L4-(S3)	(F1)	P-line N. Unattended.
Flandreau Mun	3 S; hwy N, E	1575	1	26		P-line N, NE, NW.
Gettysburg Mun	1.3 S	2082	1	27		Unattended. Soft when wet.
Gregory Mun (PC)	1.6 ESE; RR S	2200	3	28-S1	F2	Use strips.
Groton Mun	5.7 N	1300	1	22		Ctn-badger holes. Unattended.
Harrold Mun (PC)	0.9 NNW; RR S	1780	1	22		P-line S. Unattended.
Hayes(PC)	1.0 NE	1986	1	23		Soft when wet. Unattended.
Herreid Mun (PC)	1.0 N	1725	1	22		Unattended.
Highmore Mun	1.4 N; rd E	1850	1	27	(F3)	
Hot Springs Mun (PC) *	6.2 SE; hwy S, W	3146	2	h45-BL4-S1-W	F2	
Howard Mun	1.7 NNW; rd E	1570	2	31		Bldgs N.
Huron, Howes Mun (P) *	1.3 NW; RR SE	1287	3	h51-BL2, 6-S5-W	F4	Rnwys 17-35 & 8-26 clsd acft over 12,500 lbs gross weight excp portion of rnwy 8-26 from int E of taxi strip; sod areas clsd excp 150' adj to rnwys inside lndry lgts, usable for lgt acft at pilots discretion.
Isabel Mun (PC)	0.5 SW; RR N	2398	1	24		Use strip. Caution-when wet. Unattended.
Isabel, Nicholas Ranch	10. NNW	2210	3	35	(F1)	
Kadoka Mun	Adj E	2455	1	24-L4	F3	Unattended. 2600' strip avbl.
Lake Andes Mun	1 WSW; lk 1.4 E	1466	2	26-S1	F2	P-lines N, NW.
Lake Preston Mun	0.5 SW	1725	1	24		Unattended.
Lemmon Mun (PC) *	3 SE; hwy N	2519	3	h45-BL4-S3	F3	Use strips.
Lennox, Skis Air Service	4.1 SE; hwy W	1335	2	26-L4-S1	F2	Use strips.
Madison	4.0 NE	1666	3	23-S5	F1	P-line NW. Attnd days only.
Martin Mun	0.5 SE; rlr S	3293	2	24-S1	(F1)	Use E/W rnwy freezing temperatures only. Ctn-soft when wet.
McIntosh Mun (PC)	1.0 SE	2251	1	24		
Milbank Mun (PC)	3.8 ENE	1150	3	32-*L4	(F1)	P-line NE. Use strips. NW/SE rnwy-900'x35' hard surface.
Miller Mun	1.5 E; hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
SOUTH DAKOTA (Continued)						
Mitchell Mun (PC) *	4.3 N; lk S	1295	2	h66-B*L4-S5-W	F1	Use rnwys.
Mobridge Mun	1.0 NE	1703	2	h24-S1	F1	Unattended. 2600' strip avbl.
Murdo	1WSW; hwy N	2300	2	22	(F2)	P-line E, NE. Use strips.
Newell	0.2 S	2825	1	27-L4-S5	F2	TV pole NW. P-line SE.
North Sioux City, Graham Fld.	1 N; rlv E	1106	3	33-BL4-S5-U	F5	Rgt tfc S. P-line S. W. Use strips.
Onida Mun	1.5 W	1889	4	34	(F2)	P-lines N, NW, NE.
Parkston, Cliff's Aero Service	1.1 SSE; hwy adj	1310	1	13-S5	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	3.6 E; hwy N	2210	3	40-BL2-S5-W	F2	P-lines N, NE. Hills S.
Pierre Mun (P) *	3 ENE; hwy N	1742	3	h72-BL4, 6-S5-W	F4	Use rnwys.
Platte Mun	1, 2NE; hwy W	1618	3	28-(S5)	(F1)	Use rnwys only. No storage. P-lines SE.
Rapid City Mun (P) *	8.7 ESE	3181	3	h62-BL5-S5-U-W	F4	Use rnwy, strips. Use rnwy 32 when calm wind
Redfield -Inc.	1 SSW; hwy E	1300	3	35-(S3)	F4	Use strips. No storage.
Redfield, Dellar	6 E; bet RR, hwy	1300	4	26	F2	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	2 SE; hwy SW	1800	3	30	(F1)	Use strips. Ruf.
Rosholt, Hahn's	NE	1052	2	16	F2	Use skis in winter. Use strips.
Selby, Rabenberg	2.0 S; hwy W	1960	2	36-S1		
Sioux Falls, Foss Fld(NG) *	2.6 NNW; rlv W	1426	3	h71-BL4, 6, 7a-S5-W	F4	Use rnwys.
Sisseton Mun (PC)	2.9 ENE	1170	3	30-L	F2	Use strips.
Spearfish, Black Hills(PC) *	4.0 E	3929	4	31-BL1-S5-W	F3	Use strips.
Timber Lake Mun (PC)	1 SSW; Rd E	2162	3	26	(F1)	Caution-ruf. Rolling.
Vermillion, Davidson	1 S; rlv S	1140	2	h25-BL4-S3-U	F4	
Wagner Mun (PC)	1.3 S; RR N	1464	3	32-BL4-S3	F2	Use strips. Unmrkd p-line on 140°twrs S.
Wasta Mun (PC)	1.0 NW	2612	1	24		Ruf. Unattended.
Watertown Mun (P) *	2.3 NW; lk NW	1747	2	h39-BL4, 6-S5-W	F4	Use rnwys.
Webster Mun (PC)	3.8 S; hwy W	1848	2	28-B	F2	
Winner Mun (PC)	1.3 NE; hwy S	2038	4	28-BL4-S5	F4	Use mowed strips. P-line S.
Yankton Mun (PC) *	2.7 N	1262	2	h40-BL4-S5	F2	Use rnwys; twr 2.9 mi E; 30,000 GWT NW/SE rnwy
TENNESSEE						
Allardt, Fentress Co.	3.0 SE Jamestown	1700	1	20-S1	F1	
Athens, McMinn County(PC)	4.SSE	817	1	21	F2	Erosion on strip edges.
Bristol, Tri-City Mun (P) *	14.5 SW; rd W	1524	1	h44-BL5, 6-S5-W-X	F4,7	Rnwy slippery-wet; rstd single wheel acft above 30,000 lbs, dual wheel above 40,000 lbs; pilots of overweight acft obtain aprvl from arpt mgr prior to indg.
Camden, Benton Co.	3.0 E		1	18	(F1)	P-line N; scrub growth E & W.
Chattanooga, Lovell Fld (P) *	5.5 E; RR E	682	2	h62-BL4, 6, 7a-S5-W	F5,6	Use rnwys. 2-way rdo rqrd SS-SR; rcvr days. Inbnd VFR flts rdo equipped acft ctc CHA apch ctl on 125.1 mc aprx 25 mi out for indg instructions. CHA apch ctl will specify reporting point where flt will chg to CHA twr freq.
Clarksville, Outlaw Fld (PC) *	7.NNW; RR W	544	2	h41-B*L4-S3-U-W	F3	
Cleveland Mun (PC)	6NNE; hwy E	850	1	h25	F1	3500' strip avbl, restricted to lgt acft.
Clifton	1.0 E	402	2	27-(S1)	(F3)	
Cookeville, Putnam Co.	2.2 NNE	1104	2	h38-S3	F4	Use paved rnwys.
Covington Mun	3.5 ENE	280	1	h30	F2	
Crossville, 9A, BNA-DCA(PC)	3.3 WNW; hwy N	1862	1	h41	F4	P-line SW.
Dayton, Shaver Fld	3.8 ENE; rd N	700	2	18-S1-U	F1	
Dyersburg Mun (P) *	2 SSW; rlv W	337	2	h40-BL4-S3-W	F4	Use rnwys.
Elizabethton	2.0 W	1550	1	19	(F1)	Unattended.
Fayetteville, Wilks F., ng Service	2.5 NNW; hwyE	897	1	26-*L4-S3	F3	
Greeneville, Tusculum Fld (PC)	4.5 E; hwy E	1477	1	h27-(S1)	(F2)	
Hohenwald, Baker (Fld (PC)	2.5 W	972	1	23		Unattended. SW blkd-surnd by scrub growth.
Humboldt Mun. (PC)	2.8 ESE; hwySW	380	1	h21-S1		
Jacksboro, Campbell County	5. E	1195	1	17	(F2)	
Jackson, McKellar Fld (P) *	5.8WSW; RR SE	414	2	h42-BL4-S5-W	F4	Use rnwys only. 4200'rnwy 2-20 avail indg S; 4700' avail indg N & tk-off N, S.
Johnson City	3.8 NE	1543	1	23-S3	F1	Soft-wet. Ruf.
Johnson City, Tri-City SEE: Bristol, Tri-City						
Kingsport, Tri-City SEE: Bristol, Tri-City						
Knoxville Cox Sky Ranch	6SSW; RR, hwy E	823	1	29-S3	F1	Rolling.
Knoxville, Island	3 E	832	1	42-L2-S5-U	F4	Rgt tfc W. Bndry lgts sunset-2400
Knoxville, McGhee-Tyson(AF) *	12SSW; hwy E	989	3	h75-BL4, 6, 7a-S5-W-X	F4	2-way rdo rqrd ngts, rcvr days. Use rnwys. Rgt tfc rnwys 4R & 22R. Due non-visibility twr unable to ctl tfc on NE/SW taxiway for rnwy 4L-22R btwn a pt 3000' SW of apch end of 22R to 1000' NE of apch end of 4L. Inbnd VFR flgts having proper rdo equip ctc apch ctl on 119.1 or 382.2 mc approx 25 mi out for indg instr. Apch ctl will specify reporting pt where flgt will chg to twr freq.
Lawrenceburg, Robinson	4 NNE	925	2	18	F1	P-line SSW.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
TENNESSEE (Continued)						
Lebanon	1.8 SW; hwy S	580	3	h35-S3-U	F3	Surround by fence.
Lexington, Franklin-Wilkins(PC)	0. SE; RR W	516	2	h36-L4-S5-U	F4	N/S strip soft when wet.
Livingston Mun	1.0 N	1330	1	h32-L4-(S1)	(F2)	Mtn W.
Martin, Gill-Dove	2.7S; hwy E	425	2	36-S1	F1	
McKenzie, Lake Fld	4.0 W	470	1	20	F2	
McMinnville, Warren County Memorial (PC)	3.8 WNW; hwy N	965	2	h29-BL3-S3	F4	
Memphis-Downtown	0.4 W	222	1	h30-L4-S3-U	F4	Attended 0700-2300.
Memphis-Flying Service	11 SE	380	1	28-S5	F3	Rgt tfc N, NW; p-line S. Caution-continuous exten student trng in lgt acft approx 3.3 mi from apch end rnwy 27 & 1 mi N of Memphis omni.
Memphis Mun (AF, NG) *	5.9 SSE; RR 2 NE	291	4	h89-BL4, 6, 7a-S4-W-X	F5,6	Rnwys 3-21, 17-35 & 14-32 rstd to 100,000 lbs GWT. Rnwy 9-27 rstd to 50,000 lbs single wheel. Rnwy 14-32 clsd ngt operns. Use rnwys. 2-way rdo rqrd. Inbnd VFR flgts, rdo equip. acft ctc MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for indg instr. MEM apch ctl will specify reptg pt where flgt will chg to MEM twr freq.
Memphis, Wilson Fld	12.5 SE	359	3	27-*L-S5	F3	
Milan, Boen Fld.	3NNE; canal N	378	1	27-S4	F2	
Morristown, Murrell Fld (PC)	4.8SW; hwy NW	1295	1	h32-BL4-S3-U	F3	
Mt. Pleasant, Maury County	0.5 N	678	2	34-(S1)		P-line NW. Unattended.
Murfreesboro Mun (PC)	3 N; hwy W	615	1	h37-BL4-S5-U	F4	Use rnwys only.
Nashville, Berry Fld (NG) *	6. SE; hwy S	606	5	h70-BL4, 6, 7-S5-W-X	F5	Use rnwys. 2-way rdo rqrd. Rnwy 5 clsd. Earth embankment S end rnwy 2R. Inbnd VFR flgts ctc Nashville Apch Ctl 119.9 mc ctrl, 382.8 mc mil, approx 25 mi out for indg instr. Apch ctl will specify reptg pt where flgt will chg to twr freq. Due non-visibility twr unable to ctl tfc taxiing on ramp area adj to E term, bldg & associate hangars and bldgs to either side.
Nashville, Cornelia Fort Arpk	6 ENE; rlv E	430	2	30-S5-U	F1	Rgt tfc N, NW, NE.
Nashville, Cumberland Fld	3. NNW	404	1	h15-S5-U	F3	3350' strip avail.
Paris, Henry County(PC)	4.3 NW; hwy N	571	2	h25-BL4-S5-U	F4	
Powell	2.0 E	1000	1	h20-S5-U	F4	P-lines SW.
Pulaski, Abernathy Fld (PC)	3.6SSW; RR E	659	3	29-S5	F1	
Rockwood, Roane Co.	3 E; RR N	806	1	h28-L4-S1-U	F4	
Sewanee, Univ of the South(PC)	3 E	1950	1	h28-S1	F2	
Shelbyville, Bomar Fld	8. N; hwy W	800	2	h35-BL4-S5-U	F4	
Smithville-Van Hooser	1.0 S	1056	1	24		P-line W.
Tullahoma, Northern Fld (AF) *	1. SNW; hwy E	1081	3	h50-BL4-S5	F4	
Union City, Stewart Fld (PC) *	5 ESE; hwy NE	340	1	h40-BL4-S5-U	F4	
Waverly, Humphreys County Mun, 44, TUL-BNA	3.7 W; hwy S	454	1	31-BL2	(F1)	E & W blkd.
TEXAS						
Abernathy Mun	4.8 E	3360	3	h50	F3	
Abilene Mun(P) *	3 SE; hwy N	1778	2	h54-BL4, 6, 7a-S5-W-X	F4	Due non-visibility twr unable ctl tfc on taxiway from large hangar N including T-hangar area. Use center of taxiways only.
Adrian, Moser	16 WSW	4000	3	45		Cattle on fld.
Albany, Taylor	1 N; hwy E	1429	1	h26-S1	F1	S blkd. 3100' strip avail.
Alice-Jim Wells Co. Mun (P)	3.3 ESE; hwy NW	178	3	h47-BL4-S5-W	F4	Use rnwys.
Alpine, Starns Fld	2.1 NW; RR E	4490	4	43-*L4-S5	F4	P-line N, NE. Fld surd by mtns.
Alvin Arpk	2.0 W	52	1	15	(F1)	3' ht fence NE end.
Amarillo AFB/Mun(AF) *	9 ENE; hwy N, S	3604	2	h135-BL6-7a-S5-X-W	F5	Use rnwys; 2-way rdo rqrd. Slippery when wet. Old NE/SW, E/W, N/S rnwys clsd.
Amarillo-Palo Duro	4.0 S	3639	2	h31-S5	F3	Fence SW.
Amarillo, Tradewind	2.5S; RR NNW	3636	3	h40-BL4-S5-U	F4	Rgt tfc rnwys 17 & 23. All tfc confined to W side of fld.
Anahuac, Chambers County(PC)	1.5 E; hwy N	21	2	h24-L1	F2	
Andrews-County	0.8 ENE; hwy W	3176	3	h28-S3-U	F4	Ctn-floodlgts around areas. Use rnwys. P-lines S, SE & SW.
Angleton, Ballas	2 E; RR N.	40	1	38-S3	F2	S blkd. P-line N.
Arlington, Lucas	3 SW; hwy 2 N	611	3	25-S5	F2	W, NW blkd. Ctn-wet.
Athens, Jones	3.2 ESE	455	1	19	(F2)	Unattended.
Atlanta Mun (PC)	2 WSW; hwy N	276	2	21		Unattended.
Austin, Mueller Mun (P) *	3.5 NE; hwy SE	631	5	h64-BL4, 6, 7a-S5-W-X	F4,8	Rgt tfc rnwys 12R, 18R, 30R, 34R & 21. Unlgtd trees, pole apch end rnwy 18R. Use rnwys, taxiways. 900' overrun NW end rnwy 12R-30L.

CITY AND AIRPORT NAME	LOCATION	ELEV.	DATA	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Austin, Tims Arpk	10 NE	750	1	29-S5	F3	P-line S.
Axle, Atwood	4.0 WNW	820	2	24-S1	80	N, NW blkd. Ruf.
Axle, Flying Oaks	4.5 S	740	1	27		P-line S.
Bakersfield, Wilson Farm	12 ESE; hwy S	3000	2	26		Caution-wet-ruf. Unattended.
Ballinger, Bruce Fld	5. SW	1731	3	h23-L4	F4	
Bandera, Flying L Ranch	1.7 SE; rlv N	1264	2	h26-(S1)		Unattended.
Bardwell, Bosek Farms	1. NW	466	1	20		
Bay City	1.3 ESE	55	3	26	(F2)	N, NE blkd. Rgt tfc strips 14, 17, 26.
Baytown	3.7 NE	26	2	31-*L4-S3		P-line SE.
Baytown, Humphrey	3.5 NE	35	3	23-S5	F2	P-line E, W, NW, NE. Fence SW.
Beaumont Mun	6.8 W; hwy S	31	3	34-B-S5-U	F4	Use strips. Bcn-sunset-2130.
Beaumont, Jefferson County Mun (P) •	9.8 SSE; hwy SE	15	3	h57-BL4, 6, 7a-S5-W	F4	Sod areas hazardous. Use rnwys. Due non-visibility twr unable to ctl tfc on ramp N of hangar #1.
Beeville, Traviland	2 NW; RR E	290	3	27-S5-U	F4	SE blkd. P-line E,NE. Use strips.
Bellville, Grawunder Fld	0.3 E	265	3	20		Rolling. TV twrs N NW;p-line W;use strips only.
Belton	2 WSW	674	2	21-S1	F1	P-line NE.
Big Lake Mun	0.6 NW; hwy S	2700	4	h42	F1	ESE blkd.
Big Spring, Hamilton Fld	1.5 N; hwy S, W	2520	2	h30-*L4-S5	F4	P-line N;use strips;3200' strip avail.
Big Spring, Howard County	3.0 NE	2590	2	h55-L4-S5-U	F4	Rgt tfc rnwy 24 & 34. Code bcn.
Bishop Mun	3.6 NE	60	1	35		Ruf. Unattended.
Booker	1. SE	2830	1	26-(S1)	(F1)	P-line N, NE;soft-wet;cattle on fld;use strip.
Bonham, Jones Fld	3 N; hwy E	616	1	h30-S3	F4	
Borger, Hutchinson Co. (PC) •	2 N; hwy S	3052	3	h41-BL4-S5-U	F5	Use rnwys, taxiways only.
Brackettville, Ft. Clark Ranch	2.4 SW; hwy N	1105	3	53		
Brady, Curtis(PC) •	3 N; hwy SE	1830	2	h40-BL4	F4	Use rnwy.
Brady, Curtis Ranch Fld	13. NE	1640	1	37-B		Bcn sunset to 2200. Unattended.
Breckenridge, Stephens Co. (PC)•	2.5 S; hwy W	1282	3	h38-BL4-S5-U	F4	Use rnwys.
Bremond	18; RR, hwy W	460	1	21		Cattle on fld.
Brenham Mun (PC)	1 ESE; RR NNE	342	3	32-*L4-S1		Unattended.
Brownfield, Terry Co.	5.0 E	3314	3	h38-L4-S5-U	F4	Lgts dusk-2230.
Brownsville, Mauldin Fld	4.4 NNW; RR W	24	3	35-S3	F1	P-lines E,NE,W;use strips;cattle on fld;soft-wet.
International (P) •		26	6	h57-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
Brownwood Mun (PC) •	6.3 NNE; hwy E	1391	2	h50-BL4-S3-U	F4	
Bryan, Coulter Fld	4 NE; hwy N	360	3	27-B-S5	F2	Use strips.
Burnet Mun	1.0 SW	1320	1	25		P-line N.
Caddo Mills Mun	2.1 SSW	540	2	h40		Use rnwys. Unattended.
Cameron Mun Arpk	1.7 N; hwy W	402	1	28-S1	F2	SE blkd; p-line NW.
Canadian, Hemphill County	1.5 SW	2300	2	35-L4-S1	F3	RR tank N; bldgs S.
Candelaria	0.7 N; rlv W	2950	1	21		Mountains N, NE, SE, E. Unattended.
Carrizo Spgs, Dimmitt Co.	2.8 E; hwy N	640	1	h36	(F1)	
Carthage	1.0 W	310	2	28	(F2)	P-line N, TV ant. E, trees W.
Castroville Mun	1.8 ESE	772	1	h50-S3	F4	
Center, Pearce	2 N	310	1	27-BL2, 4	(F1)	P-line S. Unattended.
Chester, Peach Tree Ranch	1.8 NW	265	1	35		SE blkd. Cattle on fld. Unattended.
Childress Mun (P)	6.2 W; hwy N	1952	4	h60-BL4-S5-W	F4	Use rnwys.
Cisco Mun	2.5 NNW	1620	4	32-S1	F2	P-line N. Hill NW.
Clarksville, Trissell	0.4 NW	540	1	22-L-(S3)-U	(F4)	Bldgs & P-line S.
Cleburne	1 NW	780	2	23	(F1)	
Coleman Mun (PC)	1.7 NE; hwy NW	1697	1	h39-BL4	(F1)	Rnwy rstd 15,000 lbs;use rnwys. Unattended.
College Sta, Easterwood Fld(P) •	2.8 SW	319	3	h53-BL4-S3-W	F4	Land on concrete rnwys only. Rnwy 4-22 unlgtd.
Colleyville, Wright Farm	1.5 N	600	3	20-(S3)	(F2)	P-line E. Unattended.
Columbus	2.2 NW; rlv S	205	1	29	(F1)	P-line NW. Unattended.
Comache Dudney Fld	4.0 SW	1600	4	27	F1	Unattended. P-line N.
Comfort, Ingenhuett Fld	1.0 N	1490	1	22		Unattended.
Commerce Mun	3.4 NE	548	kw	25		P-lines S, SE, SW. Ruf S side.
Conlen	0.5 NE; RR, S	3800	2	58-S2	F2	
Conroe, Montgomery County, 4, HOU-TUL (PC)	3.5 NE; hwy W	336	3	h46-BL4-S3-U	F4	Use rnwys.
Converse, Bedrick Arpk	6.8W	770	1	31-S5	F3	Fence across S end rnwy.
Cornudas, Mayfield Ranch	10.N	4550	3	45		
Corpus Christi, Cliff Maus (P) •	2.5 SW; hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Preferential tk-off rnwy 13-30 17-35, 26. Ldg rnwys 13-30, 17-35, 8. Tk-off rnwy 8 & ldg 26 permitted only when load or wind conditions preclude use of preferential rnwy.

(July 5, 1960)

CITY AND AIRPORT NAME	LOCATION	ELEV.	DATA	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Corpus Christi, Cuddihy Fld (N)	7.8 SW; crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
Corsicana, Allison Ranch	3.0 NW	410	3	h35-*L4-S3-U	F4	5280' strip avail.
Corsicana Mun (PC)	5.6 SE; RR E	440	3	h20-*L4-S5-U	F4	P-line NE 3700' strip avail.
Corsicana, "T5"	1.8N; hwy E	430	2	h20-S1	F2	P-line N; twr SE. Rolling.
Cotton Center, Starnes	8 S	3500	1	27-U		P-line W.
Cotulla, Flying W Ranch	12 WNW	515	1	36		House W. Unattended.
Cotulla Mun, 6, LRD-SAT	1.2NNE; hwy SE	471	2	41-BL4-W	F2	Dry wea only.
Crane, J-Bar Ranch	14 NW	2750	2	32		P-lines S, W. Unattended.
Crosbyton, Paudler	1.5 E; hwy N	3017	1	h15	F3	Low p-line N. Use rnwy. 2500' strip avbl.
Crowell, Foard County	0.8S; hwy N	1479	1	h21		P-line N. Unattended.
Crystal City Mun(PC)	1.5 NE	610	1	h35-BL4-S5	F1	
Cuero Mun	1.5 ESE; hwy N	210	1	33-(S3)	(F1)	
Dalhart Mun (P)	3.8SSW; RR NW	3985	3	h90-BL4-S5	F5	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
Dallas, Addison	10. N	637	2	h45-BL4-S5-U-W	F5	
Dallas-Garland	9.6 NE; hwy S	614	2	h34-L4-S5-U	F4	Use rnwys.
Dallas, Highland Park	9. N; rd E	524	2	h24-L4-S5-U	F4	Use rnwys-taxiways;lgtd p-line N of N/S rnwy.
Dallas, Hi-Way 77	10.4 S; hwy E	665	5	40-*L4-S3	F3	S end of W N/S strip blkd. P-lines SE, W.
Dallas, Love Fld (P) •	5.7 NNW; hwy W	485	2	h77-BL4-6-S5-W-X	F5,7	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. Use rnwys. P-line S. Inbnd VFR flgts in rdo equipped acft ctc apch ctl will specify reptg pt where flgt will chg to Love Twr freq. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq & ctc Love Twr. Formation tk-offs prohibited.
Dallas, Park Cities	10 NW; RR W	483	2	24-S5-U	F2	P-line NW.
Dallas, Redbird	7 SSW; hwy SE	642	3	h45-BL4-S5-W	F4	Use rnwys.
Dallas, White Rock	6.7 ENE; hwy E	543	2	h24-L4-S5	F3	
Decatur Mun	1.5 N; rd SW	1059	3	28-B-S1	F4	E, W, blkd. P-line SW. Use strips.
Delaware Springs, 11-ELP-FTW	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling, ruf. Unattended.
Dell City, Lynch Ranch	4.3 SSW	3776	1	26		
Dell City, McConnell Farm	1.5 N	3710	1	24		TV ant. W.
Dell City, Pauley	Adj NW	3713	1	36-U	(F2)	Unattended.
Del Rio, Davis Ranch	40. N	1630	2	21	(F3)	Unattended.
Del Rio Mun	1.5 WNW, RR S	1017	2	42-L4-S5-U	F4	P-line N. Rgt tfc strips 13 & 17.
Del Rio, Townsend Ranch	22. SE	960	1	24		Unattended.
Del Rio, V. Askew Ranch	25. NE	1510	1	30		
Denton Mun (PC)	4 WSW	652	4	h41-L4-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	0.8 NW		3	h45-S3	F2	Surnd by p-lines.
Dilley Airstrip	1. WNW	550	1	30		SE blkd.
Dimmitt-Jaycee	1. N	3840	3	20-(S1)	(F1)	P-lines E, NE. Fence S.
Donna, Woods	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	5.7 W; hwy N	2323	2	h45-BL2		Unattended.
Dumas Mun	2.0 W	3650	2	h41-*L4-S5	F3	300' overrun N end N/S rnwy.
Eagle Lake Mun	0.5 NE	185	2	35-B-S3	(F2)	P-line NW.
Eagle Pass	1.3 E; hwy N	774	1	h26-S5-U	F4	ARPT OF ENTRY. Unpaved extns 450' NW end-650' SE end.
Eagle Pass, Maverick County	10. N	886	3	h59		E, NE, SW blkd, trees; fence SE; caution, weeds on rnwys & txwys. E/W rnwy unusable.
Eastland Mun	1.0 NE; RR S	1468	3	36-L4	(F1)	Rnwy lgts oper dusk-0200 AM.
Edcouch, Walker	0.6 NE	70	1	31-S5	F3	P-line NW.
Edinburg, Moore Aux. #1	10. NNE	80	2	h50		Unattended.
Edinburg Mun	2.8 W; hwy W	90	3	h28-BL4-S3	F2	E, W blkd. 3100' strip avail.
El Campo, Hefner	1.5 WSW; hwy SE	104	2	37-S5-U	F3	No storage. P-lines NNE, SE, SSW.
El Campo, Mach	4.0 SE	100	1	28-L4-(S1)	(F3)	
Eldorado, Bruton Rch	11.3 WNW	2500	3	40	F1	
Eldorado Mun	adj city W	2460	2	h31	(F1)	P-line S.
Eldorado, Watson Ranch	22. NE	2230	1	24		Fence N; cattle on rnwy.
Electra	3.6 WNW; RR S	1229	3	30		P-line S.
Elgin, Prewitt	1.E	495	1	26		
El Paso-International •	4.8 ENE	3936	4	h90-BL4-6-S5-W-X	F5,7	ARPT OF ENTRY. Rdo rcvr rqrd;use rnwys. No acft in excess of 45,000 lbs wheel load permitted to land. Acft will fly one base leg 90° to tfc pat, on entry & one cross wind leg 90° after tk-off. Folg vertical separation in ctl zone: hvy & mil acft no higher than 5000' MSL or 1000' above terrain. All 360° overhead apchs will be made at 1000' above terrain & pitch out to left, xcpt for rnwys 4, 8 & 35 pitch out to rgt. Simulated ILS apch not allowed under 200' clngs. Rnwy 12-30 clsd. Tfc make left-hand apch to rnwys 26, 22, 17; rgt hand to rnwys 35, 4 & 8. Exercise vigilance to maint lateral separation with acft on final apch to rnwy 03 Biggs AFB. Formation tk-offs prohibited. Turn on lndg lgts 5 mi out durg darkness. Caution taxing vcnty term. bldg, equip, on aprns. Restr rnwy 4-22 open jet tfc.

CITY AND AIRPORT NAME	LOCATION	ELEV.	OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
				TEXAS (Continued)		
El Paso, Westside	5.0 WNW	3736	1	h37-S3-U	F4	Tfc pat, alt 4500'MSL; rgt tfc pat, rnwy 28, left pattn for rnwy 10. Heliport on S side of rnwy. Maj eng rprs avbl.
Esperanza, McCoy	0.5NE; riv 1 S	3500	1	16		P-line S.
Fabens	2.0 NE	3621	3	h40-S5	F4	P-line SE.
Fabens, Mac Guire Farm	5.0 S	3610	1	40		80 & 100 oct. avail only in emerg.
Falfurrias, Brooke County	1.5 SE; hwy W	115	2	h20-BL1	F4	E blkd. 2250' strip avail.
Floydada Mun	1.2NNW; RR W	3187	4	27	F1	P-lines W, SSW. Rsf.
Ft. McKavett, C-B Ranch	2.6 W; rd S	2150	2	32	(F1)	Livestock on field. P-line SW.
Ft. McKavett, Deervale	12. N	2300	2	35-(S1)		Livestock on fld.
Ft. Stockton, Bryan Ranch	27.0 ESE	3400	3	30		Fence S & SSW.
Ft. Stockton, Henderson Rch #2	19SSE; hwy 2 E	3500	2	26		House W.
Ft. Stockton, Pecos County(PC) •	2.7 NW; hwy SW	3010	5	h42-BL4-S5-U	F4	5500' strip avail. Unicom daylgt hrs only.
Ft. Worth, Greater Ft. Worth Intl • (Amon Carter Fld) (P)	17.5E NE; hwy N	668	3	h84-BL4, 6, 7a-W	F5	HIGH DENSITY ARPT: 2-way rdo rqrd; twr clearance rqrd before entering tfc pat, lndg & tk-off. NE/SW rnwy clsd. Use rnwys. Inbnd VFR flgts ctc Ft. Worth Apch Ctl on 118.1, 236.2, 363.8 mc approx 25 mi out for lndg instr. Ft. Worth Apch Ctl will specify reporting point where flgt will chg to twr freq. RVR avail.
Ft. Worth, Meacham Fld (P)	5.5 NNW; RR NE	692	3	h52-BL4,5,6-S5-W-X	F5	P-line SE. Use rnwys.
Ft. Worth, Ritchey Fld	7.N; hwy W	655	2	25-(S1)	(F1)	
Ft. Worth, Russell Fld	7.5SE; hwy NW	710	2	31-S5	F3	NE blkd. Extreme caution when wet.
Ft. Worth, Saginaw	8.5NNW	770	5	h26-S5	F3	P-lines S, SE. Rgt tfc strips 12, 18.
Fredericksburg, Eighteen Ranch	6. NW	1800	1	16	(F1)	Soft-wet. Stock on fld.
Fredericksburg, Gillespie Co. (PC)	3.1 SW; hwy SE	1694	3	h30-BL4-S5	F3	Lgts sunset to 0430.
Freer Mun.	1.0 ENE	623	1	34		P-line SE.
Friona, Bengur Arpk	1.8 NE; RR S	4003	3	35-S5-U	F4	
Gainesville Mun (PC)	3.8 WNW; RR S	833	4	h47-B*L4-S5-U	F5	Use rnwys.
Galveston, Scholes Fld (P) •	3.5 WSW	7	3	h60-BL4-S5-W-U	F4	Apch & depart. ctl service provided by HOU twr: Apch freq 118.3 mc, depart. freq 123.7 mc. IFR arriving acft ctc HOU apch & remain on that freq until advised to ctc GLS rdo. IFR depart. acft ctc GLS rdo for clearance.
Garwood	1.SW; hwy E	125	1	22-(S3)	(F2)	10' bank N.
Genoa	1.NE; RR, hwy S	46	3	31-L4-S5-U	F2	Rgt tfc strips 11, 14, 20. NE blkd.
Georgetown Mun (PC)	3.3 N; hwy W	784	2	h41-S5	F2	ENE/WSW strip clsd.
Giddings	0.8 S; RR W	480	3	27-B*L-S3	F3	P-line N.
Gladewater Mun	2.WSW; hwy S	396	2	23		Unattended.
Glen Rose, Lane Arpk	6.5 E	820	2	26	F3	N, S, NW blkd. Stock on fld.
Gonzales Mun	0.5 NE	350	1	33	(F1)	Caution-when wet. TV twr S.
Graham Mun	2.ENE; hwy N	1120	2	30-B-S3-U	F3	Bcn opers to 2315. SW blkd.
Grand Prairie(A)	0.2 mi S	550	1	h28-*L4-S3-U	F4	Bcn on prior req after 2215. SW blkd.
Grapevine, Flying Cap Valley	3.5 SW	700	1	36		P-line N.
Greenville, Majors (P)	6. SSE; RR NE	544	3	h75-B		Ngt lndgs unadvisable. Fuel emerg only.
Greenville, Peak Ranch	14. SSE	445	1	18		
Guthrie, 6666 Ranch	2.NW; hwy S	1760	1	h40		
Hamlin Mun	1.0 N	1700	2	33-(S1)		P-line W. Unattended.
Hamilton Mun	3.0 SSW	1250	2	30-B*L4	F2	
Harlingen, Elliott	5.5 NNW	40	2	22-S5	F3	P-lines W, WSW. Soft-wet. No storage.
Harlingen Mun	4.0 W	43	3	h49-BL4-S5-U	F4	P-line W.
Harwood, Gottwald Fld	0.5 S	468	1	20-(S3)	(F2)	P-line NW; fence SE. Fuel avail emerg only.
Henderson, Rusk County(PC)	3.WSW	440	2	h30-*L4-S5	F1	Bcn prior req.
Hereford Mun	4.7 NE; RR S	3783	1	h44-L4-S3-U	F3	
Hereford, Pastzold	2.SE	3808	2	27-S3	F1	
Hillsboro, Triplett Ranch	6.0 SW	615	3	26-(S3)-U	(F2)	S, SSE blkd; p-line ESE. Rolling. Cattle on fld. Use strips.
Hondo Mun (PC)	2.1 W; RR S	927	6	h61-*L4		
Houston, Andrau Arpk	12 WSW; rd W	80	2	h48-BL4-S5-U-W	F4	P-line S.
Houston, Beeline	12 N	83	1	28	F2	Use strip. P-line SE. Bcn on req.
Houston, Clover Fld	19.5 SSE	43	3	h40-BL4-S5-U	F4	P-line E. E/W strip soft-wet.
Houston, Collier	10. NW	90	1	35-S1	F3	Fence N.
Houston, International (P) •	9. SSE; hwy W	50	3	h76-BL4, 6, 7a-S5-W-X	F5,6	Rnwy 8-26 tk-off E only, no lndgs, 70'mrkd twr center S edge of fld;unlgtd 38'p-line parallel to & 1000'E of E bndry;use rnwys;non-rdo equipped acft use caution & abide by ctl twr lgt signals;deep ruts on E shoulder of NW/SE rnwy;stay on pavement-shoulders soft.
Houston, Nine Bar Rch	3.0 NW	160	1	36		Ditches end of rnwy.
Humble	2.0 SW	87	1	30-S1	F2	P-line & trees S. Trees N.
Hunsville Mun (PC)	2.5 NW; hwy S	386	3	h25-L4	F2	2900' strip avail. Lgts 1800-3400.

CITY AND AIRPORT NAME	LOCATION	ELEV.	OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
				TEXAS (Continued)		
Iraan Mun	0.5 SE; hwy W	2200	1	h32	(F2)	P-lines NE, SE, SW, NW. Dikes NW, SE, N.
Irving, Jap Lee	3.0 N	520	3	18-*L-S3	F1	
Jacksboro, Pursley Fld	3.8 WNW; Rd E	1100	1	36		Unattended.
Jacksboro, Rodeo City	4.5 N	950	2	23	(F1)	SE blkd.
Jasper-County	2.9 SW; rd W	222	2	h26-BL4-S3-U	F4	2800' strip avail. Lgts on req after 2400.
Jefferson, Cypress River (PC)	2.8 SSE; RR N	221	3	24		Extreme caution-rsf, woods.
Johnson City, Bogue Ranch	14.0 E	875	1	15		P-line S. Cattle on fld.
Johnson City, Waller	0.5 SW	1233	1	16		Unattended.
Joy, Starnes	4. W	1030	2	24		P-line E.
Junction, Kimble County(P)	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W rnwy clsd.
Juno, W. W. West Ranch	8.8 NW; rd W	1835	1	27		
Katy, Franz	4.0 NE	153	2	35-S3	F2	
Karnville Mun (PC) •	5.8 SE; RR SW	1590	2	h40-BL4-S5	F4	Ditches both sides strips. 4400' strip avail.
Killeen, Skylark	3.6 E	844	3	30-U	F2	P-line N.
Kingsland-Estates	3.0 W	900	1	h33		Unattended.
Kingsland, River Valley Rch	2.0 NNE	875	1	22		Unattended. P-lines N, S. Trees N.
La Grange, Guenther Fld	1.5 W; hwy N	275	2	26-S3	F2	N, S, SE, NW blkd. Hill SW end rnwy 15-33. N/S rnwy clsd.
Lake Dallas, Lake View	1.0 NE	535	1	15		
Lamesa, Adcock	5 NNE	3050	1	30	(F1)	
Lamesa, Johnson Flying Service	1 N	3050	2	26	F2	Unlgtd twr S.
Lamesa Mun	1.5 NE	2994	1	h40-S5	F3	
LaPorte Mun (PC)	2. SWNW; rd S	30	3	h35-L4-S5-U	F4	4000'strip avail.
Laredo, Link Ranch	6 S	490	1	h21	(F1)	
Laredo Mun	6.3 N	506	1	h30-S5	F4	ARPT OF ENTRY, P-line S.
Leakey, Lewis Ranch	6 NNW; rd E	1730	1	28		Cattle on fld. Soft-wet.
Leakey, Sharp Fld	1.0 N	1625	1	30		
Leander, Bar K Guest Ranch	22 NW Austin	1250	1	h32		
Levelland Mun	2 S; hwy W	3525	4	h26-BL4	F1	P-lines SW. W blkd;use strips;soft-wet. 3000' strip avbl.
Liberty, House Arpk.	4.3 SSE; RR N	70	1	29-S3	F3	P-line NW;use strips;soft-wet.
Littlefield Mun	2. W	3556	2	h34-L1-S5-U	F3	Surrounded by p-lines.
Livingston, Hennington	3 S	120	1	30		Unattended.
Lockhart Mun	2.2 S; hwy E	529	2	26		Unattended.
Lometa Airstrip	4.0 W	1500	1	21		Stock on fld.
Lone Star	2.W	285	2	h36-U		
Longview, East Side	2.4 NE; hwy S	352	2	25-S3	F2	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
Longview, Gregg County Mun (P) •	7.3 SSE; hwy N	365	3	h52-BL4, 6-S5-W	F4	Use rnwys. Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13.
Lubbock Mun (P) •	5. NE; RR W	3256	4	h85-BL4,6,7a-S5-W-X	F4	Use rnwys;E/W rnwy restricted to day and high wind conditions. Rnwy 3-21 clsd to acft in excess of 60, 000 lbs, rnwy 12-30 clsd to acft in excess of 80, 000 lbs gross tk-of weight, xcpt in cases of emgcy or cross-wind conditions which in the pilot's judgement exceed the operator's specifications.
Lufkin, Angelina County(P) •	7.8 SSW; hwy W	290	2	h44-BL4-S3-W	F4	N/S rnwy rstd to 30, 000 lbs. Use rnwys. Rsf.
Luling Memorial(PC)	3.5 N; hwy E	460	2	28		
Malakoff	3.0 E	410	1	30		P-line S; cattle on fld occasionally.
Marathon, Stevington Ranch	25. NE	3820	2	30		Surrounded by mts.
Marfa-Aipine (PC) •	9. ESE; RR N	4885	6	h75-*L4-S1-W	F4	Use rnwys. Bcn prior req.
Marfa Mun (PC)	4. N; hwy E	4848	2	h53-(S3)-U	F4	
Marshall, Bear's Fld.	18 NE; lk E	180	1	h48-(S1)-U		Trees SE, NW.
Marshall, Harrison Co. (PC) •	3.9 SE; hwy N	357	2	h35-BL4-S3	F3	Bcn, lgts PR after 2400;NE/SW rnwy clsd ngts.
Mason-County(PC)	3.2 ESE; hwy N	1500	3	36		
Matagorda-Beach	6. SSE	8	1	21		
Maud, Kickapoo Lodge	5. S		1	h18	(F2)	
McAllen, Miller Intnl(PC) •	1.8 S; hwy E	102	2	h41-BL4-S5-U	F4	ARPT OF ENTRY. P-lines N, S, TV ant. NE. Use rnwys. Rnwy 18 perm clsd.
McCamey, Upton County(PC)	0.8 SW; RR N	2439	3	h44-BL4-S5	F2	P-line SSE. Use rnwy, strips.
McGregor Mun	5.6 ENE	575	3	h51		Clsd to all but AF operns.
McKinney, Flying M Ranch	5.9 W	760	1	25-U		Rolling. Church N. P-line N.
McLean Mun	3.3 E	2800	1	29		S blocked.
Medina, B Lazy 2 Ranch	2 NW	1500	1	23		Road crosses strip. Trees NW end.
Memphis Mun (PC)	1.4 NNE; RR SW	2062	3	38	(F1)	E, SE blkd. Soft-wet. Use rnwys.
Menard-County	2.0 N	1860	1	h35	F1	
Menard, Womack Rch	12. E	2300	1	22		Fence W end;soft-wet;TV ant. N.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Marcedes, Central Valley	3 NE; RR S	60	1	h31-S5	F4	Use rnwy.
Mesquite, Cole	3 SE; rd SW	490	2	19	(F2)	P-line S, W. Ruf.
Mexia Mun	1.2SE; rdN,NE,SW	516	2	23-S3	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
Midland-Arpk(P)	3 NNW	2805	3	h58-S1-U	F4	
Midland-Air Terminal •	9.5 WSW; RR S	2867	4	h66-BL4-6-S5-W-X	F5	Use rnwys, taxiways.
Mineral Wells(P) •	3.6 ESE; hwy N	964	2	h42-BL4-S5-W	F4	Helicopter trng below 2500'MSL within 20 nmi radius.
Monahans, Hurd Memorial(PC)	1.2 SW; RR N	2614	2	h36-L4-S1	F4	Water twr in tfc pat. Use rnwys.
Morton, Cochran County(PC)	1.5 E	3750	3	29-S1	F1	
Mount Pleasant Mun	2 SSW; RR E	416	2	h33-S5	F1	Use strips.
Muleshoe, Warren Fld (PC)	1 ENE; hwy N	3800	2	43-L4-S1	F3	P-line N.
Mumford, Scamardo	1 NW	265	1	18		
Munday, LeFlar	0.7 E; RR N	1483	1	24	F1	P-lines N, S.
Munday, Petty	1 NE	1480	1	26-S3	S0	Caution-loose sand on rnwy. Attnd Mar-Nov.
Nacogdoches, Del Rentzel(PC)	4 WSW	372	4	h36-BL4-S1-U	F4	4300' strip avail.
New Braunfels	2. NNE	670	1	31-S1-U	F3	P-line NE; fence NE end of rnwy.
Nocona, Sawyer	2. NW	950	1	25		P-line S.
Normangee, Epps Farm	19 NE	300	1	31		Cattle on fld.
Normangee, Millstone Ranch	7 NE	300	1	36		Unattended.
Odessa, Ector County	5NNW; hwy W	2979	4	h43-L4-S5	F4	5300' strip avail. Lgts prior req after 0100.
O'Donnell, Gary Fld	4 SW; hwy E	3050	2	21-S3	F2	P-lines N, E.
Olney Mun (PC)	4 WSW	1274	3	h55-L4	F4	Use rnwys.
Orange, Brown	3. 6WSW; hwy SE	14	4	h50-L4-S3-U-W	F4	P-line SE. Use strips. FEE.
Ozona, Childress Ranch	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
Ozona Mun	1.0 N	2330	1	h39-BL4-S3-U	F3	
Ozona, T-Half Circle Rch	20. E	2250	2	24	(F3)	P-line N.
Paducah, Triangle Ranch	13.7 E; lks N, S	1740	1	h38		Caution-draws. Unattended.
Palacios Mun (P)	2.5 NW	13	3	h50-BL4-S1-W	F3	
Palestine Mun (PC)	4.5 WNW; hwy N	422	2	h40-BL4	F4	Use rnwys.
Pampa, LeFors Fld	5.8 NNW; rd E	3275	3	h45-BL4-S3-U	F4	Use rnwys.
Pandale, Mills Ranch	9.5 NE; rd SW	1950	1	22-S2		Surd by mtns. Unattended.
Paris, Cox •	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	0.3 S; hwy W	51	3	26-S5	F4	E, NE blkd. P-line, SW, W.
Pearsall, McKinley Fld	4 S	585	2	32-L4-S3	F2	Fence NE.
Pecos Mun (PC) •	2. 2SSW; RR W	2617	3	h72-BL4-S5-U	F4	Ngt opern rstd rnwy 13-31.
Perryton, Harbaugh	22. 2 S; riv S	3000	4	41-U	(F2)	
Perryton Mun PC)	3 ENE; RR NW	2915	3	h41-S3	F4	
Plains, Yoakum County(PC)	1. 2 NNW	3600	4	30	F1	NW blkd; use strips. Unattended.
Plainview,Hale County(PC) •	1.6 S; hwy E	3372	2	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	1.0 N; riv E	374	2	22	(F2)	NW blkd.
Port Arthur, Parker	4 NW; hwy SW	6	4	33-S5	F3	
Port Isabel, Padre Beach	2.0 W	12	1	36		
Portland, Hunt	2 WNW; bay S	35	2	16-S3	F1	
Port Mansfield	15 NE San Perlita	10	1	30		Fence both ends rnwy.
Post	1.0 NE	2700	2	28-L4	(F4)	P-line W.
Post, U Lazy S Ranch	11. S; RR NE	2500	2	h25-BL4	(F1)	4500' strip avail.
Pottsboro, Texoma Estates	5.7 NW	745	1	18		P-line S; soft-wet; unattended.
Quanah Mun (PC)	2 SW; hwy 1 E	1602	3	h24-L-S1-U	F3	Operated seasonly.
Ralls-Jaycees	1.5 E; lk W	3150	1	21-(S1)		Unattended.
Ranger Mun	1.5 SSW; hwy W	1469	4	24-S5	F3	NW, NE, E blkd.
Raymondville, Fox	1 WSW; RR S	33	2	26-S3	F1	P-line SE.
Red Springs, Arledge Ranch	3. NW	1400	1	30		Bldgs N.
Refugio, Rooke Fld	3.2 WSW	54	3	h25-S3	F3	P-line NE, NW, SE;use strips; dangerous if wet. 3000' strip avbl.
Rio Grande-Farm Service	1 E; RR S	168	2	23-S3	F2	Fence, Bldg S. Ctn-low duster flying.
Rio Hondo, Texas Dusting Ser.	1.0 E		1	h10-S3	F2	2300' strip avail.
Rio Vista, Fisherman's Paradise	8.0 W	557	1	20		
Roaring Springs, Buzz Fld	2.3 NNE; hwy W	2000	2	26	F1	P-line SW. Rolling. Ctn-Golf course side rnwys.
Robstown, Nueces County	1.0 SW	77	4	h16-S3	F2	
Rockport, Aransas County	4.3 N; bay W	25	3	h45-S5	F4	
Rocksprings, Askew-Franks	10. SSW	2375	1	25		
Romero, Castleberry Ranch	0.5 NE	4070	1	30	(F3)	P-lines NE.
Ropesville, McNabb Farm	4.4 E; hwy N	3310	2	28		WNW blkd. Wire gap across NNE/SSW strip.
Rosenburg, Lane Arpk	2.5 SE; hwy W	94	3	24-S3	F3	Use strips. Caution-ditches. Cattle on fld. Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
TEXAS (Continued)						
Rotan, Phillips	9 W; riv 1.5 NW	2150	2	21		
Rotan, Whitefield	3.0 S	2000	1	21	(F1)	P-line N, S.
Salt Flat, 8A, ELP-FTW	80 E El Paso	3727	3	39-BL2		
San Angelo, Mathis Fld (P)	8. SSW; lk N	1915	4	h59-BL6-S5-W-X	F4	Use rnwys.
San Antonio, Intn'l(P) •	7.8 N; RR SE	808	3	h85-BL4,5,6-S5-W-X	F4,7	2-way rdo rqrd ngts. Inbnd VFR flgts having proper rdo equip ctc SAN Apch Ctl on 123.9mc approx 25 mi out for lndg instr;apch ctl will specify rptg pt where flgt will chg to twr freq; arriving & depart. acft avoid Randolph AFB tfc pat.-exten jet operns. Use rnwys & txwys only.
San Antonio, Lakefield	10 S; lk E, S, N	550	2	27-S3	F1	
San Antonio, Riverview Arpk.	10. S	670	1	20-S3		River bank S. Rgt tfc N.
San Antonio, Stinson Fld (P)	6.2 SSE; hwy W	567	4	h49-BL4-S5	F4	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line W, S. Use rnwys & txwys only.
San Benito Mun	1.5 E; RR SW	31	2	26-S3	S1	P-line S. Use strips. Ben on prior req.
San Gabriel, Camp's Ranch	2.0 E	470	1	25	(F1)	P-line S. Unattended.
San Leon, Ellis	7.0 N Texas City	15	1	14	(F1)	P-line NW.
San Marcos Mun	3.0 S	630	2	34-S5	F2	
Santa Rosa, Zacawelsta	4 NE; hwy E	1200	2	32		
Seguin, Guadalupe Co.	2.0 WNW; RR S	500	1	45-S5	F3	Muddy-wet. P-lines N, S. Use at own risk.
Shallowwater, Rhodes	adj W	3300	2	25-S1	F1	P-lines E, S.
Shamrock Mun (PC)	1.3 SSE; hwy W	2323	2	26-BL4	S1	Ruf. Radio ant. W.
Sheffield, Greer	Adj. City	2300	2	35-L4	(F4)	P-line E. Unattended.
Sherman Mun •	1.4 SSE; hwy N	745	1	h40-BL4-S3-U	F1	Rgt tfc N, NE. Ruf.
Shiro, Flying "D" Ranch	3.0 NE	300	1	25-L4-(S3)		
Sinton Mun	2 W; rd N	49	1	h45-*L6-S3	F2	SSE blkd. Cattle on fld. No storage.
Skellytown	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham Fld	1.0 SE	600	3	34-*L4	F2	N, NE blkd. P-lines S, SW. S blkd.
Smithville, Richards Rch	4.5 SE		2	30		Unattended.
Snyder, Diamond M Ranch	11. WSW	2400	1	20		P-lines S.
Snyder, Winston Fld (PC) •	2.5 SW; hwy N	2427	2	h48-BL4-S5-U	F4	
Sonora, Allison Ranch	12. E	2350	1	25		Stock on fld. Unattended.
Sonora, Askew-Vander Stucken Rch	22. SE	2325	1	25		Hill S.
Sonora, Copeland Ranch	15. 7 NE	2360	3	32-L4	(F1)	P-lines S, SE. Stock on fld. Unattended.
Sonora, Mayer Ranch	10. W; rd N	2200	2	28		P-line N, NE, SW.
Sonora, Mayfield	9.0 W	2200	2	45	(F1)	Surnd by hills.
Sonora Mun	adj city	2130	1	h39-*L4-S1-U	F3	Rdo twr 1 mi E. Fences N, S.
Sonora, Robt. Mayer Ranch	15. NW	2300	1	20		TV tower E.
Sonora, Station B	36. SE	2380	1	h15		
Sonora, Texas Agricultural Experiment Sta. 14	28. S	2400	2	23		P-line S. Stock on fld. Unattended.
Spearman	0.8 NW; RR SE	3104	1	28-(S1)	(F2)	SW blkd.
Spearman, Barnes	1.5 NE	3100	2	32		P-line N. Unattended.
Spofford, Burr Ranch	12. S	925	1	36		
Spofford, Jameson Ranch	10 WSW; rd E	956	2	18		Use strips.
Spring, Skyline	23. N Houston	125	1	24-U		P-line N, trees SW. Unattended.
Stamford, Arledge Fld	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail; use strips only; ben prior req.
Stephenville Mun	1.0 E	1318	2	h42-S5	F3	
Sugar Land, Hull Fld	1.0 NW	99	1	5I-BL4-S5-U	F4	
Sulphur Springs Mun	1.9 NW; RR S	472	2	23-(S3)	F2	Open daylgt hrs only.
Sundown	0.5 NW	3575	3	30	(F2)	
Sweetwater Mun (AF) •	3.5 W; RR S	2386	3	h62-BL4-S1	F4	
Taft, Worsham	0.8 ENE; hwy S	54	3	19-S3	F1	E, W, NW blkd.
Tahoka, T-Bar	1.0 NW	3200	2	26	F1	P-line S.
Taylor Mun	2. NW	520	2	21-S3	F1	Ditch N end.
Teague, Gage Fld	1.N; RR; hwy SW	506	1	h17-(S1)	(F1)	
Temple, Draughon-Miller Mun (PC)•	5.5 NW; hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	2 E; hwy S	2700	1	36		
Terrell Mun (PC)	1.5 SSE; RR W	479	2	h30	F1	Use rnwys. P-line N.
Terrell, Wallace	2 W; hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips.
Tulia	1.0 NW	3500	1	33-(S1)	F1	Fence N & S. P-line NE.
Tulia, Vaughn Farm #1	4 WSW; hwy N	3440	2	26		P-line N. Cattle on fld.
Turkey	2.7 SSW; hwy E	2350	2	30-(S1)		Trees E & W. P-lines NW.
Tyler, Pounds Fld (P) •	5.5 W; hwy N	544	3	h51-BL4, 6-S5-W	F4	Acft over 50,000 lbs rstd rnwys 4-22;use rnwys.
Uvalde, Garner Fld (PC)	2.7 E; hwy NW	940	3	h37-BL4-S1-U	F4	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
TEXAS (Continued)						
Valentine, Henderson Rch #3	18. SSW; mtn W	5000	1	26	(F2)	Cattle on fld.
Valley Mills Mun	4. SE	750	1	30		Ctn-ruf. Unattended.
Van Horn, Culberson County, 10, ELP-CTX (PC)	3.5 ENE; RR S	3995	3	h60-BL2-S1	F4	Use rnwys. Circle town for service.
Van Horn, Sayles Ranch	54. NE	4000	1	15		
Vernon, Wilbarger County	5 N; hwy E	1261	2	h43-BL4-S5-U	F3	Use rnwys. Rnwy lgts on req only.
Victoria, Ball	6.0 N	107	3	33-S5	F4	Cattle on fld.
Victoria-County(PC) •	5.5 WSW; hwy S	121	4	h56-BL4-S5-W	F5	Ngt operas rnwy 17-35 only.
Waco Mun (P) •	6 NW; lk S	513	3	h57-BL4,6,7a-S5-W	F4	Use rnwys & txwys only. Hvy earth moving eqipmt operg off apch ends of rnwys 36 & 32 in connection with the constr of New Lake Waco Dam 7:00 AM-6:00 PM daily. Extreme caution should be observed when making apchs to these rnwys from the S.
Waelder, Benham Ranch	8.2 NW	450	2	25		W blkd. Cattle on fld. Unattended.
Wellington, Marian Airpark(PC)	1.6 SE	2010	3	29-B		Use N/S strip when wet.
Weslaco, Mid Valley	1.7 NE; RR W	70	3	h35-S3	F4	Embank. N, E, S. 3100' strip avail.
Wheeler, Holt	1.5 NE; hwy S	2480	2	20	(F3)	P-line S.
Whitney, Lake Whitney State Park	0.3 SW	570	1	40	F2	P-line N. Ctn-rnwys soft.
Wichita Falls, Kickapoo	3.1 SSE; hwy W	985	2	h30-L4-S5-U	F4	3200' strip avail. 40' unlgtd p-lines approx 800' off apch end rnwy 13 and 2500' off apch end rnwy 31.
Wichita Falls, Sheppard AFB/MUN (AF) •	5.8 N; hwy W	1014	2	h131-BL4,6,7a-S5-X-W	F4	2-way rdo rqrd. Open civil acft. Rgt tfc rnwys 17 & 33.
Wichita Falls, Wichita Valley	7 WNW; RR S	1020	3	32-*L4-S3-U	F4	S blkd; p-lines S, SW, W, NW. E/W rnwy perm clsd; use strips.
Wimberley, Eagle Rock Ranch	2.4 NNW	1000	1	h26	F1	
Wink Mun, 18, ELP-FTW(P)	3.6 WNW	3624	3	h70-BL4-S3-W	F4	Rnwys 17-35, 4-22 clsd ngts; 13-31 only lgtd rnwy
Winnsboro, Mulinax	1.3 SE	517	2	20		P-line N. Cattle on fld. Ruf.
Wolfe City, Fulks	1.2 NNW	720	1	19		NNE blkd.
Wolfe City, Henington Airstrip	1.2 NW	680	1	22		SE blkd. Clsd during wet wea.
Yoakum	4.0 W	387	2	40	(F3)	Unattended. Fuel on call.
UTAH						
Beaver Mun (PC)	3.2 SSW	5953	2	47		
Blanding Mun	2.9 S; hwy E, S	5750	1	h47	F4	Shoulders soft; use rnwys.
Bonanza	3.5 N; rd W	5368	1	57		
Bountiful-Sky Haven	2.6 WSW	4234	2	h34-S5	F2	3600' strip avail.
Brigham City(PC)	2.7 NW	4223	3	52-BL2-S5-U	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	5 N; rd S	7586	2	h74-BL4-W		
Cedar City Mun •	2.3 NW; RR S	5622	2	h56-BL4-S4-W	F4	Rgt tfc S, W. Use rnwys.
Delta Mun (P) •	4.3 NE; hwy NW	4758	2	h60-BL4-S3-W	F4	Use rnwys.
Draper, Carter Sky Ranch	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	2.2 mi NNE	5533	3	51	F2	Unattended. Fuel on call.
Escalante	0.5 SE	5800	1	40		P-line N.
Fillmore(PC)	2 WSW; hwy SE	4998	2	60-(S1)		Cattle on fld.
Garrison	1.0 N	5225	2	35		Clsd ngts.
Goulding Trading Post, Monument Valley	0.5 N	5156	2	30-S3	F1	SSW, S blkd. Tk-off N, land S.
Green River Mun	0.4 W	4120	1	h42-S3	F4	
Hanksville 54, LAX-DEN	3.7 NNE; rlr S	4490	2	63-BL2-W		N/S strip ruf. N end soft when wet.
Heber-Valley (PC)	2. SW	5632	1	h44-U	F2	Rgt tfc SW.
Huntington Mun	3.5 NE; hwy NW	5890	2	40		P-line NW. Cattle on fld.
Hurricane(PC)	3.0 S	3347	1	h34		Unattended.
Junction(PC)	1-NNW; hwy E	6074	1	38		Unattended.
Kanab Mun (PC)	2.6 S; hwy E	4856	2	h53-BL4-S5	F3	Caution-strip soft.
Loa, Wayne Wonderland	4.0 SE	7020	2	58	F2	
Logan-Cache(PC)	4.NNW; RR E	4454	3	h52-BL4-S5	F3	
Lucin, 52, SFO-SLC	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
Manti-Ephraim	5 N; RR SE	5535	1	h35		
Mexican Hat/Texas-Zinc Minerals	8. SW	5320	2	50		
Milford Mun, 45, LAX-SLC (P)	2.3 NNW; hwy E	5040	2	h50-BL4-W	F4	Fld unsuitable acft over 12, 500 lbs.
Moab, Grand County(PC)	7.7 SE; hwy W	4934	1	h50-S5-U	F5	
Monticello Mun	4. N	6996	1	h48		
Morgan Mun		5000	1	42		Clsd ngts; mtns W, N & E.
Mount Pleasant	2.0 SW	5857	1	47-(S1)		Fuel emgcy. Clsd ngts.
Nephi Mun	3.0 NW	5010	2	h47		Caution-loose gravel.
Ogden Mun (P) •	3.5 SW; hwy W	4455	3	h56-BL4-S5-W	F4	Rgt tfc rnwys 16, 21 & 25. Caution-arriving and depart. acft-hvy mil tfc making actual & practice GCA and inst apchs to rnwy 14 Hill AFB, descending on final apch course over Ogden Mun Arpt.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
UTAH (Continued)						
Oljato	In town	4836	1	45-U	F2	No multi-eng acft when fld wet.
Parowan	1.8 NNE	6000	1	35		Ruf. Soft when wet.
Price, Carbon County(PC)	2.8 ENE	5692	3	h57-*L4-S5-U	F4	E/W strip not usable when wet. Bcn prior req.
Promontory Point, 3, SLC-PDT	0.3NW; RR E, S, W	4390	1	30-BL2		Unattended.
Provo Mun (PC) •	3.5 WSW; lk W	4490	3	h71-BL4-S5-U	F4	
Richfield Mun	1.8 SSW; RR E	5277	1	36-S5	F3	Rgt tfc NNE.
Roosevelt Mun (PC)	2. NNE; hwy S	5109	1	h36	(F2)	
St. George Mun	1.SSW; riv SSE	2936	2	h51-BL4-S3	F4	
St. George, 33, LAX-DEN	6.0 SE	2887	2	h50-BL2, 4		Unattended.
Salina-Gunnison	6. NNE	5170	1	33		Unattended.
Salt Lake City Mun #1 (NG) •	5.WNW; hwy S	4222	4	h83-BL4, 7a-S5-W-X	F5, 7	24' lgtd twr 875' E rnwy 34L, 550' N rnwy 25.
Salt Lake City Mun #2	10.5 SSW; RR W	4608	3	h56		Use rnwys; all tk-offs & lndgs to N unless wind is 8 mph or better from other directions.
Salt Lake City, Utah Central	4.SW; hwy N	4343	3	42-S5-U	F4	P-lines N, NNW.
Sandy, Alta Arpk	2. E	4800	1	27-(S3)	(F2)	Mtns. E.
Spanish Fork-Springville(PC)	2.5 NNW; RR E, S	4528	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele Mun	1.4 WSW; RR W	4983	1	h42	F4	Shoulders soft. Use rnwy. Unattended.
Torrey	1. N	6795	1	36		Soft - wet.
Tremonton Mun (PC)	1.WNW; hwy S	4332	1	h34-S1	F2	
Vernal (PC) •	1. SSE; hwy N, E	5277	2	h49-BL4-S4	F4	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon Mun	1.0 NE; RR E	5511	1	40		Fence S. Unattended.
White Canyon, Hite-Parker	1.5 NNE; riv W	3549	1	35		Ctn-turbulence; apch down river to S.
VERMONT						
Barre-Montpelier Mun (P) •	3 W; pond 1.5 SW	1162	2	h45-BL4-W-U	F3	P-lines SSE, SW. Use rnwys.
Bennington Mun	2.5 WNW; riv N	813	2	h20-S3-U	F2	Trees NE. Use rnwys.
Bristol	0.7 W; riv SE	570	2	21-S5		SE blkd. Mtn range E to S.
Burlington Mun (AF, NG) •	3 E; riv 1 NE	335	2	h78-BL4, 5, 6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW. J-bar overrun area rnwy 33.
Canaan, Bunnell Farm	5.0 S	1020	1	19		Soft when wet. Unattended.
Colchester, Champlain	6.3 W; RR W	120	2	19-S1-U	F2	N, W blkd.; p-line E.
East Berkshire	1.0 S	410	1	18		Unattended.
Fair Haven Mun	1.5 NNW; riv W	370	1	23		Use gravel strip. Unattended.
Manchester, Equinox	1.5 ESE; RR N	700	2	18-(S1)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	4.3 SE; ridge E	490	1	22-S5-U	F2	Trees S.
Morrisville-State	2.5 S	732	1	25		
Newport Mun(PC) •	3.SSW; lk NE	930	2	h40-S5-U	F2	Skils only Dec thru Apr 15; airline stop Jun-Sept.
Post Mills	Adj. W	700	1	23-S5-U	F2	P-line NE.
Rutland Mun (PC) •	5.8 SSE; riv S	787	2	h50-BL4-S5-U	F4	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may be cross-wind those times. Auto tfc WNW.
St. Johnsbury Mun (PC)	5.2 N	814	2	20-S1	F1	N apch narrow btn hills.
Springfield, Hartness(PC)	3.8 NNW; riv E	575	2	h27-*L4-S5-U	F4	3900' strip avail.
Swanton, Austin	1.7 NE	235	2	21-S5		
Vergennes, Basin Harbor	6.0 NW	130	1	32-U		Unattended.
Waitsfield, Estey Arpk	2.8 NNE; riv SE	710	1	30		Mtns ESE. Unattended.
Windsor, Miller	2.7 E	340	1	15	(F2)	Unattended.
VIRGINIA						
Alexandria, Washington-Virginia	4.5 NW; hwy NW	250	2	h28-*L4-S5	F3	NNW blkd.
Blacksburg, VPI(PC)	1.3 SSE; RR W	2100	1	h38-S5	F2	No operns Sun A. M.
Bridgewater (Harrisonburg), Pure Village	3.0 E	1350	1	30-S1		
Bridgewater, Shen-Myar Aircourt	1.0 SE	1180	2	26-*L-S5	100	NW blkd.
Buckingham, Bradshaw's Arpk	6.0 NW	500	1	35-S3	F1	Unattended.
Charlottesville-Albemarle(PC) •	7 N	639	1	h46-BL4-S5-U	F4	6000' strip avail.
Charlottesville, Univ. of Va. (PC)	5 ESE; riv E	300	1	38-S5-U	F4	
Chase City	2.5 W	500	1	30	F1	Soft when wet. P-line N.
Clover	3.5 SSW; RR E	350	2	25-S5	F2	P-line SSE.
Colonial Beach, Reno Sky Park	3.0 W	45	1	35-BL2-S5-U	F1	875' overrun NW end, 1000' SE end.
Covington	0.8 NE	1600	1	h25-(S1)	(F1)	Use strip. FEE.
Culpeper	1.0 SW	400	2	23-U	(F1)	
Danville Mun (P) •	3.4 ESE; hwy N	592	3	h50-BL4-S5-W	F4	
Elkton	3.0 NW	1100	1	18-S2	F2	P-line SW.
Emporia Mun (PC)	3.E; hwy S	127	3	h50-L4-S3-U	F2	Lgts avail until 2300.

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
				VIRGINIA (Continued)		
Falls Church Arpk	2.5W; hwy N	350	2	23-S5	F3	E blkd. Soft when wet.
Farmville Mun	2.5 NW; RR S	370	2	20	80	N blkd.
Finchley, Clarksville-Finchley	1.NNE; RR S	450	1	22	F1	P-line SSW.
Franklin Mun (PC)	2.2 NE; RR, hwy S	37	3	h41-B*L3-S3-U	F4	All sod areas clsd.
Fredricksburg, Shannon	3. S	50	2	h26-BL4-S5-U	F4	3000' strip avail. Ngt operns by prior req only. Unicom days only.
Front Royal, Stokes Fld	3. W; riv S	735	2	31-S1	F1	P-line S. Use strips. Dangerous when wet. Fuel-emgcy only. Unattended.
Galax	6.0 S	2575	1	22	(F2)	P-lines, fences N & S. Attnd Sat & Sun.
Gloucester, Evans	1.3 S	80	1	45		Unattended.
Gordonsville Mun	2.9 NE; RR S, SE	475	1	28-BL2-S5-U	F1	
Harcum	7.N Gloucester	85	1	36	F2	House NNE.
Hopewell	3.3 E	20	3	h24-S5-U	F1	WSW blkd.
Hot Springs, Ingalls Fld	3 S; hwy 3 W	3780	2	34-U	F4	Clsd Nov-April.
Lawrenceville Mun	3.6 ENE; RR N	317	2	24-*L2-S5	F2	N blkd.
Leesburg Mun	1.ESE	339	1	35-*L4-S5-U	F3	Soft-wet. Rolling. Small acft use old rnwy.
Lexington	2.0 SW	1200	1	28-(S1)	(F2)	
Lively	3.0 SW	15	2	29-*L2, 4	(F1)	
Lynchburg, Falwell	2.6 SE; lk SE	850	1	32-U	F1	Ctn-ind E to W, ctc LYH rdo for arpt info prior lndg. Unattended.
Lynchburg, Preston Glenn (P) *	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Signal for below VFR min not operng ngt hrs.
Manassas Mun	2.3 NW rd SW	210	2	22-S1	F3	SW blkd. Soft when wet. Attended wk-end only.
Marion, Mountain Empire	11.0 NE	2500	1	29-BL4-S1	F2	Attnd summers.
Martinsville Mun	3.5 SSE; rd W	900	1	h20-S5	F1	Dangerous drop-off each end of rnwy.
Melfa, Accomack County Mun	1.0 W	48	1	h50		Unattended; lgtd twrs NW & NE.
Mt. Jackson, Zirkle	5.0 E	1090	1	19		Fuel-emerg. Mtn peak E.
Newport News, P. Henry (PC) *	10.4 NNW	41	2	h50-BL4, 6, 7a-S5	F4	N/S rnwy exten clsd acft over 12,500 lbs. Due non-visibility twr unable to ctl tfc on NW taxiway beyond N end of N/S taxi strip.
Norfolk Mun (P) *	6.ENE; RR S, E	26	3	h50-BL4, 6, 7a-S5-W	F4	S, SE blkd. Sod areas clsd lndgs & take-offs. 2 lgtd twrs, 14' & 9', 750' apart, lctd 400' NW rnwy 4-22. First 219' rnwy 13 not avail for lndgs. Due non-visibility twr unable to observe N twy from T-hangars to point 200' from apch end of rnwy 19.
Onancock, Johnson Fld	0.5 E	35	1	24	F2	P-line NW. Electric fence NE edge of rnwy.
Orange-County(PC)	3.5 E; RR S	453	1	h26		Unattended.
Petersburg Mun	6.2 WSW; riv N	190	3	h50	F4	
Portsmouth	7.8 WSW; RR S	22	2	h21-S5-U	F3	3500' strip avail. Soft-wet. Use rnwys. S blkd.
Powhatan, Plainview	1.8 ESE; pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving Fld, 35A, BNA-DCA	2.8 N; hwy NE	2200	2	28-BL2		P-line E, Unattended.
Quinton, New Kent County	16. E Richmond	150	1	28-S3	F2	
Rectortown, Wilson	1.0 W	600	2	33		
Richlands-Flying Service		1950	1	19-(S1)	(F2)	
Richmond, Byrd Fld (NG) *	7.2 ESE; RR S	167	3	h80-BL4, 6, 7a-S5-X-W	F4	Operg 2-way rdo rqrd. Twr unable to observe N portion of N/S twy parallel to rnwy 2-20 & NW/SE twy parallel to rnwy 15-33. FEE for executive & non-sked acft; use paved areas only, other areas soft.
Richmond, Northfield	6.5 N; riv NE	197	2	h24-*L4-S5-U	F3	
Richmond, Parnell	4.8 S; RR E	120	2	27-S5-U	F1	
Richmond, Virginia State Police	4.6W; riv 2 NE	300	1	18	F1	SE blkd.
Roanoke, Mun(Woodrum Fld)(P) *	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	2-way rdo rqrd. FEE for multi-eng acft. Due non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip & 200' approx midway E/W strip. Men, equip adj all rnwys-caution-go 180° turns on rnwys.
Shenandoah	0.4 SW	950	2	20-*L3-(S1)	(F1)	Rolling.
South Boston, Tuck	3.1 ENE; RR S	410	2	h25-S3-U	F2	100' each end N/S rnwy unpaved.
South Hill Mun	2.3 WSW; RR N	410	2	h18		W blkd. Unattended.
South Norfolk	3.7 S; hwy NW	20	2	25-S5	F4	P-line W. Use strips.
Staunton, Shenandoah Valley	12. NE	1164	1	h40-BL4-S1-U	F4	
Suffolk Mun (P)	3.6 SSW	71	3	h50-S1	F1	Surrounded by trees.
Waverly Mun	2.5 N	115	2	40-(S1)		Unattended.
Waynesboro, Valley	3.7 WNW; hwy N	1400	1	34-S5-U	F4	Soft when wet.
Weirwood, Kellam Fld	1.W; RR ESE	15	2	21-S5	F2	
Wellville, Dalton	1.4 NE; RR S	400	1	22		
West Point Mun (PC)	2.3 ESE; hwy N	24	3	h50-*L4		Unattended. Horses on fld; surnd by trees.
Williamsburg, Central	3.NNW; RR SW	105	2	42-S5	F2	ENE, WSW, WNW blkd.
Winchester Mun	3.4 SSE; rd E, S	700	2	30-S5-W-U	F1	Soft when wet.
Windsor, Garner	4.8 NNE; hwy W	80	1	25		

CITY AND AIRPORT NAME	LOCATION	ELEV.	RWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
				WASHINGTON		
Almira, Mayberry Airstrip #2	7.3 S; rd NW	1850	1	24		Use at own risk.
Almira, Williams Grove	8.NE	2050	1	25	(F2)	P-line S.
Arlington	3.8W; RR E	138	3	h51-S5-U	F4	Ctn-gliders, especially wk-ends.
Auburn	1.8 ESE; lk NW	276	aw	34-S4	F2	Rolling.
Bandera	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area. Unattended
Bellevue Airfld	4.1 ESE; hwy S	345	1	h22-BL4-S5-U	F4	Rgt tfc SW; rnwy lgts prior req 3 hrs after sunset.
Bellingham Mun (P) *	3.8 NW; hwy NE	158	2	h50-BL4, 6-S5-U-W	F4	ARPT OF ENTRY.
Blaine	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet. Unattended.
Bremerton, Kitsap County (N)	8. SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end. 1st 2000' rnwy 1 clsd Naval acft.
Bremerton, Leisureland Resort	6.6 WNW; hwy S	480	1	25		Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Brewster, Gebbers Fld	0.5 N	1000	1	18	(F1)	P-lines E, W. Twr E.
Buena	1.3 NW; RR S	630	1	20-S3	(F2)	Rgt tfc & tk-off SE; lnd NW calm winds; p-line NW. Unattended.
Camas, Grove's Flying Service	2.8 N; lk SW	420	1	26-S3		E blkd.
Cashmere-Dryden	1.1 SW; RR N	860	1	h18		P-line E.
Chehalis-County-City(PC)	0.6 NW; riv N	174	2	h50-L4-S5-W	F4	Twr NE. Use rnwys.
Chelan Mun (PC)	4.7 NE; riv SE	1250	2	26		Cattle on fld. Unattended.
Chaney	1. SW	2400	1	30		P-line SW. Unattended.
Clarkston, Asotin County(PC)	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	2.5 E; RR S	1930	1	35-L4-S3	(F2)	Clsd winters. Rgt tfc NE. Lgts prior req after 2300. Unattended.
Colfax, Whitman Co. Meml (PC)	3.SW; hwy NNW	2171	1	24	F2	Unattended.
College Place, Martin Fld	1.1 W; RR N	750	1	26-L4-S5-U	F4	
Colville Mun (PC)	0.8 E; RR W	1878	1	h24		
Concrete Mun (PC)	1.S	260	1	21	(F2)	Rgt tfc W. Mtns N, S.
Copalis-Beach Airstrip	1.5 NW; riv S	0	1	50		Not usable at hi-tide; ctn-drift wood; unattended.
Coulee City	2.0 E	1700	1	33	(F2)	
Curlew	.05 W	1850	1	28		P-line E.
Darrington Mun	0.5 N	520	1	28		Unattended. Trees W.
Darrington, Sturgeons Rch	6. NE	550	1	20	(F2)	Rolling. Unattended.
Davenport Mun	0.9 WNW; hwy S	2425	1	28	(F2)	NE end rolling.
Deer Park Mun (PC)	3.0 NE	2200	3	h61		Unattended. Water twr WSW.
Easton, 5B, SEA-HLN	1.7 NNW; hwy SW	2221	1	30-BL2		Closed winters-snow. Unattended.
East Sound, Orcas Island	1.0 NW	25	1	37	(F2)	
Eatonville, Swanson Fld	0.7 NE; RR E, W	950	1	22		P-line S. Unattended.
Electric City	1. SW	1570	2	23		Use NE/SW emerg only. Unattended.
Ellensburg Mun(P)	2.5 NNE	1766	2	h56-BL4-S3-W	F4	
Ephrata Mun *	2.SE; hwy SW	1272	3	h73-BL4-S5-W	F4	Stay on rnwys-shoulders soft, unsafe.
Everett, Paine Fld (AF)	7.0 SW	602	3	h73-BL4, 6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.
Forks(PC)	1.SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S. Unicom on req.
Friday Harbor	0.4 SW	80	1	24-S3-U	F2	ARPT OF ENTRY. P-lines & bldg each end.
Friday Harbor, Spieden Island	13. NE	250	1	21-(S1)		Over water approaches. Unattended.
Goldendale	.05 NW	1685	1	17		Unattended.
Granger, Wiggins		750	1	18-S1		Hill NE. Land at own risk; cattle on fld.
Harrah	3.0 SW	815	1	h38	(F2)	
Harrington, Beck	1. NNE	2200	1	h20	(F2)	
Hoquiam, Bowerman(P) *	2.W; harbor S, NW	14	1	h50-BL4-S1-W	F2	
Hunisville, Touchet Valley	0.5 NE; hwy S	1325	1	26		
Ione Mun	1.9 S; RR W	2107	1	27		Unattended.
Kelso-Longview	1.8 SSE; RR SW	25	1	h29-BL2-S5-U	F4	
Kennewick, Vista Fld	4. WNW	516	2	h38-*L2, 3, 4-(S2)	(F2)	Minor acft rprs only. Unattended.
Kittitas, Cameron Fld	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Langley, Porters	4.5 SW	150	1	20	(F2)	P-line N.
Leavenworth, Lake Wenatchee(PC)	16.NNW; lk S	1916	1	25		Closed winters. Ctn-turbulent air close to gnd.
Lester(PC)	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft Service	0.2 W; lk N	1440	2	23		Rolling. Rgt tfc WNW, WSW. Ctn-down drafts. Unattended.
Lind	1.5 NE; RR S	1478	1	30-(S1)	F2	Use only WSW 2000' of strip. Ruf. Unattended.
Longview	2 SSE; pond N	20	1	30-S3	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield Mun	0.2 SE	2270	1	23	(F2)	P-line SE.
Mead-Flying Service	1.5 N; RR E	1936	2	20-S3	F2	P-line NE.

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	REMARKS
WASHINGTON (Continued)						
Metaline Falls, Sullivan Lake USFS	4. SE; lk S	2500	1	21		Mtns N, E, W. P-line N. Unattended.
Mineral Airstrip	1.0 ENE; RR W	1400	1	14		Rgt tfc SSW. Unattended.
Montesano, Summit Fld	2.7 W; hwy S	145	1	22		Rgt tfc ENE. Rolling. Use strip. Unattended.
Moses Lake Mun	2.0 NE	1200	4	27-L4-S5-U	F2	
Moses Lake-Sky Rch	6. W	1190	1	20-S5	F2	No storage.
Mt. Vernon, Barker	3 S; hwy E	5	1	20-S1	F2	
Mt. Vernon, Bayview (N)	5.0 NW	140	2	h53-S3	F3	
Nason Creek, E. Stevens Pass(PC)	0.2 SW; RR N	2170	1	21		Rgt tfc W. Clsd winters.
Newport Mun	1.0 W; RR, hwy S	2150	1	29		Rgt tfc E. Lgt acft only. Unattended.
Northport, Lowry Mun	1.0 N; rlv SE	1457	1	25		Unattended.
Odessa	1. N	1725	1	24	(F2)	P-line SW. Unattended.
Okanogan-Legion(PC)	1.1 E; RR NW	1041	1	24-*L-S5-U	F4	Rgt tfc WSW. Hills SE.
Olympia Mun (P) *	4.6 S; hwy NE	205	3	h50-BL4-S3-W	F4	
Omak (PC)	4.4 N	1303	1	h46-BL4-S3	F2	Rnwy lgts oper SS-0100.
Orchards, Scholl's	2 NE; hwy W	260	1	36-S1	(F2)	P-line W. Use strip.
Orovilla, Scott(PC)	2.0 NE	1065	1	49-*L-(S1)	(F2)	Rgt tfc S. ARPT OF ENTRY. Unattended.
Othello(PC)	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
Packwood(PC)	0.5 WSW; rlv NW	1053	1	20		Ctn-poor apchs. Clsd winters. Unattended.
Pasco (PC) *	2.8 NNW	401	3	h45-BL4-S5	F4	
Pomeroy, Farrell Fld	1.7 ENE; rd S	2340	1	18		Rolling. P-line W.
Port Angeles, Clallam Co. (PC) *	3.0 WNW	290	2	h53-BL4-S3	F3	
Port Orchard, South Port Orchard	7.5 SSW; lk E	370	1	30-S5	F2	
Port Townsend-County-City	5.SSW; hwy ESE	110	1	33		ARPT OF ENTRY. W, WNW blkd; p-line ESE; rgt tfc ESE.
Port Townsend, Fran-N-Ann Arpk	6.0 E	130	1	17	(F2)	Unattended.
Prosser, Beardsley(PC)	1.WNW; hwy E	694	2	37-BL4-S5	F3	NE/SW strip rstd. P-line NE. Theatre E.
Pullman-Moscow Regional(PC) *	3.4 ENE; RR S	2551	1	h49-BL4-S5	F2	Acft over 12, 500 lbs rstd to paved areas. Lgts on req after 2200.
Puyallup, Thun Fld	6 S; hwy W	520	1	h32-BL4-S5-U	F4	Ben oper SS-2300. NE blkd.
Renton Mun (P)	Adj NW	32	1	h55-BL2-S5	F4	Rgt tfc rnwy 33. First 1000' rnwy 33 clsd lndg tfc xcpt hvy acft. Use rnwys & taxiways only. Caution-final apch rnwy 33 & S end of fld occasionally not visible from twr when jet acft on compass rose. Touch & go lndgs not approved for acft over 30, 000 lbs.
Republic, Fairweather	1.2 S; rlv 1 E	2375	1	23-(S3)	(F1)	Rgt tfc NNW; use S 500' emerg only; no storage.
Richland, AEC	1.5 NW	393	3	h40-BL6		Prior permission required.
Richland-C. A. F.	1.3 SSE; rlv SE	372	3	30-*L4-(S5)	(F2)	P-line N.
Rimrock, Tieton	2.1 S; hwy N	2960	1	25		Ctn-land NE; tk-off SW. Soft-wet. Clsd Nov-May.
Ritzville	0.5 W	1800	1	31	(F1)	P-line NE.
Seattle, Boeing Fld (P) *	4.8 SSE; RR E	17	2	h100-BL6-S5-W	F5	ARPT OF ENTRY. 2-way rdo rqrd, xcpt prior req.
Seattle-Tacoma Intr'l(P) *	13 mi S; hwy E	424	2	h97-BL4, 6, 7a-W	F5	2 way radio rqrd. Equip on fld days. Itinerant acft arriving SEA are encouraged to make initial ctc with SEA Apch Ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories, and routings when necessary for proper sequencing. Acft will call apch ctl on 119.5 mc-call should be made approx 30 mi out.
Shelton, Mason County(N)	2.5 NW; hwy ENE	278	2	h53-L4	F2	CIVIL FACS ONLY.
Silverdale, Apex Arpk	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
Skykomish(PC)	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish Airfld	0.9 SW; RR, rlv N	16	2	27-S4	F3	Rgt tfc SSE, S. NNW blkd; p-line N, S, SSE.
South Bend, Willapa Harbor	2.5 NNW; rlv SW	16	1	h30-S1	F2	
Spanaway	1.3 S	365	1	25-L4-S5	F4	Unlgtd p-line S.
Spokane, Felts Fld(P)	4.9 ENE; rlv N	1953	2	h45-BL4-S5-U-W	F4	ARPT OF ENTRY. 1800' ext avail. NE end NE/SW strip. Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.
Spokane-Intl (AF, NG) *	6. WSW; hwy N	2378	2	h90-BL4, 7a-W		2-way rdo rqrd; rgt tfc rnwys 3, 7; use rnwys. Jet barrier rnwy 3-21 mil use on req only. Caution, cables across overruns 135' beyond threshold lgts rnwy 3-21.
Spokane, Cx Meadows	5. S	2350	1	25		Unattended.
Sprague	0.7 NE; RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld. Unattended. Fuel emerg only.
Tacoma	4.4 W	375	1	h24-L2-S5-U	F4	Both ends of NNE/SSW strip drop 20', Use rnwy
Tacoma, City View	5. 0 NE	445	1	23-(S3)		P-line SW.
Tacoma, South Tacoma	2.9 SW RR E	250	1	34-*L4-S5-U	F2	Trees & Hill N. Rgt tfc S. Keep W of rnwy.
Tekoa, Willard Fld	1.5 ENE; RR NW	2503	1	19-S5	F3	
Thatcher, Blakeley Island	NW end Island	70	1	23		Lgts SE side rnwy dusk-2230, 4 green lgts each end rnwy.
Toledo-Winlock Mun	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	Use rnwys only; farming opern unsurfaced areas

CITY AND AIRPORT NAME	LOCATION	ELEV.		LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
WASHINGTON (Continued)						
Tonasket Mun	1.9 NNW; rlv E	1340	1	42-S3	F2	P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Trout Lake, Hollenbeck Airstrip	0.7 NNE	1830	1	17		Trees SE. Cattle on fld. Unattended.
Twisp	1.9 SE; rlv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen Fld	4.6 ESE; hwy S	310	2	27-S5	F3	
Vancouver, Pearson Arpk	1.8 SW; RR S	26	2	40-L4-S5-U	F3	Enter only from SW. SE blkd-dike. 600' overrun each end E/W rnwy.
Vashon-Island	1. NW	270	1	22		Trees both ends of rnwy.
Walla Walla - City-County (P) *	3. NE; RR S, E	1305	3	h72-BL4, 6-S5-W	F5	Rnwy 7-25 clsd ngts. Farm equip on fld.
Washtucna	1 S; RR SE	1000	1	41-(S1)	(F2)	Caution-fld surrd by mtns.
Waterville Mun	1 NE; hwy S	2400	1	23-S5	F2	Caution, deep draw near E end of rnwy.
Wenatchee, Pangborn Fld(PC) *	5 ESE; hwy S	1345	3	h46-BL4-S5-W	F4	Hill E.
Westport	0.7 NNE	5	1	14		P-line NW. Clsd winters. Unattended.
White Salmon	0.7 NW	850	1	18		No storage. Unattended.
Wilbur	2. WSW; RR SE	2175	1	30-S5-U	F3	P-line NE.
Wilbur, Kunz Airstrip	5.2 NE; hwy W	2375	1	16		Land NE, tk-off SW. P-line N. Rolling.
Winthrop, Intercity USFS	4 SSE; rlv SW	1650	1	32		Unattended. Snow on fld Nov-April.
Woodland	0.4 SE; rlv E	35	1	25		Floods when riv high. Trees, bldgs NNW apch.
Yakima Mun (P) *	2.8 SSW; RR E	1077	3	h55-BL4, 6, 7a-S5-W-X	F4	Unattended. P-line N, S. Due non-visibility twr unable ctl tfc on N/S taxiway for 800' southern extremity.
WEST VIRGINIA						
Ansted, Massey	3. E	1700	1	13-(S1)	(F1)	Unattended.
Beckley, Raleigh Co. Mem'l(PC) *	3.5 E; RR NNE	2504	1	h50-BL4-S1-U	F3	
Bluefield, Mercer Co. (PC) *	4.0 NE	2897	1	h47-BL4-S5-W	F4	
Buckhannon, Lewis Fld	2.0 W	1435	1	18-(S3)		4' hi fence around fld. Unattended.
Burlington, Baker's Arpk	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Hilltop	4.9 SW	900	1	36		P-line WNW. Unattended.
Charleston, Kanawha County(NG) *	3.ENE; rlv W	981	2	h56-BL4, 5, 6-S5-W-X	F4	Tfc on SW and SE ends loading ramp and ANG hangar area not ctld by twr. ANG transient facs avail only 1300Z-2100Z Tues thru Sat.
Clarksburg, Benedum(PC) *	6.7 ENE; hwy S	1209	2	h37-BL4-S5-U	F4	No rgt tk-offs rnwy 16-34; Unicom daylgt hrs only.
Clarksburg, Patton Fld	7. S	1000	1	14	(F1)	Unattended.
Cowen, Smith		2450	1	18		Unattended.
Elkins Mun (P) *	2.7 S; bet RR, hwy	1967	2	h45-BL4-S3-W	F4	P-line SE, SW. Use rnwy with ctn. 110 oct. avail.
Fayetteville, Fayette	1.6 SW; hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Rwf.
Fairmont Mun	3. SSW; rd S, E	1080	1	38-S1	F2	Ridge E. Unattended.
Huntington	SEE: Chesapeake, Ohio, Huntington Arpt.					
Huntington, Tri-State(P) *	6.8 SW; RR W	823	1	h53-BL6-S5-U-W	F4	After 2400 lgts on req only by ctcg UNICOM or HTW rdo. Use pavement only.
Keyser, Miller Fld	3.4 SSW; hwy E	975	1	17		Rocky, rwf. Ridge SE, NW.
Martinsburg Mun (NG) *	4. SSW; hwy NW	556	2	h70-BL4, 6, 7-S3-W-U	F4	Use rnwys. 1000' overrun rnwys 8 & 26. All jet tfc use rnwys 8-26 regardless of wind direction. All other tfc land according to the wind direction indicator lctd adj to NE taxiway running from civil taxiway to rnwy 26. Ctc MBR twr for lndg instr entering the ctl zone. Ctc MBR rdo when twr is not in opern.
Morgantown Mun (P) *	2.8 ENE; hwy N	1256	3	h86-BL2-S1-W	F4	
New Martinsville, C. A. P.	3.0 N	620	1	22		Unattended.
New Cumberland, Herron	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
Parkersburg, Stewart Arpk	2.6 N; RR W	602	nw	32-S5-U	F4	
Parkersburg, Wood County(P)	7 NE; bet hwys	656	3	h44-BL4-S3-W	F4	
Pence Springs, Hinton-Alderson	1.0 E; rlv S	1520	1	26-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	1.2 WSW; rlv N	945	1	27-BL2		
Philippi	4 S; hwy S	1900	1	15	F1	
Princeton Mun	1.7 SW; hwy E	2450	1	27-S5-U	F1	Unmrkd row of lgts S edge of strip.
Richwood Mun	5.0 W	2520	1	20	(F4)	Bldg NE; p-line on hill E.
Russellville, Rader		2350	1	14		Soft when wet. Unattended.
Sleepy Creek, Potomac Arpk	4.6 WNW; rlv N	400	1	28	F1	Rgt tfc.
Spencer, Roane County	1.SE; hwys N, S	953	1	18-S1-U	(F1)	Aind wk-ends only.
Summersville	4. NE	1840	1	18-(S1)		P-line N. Unattended.
Sutton, 21, CIN-DCA	3.6 ENE; rd E	1264	1	31-BL2		P-line SW.
Taplin, McDonald Fld	0.5 WNW; rlv N	680	1	30-S5	(F1)	Use only if familiar with fld. Unattended.
Terra Alta, Forman Fld	1. N	2750	1	18		P-line N. Unattended.
Weirton	2.0 E	1145	1	h23-S4	F2	

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
WEST VIRGINIA (Continued)						
Welch Mun	3.0 SE	2118	1	22-L4-(S1)	(F1)	Bcn & lgts oper SS-2245. Unattended.
Wheeling-Ohio County(P) *	5.0 N	1195	3	h50-BL4, 6-S5	F4	Stay on hard surface.
White Sulphur Springs, Greenbrier (PC)	2.3SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft. 5000' strip avail. Ctn using sod exi durg thaws. Ctc Greenbrier U for info.
Wiley Ford, Cumberland (PC)	SEE: Cumberland, Maryland, Cumberland Arpt.					
WISCONSIN						
Antigo Mun	2 ENE; hwy N	1483	4	h28-L4-S5	F4	Unattended.
Appleton, Outagamie Co. (PC)	2.2 ENE; RR S	750	4	h37-BL4-S5-U	F4	P-line NW.
Ashland Mun	2. S	826	2	h36-BL4-W	F2	Unattended.
Baldwin	1.0 W	1100	1	26	(F1)	P-line S. RR N end.
Baraboo, Bell Aero Service	4.NNW; hwy W	980	2	33-S1	F2	Use strips only.
Barron Mun	1.1 ENE; riv W	1110	2	26	(F2)	P-line E. TV Twr W.
Beaver Dam	1.7 W; lk N, E, W	883	2	27-S5	F2	Rolling.
Black River Falls, Jackson Co.	2. E; RR W	850	4	28-(S1)	(F1)	Surrnd by p-lines.
Boscobel	2.NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	1.6 NNW; lk W	1665	2	39-*L2-S1-U	F4	Clsd winters. Use strips.
Boyceville Arwys, Inc.	0.5 E; hwy W	948	1	24	(F2)	
Briggsville, Norlings	1.3 SW; lk N	830	1	24		Attended summers only.
Cable-Union(PC)	2.5 SE; riv N	1351	2	33-W	F4	
Cambridge	1.6 SE; hwy N	920	1	16-S1	F2	
Cassville	1.0 ESE	627	1	25	(F2)	Use tfc pat over riv.
Cedarburg, Grob	2.3 N; hwy S	875	3	29-(S1)		P-line S. Use only if familiar with fld.
Chetek	1.5 SE; lk N	1050	3	22	F2	N, NW, SE blkd.
Clintonville Mun (PC) *	1.ESE; hwy N	828	3	h36-BL4	F3	No tk-offs, lndgs rnwy 4-22. P-line SW.
Cochrane, Gletter	5.E	750	1	18		
Coloma Mun (PC)	3.NW; hwy 1. 2 E	1100	3	31	(F2)	
Cornell Mun (PC)	2.E	1143	1	22		Unattended.
Crandon Mun	3. SW	1638	2	h31		
Crivitz Mun	3.3WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd. Clsd winters.
Cumberland Mun (PC)	3 SE; lk NE	1230	3	22		Unattended.
DePere, Nicolet	2 E	600	2	40-*L1-S3	(F2)	
Dodgeville, Wayside	1.0 N	1250	1	27	(F2)	Unattended.
Drummond, Sorenson	11.W; lks N, W	1275	1	20	F2	CLOSED WINTERS, Rolling.
Durand, Schlosser Fld	2.4 NNW; hwySE	800	2	26-S5	F2	Unattended Sundays.
Eagle River Mun	1.3 NW; riv N	1644	2	h30-L1	F2	P-line NE. 3600' strip avbl; not maintd winters.
East Troy Mun	1.5 NE	845	1	21	(F2)	
Eau Claire Mun (P) *	3.5 NNE; riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
Edgerton, Tobacco City	2.7 N; hwy E	850	1	26-(S1)	(F2)	N blkd. Use strips. Unattended.
Ephraim-Fish Creek(PC)	2.SW; hwy NW	775	2	24		CLOSED WINTERS, Rolling.
Fifield, Boyd's Mason Lk Resort	13. WSW; lks E,S	1410	2	40	F2	Trees N. NW, SE blkd. Clsd winters.
Fond du Lac-County	1. W	806	2	h36-BL4-S5-U	F4	
Ft. Atkinson Mun (PC)	3.NNE; riv E	799	1	20	(F4)	
Gilddan Mun	0.6 S; hwy E	1540	1	22		P-lines SE.
Grantsburg Mun	2.0 NE	927	2	42-BL4-W	F3	Unattended. Ruf.
Green Bay, Austin-Straubel (P) *	5.7 WSW	694	3	h52-BL4,7a-S5-W	F4	Use rnwys. 40' lgtd ant. 400' S of centerline NE/SW rnwy.
Hales Corners	0.7 SSE; hwy W	770	1	21-*L4-S3	F3	Use strip. P-line W, E blkd.
Hales Corners, Rainbow		720	4	23-L4-S5-U	F2	P-line W. Bcn on req.
Hartford Mun	2.0 NW	1052	1	h30-L4-S5	F2	
Hayward Mun	2.0 NE	1200	3	h36-L1-S1	F2	
Iola, Central County	4.8 E; hwy N	900	4	22-(S3)	(F1)	P-line E.
Iron River, Union	2.2 WNW; lk S	1100	1	22		
Janesville-City	1.8 NNE; RR NW	880	4	23-S3-U	F4	
Janesville, Rock County (PC) *	4.5 SSW; hwy E	808	3	h54-BL4-S1-U	F4	
Kenosha Mun	5.0 W	730	2	h36-S3	F4	NE/SW strip ruf.
Kohler(PC)	1.N; hwy S	647	2	36-*L-S5	F4	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
La Crosse Mun (P) *	5.NNW; riv N	653	3	h53-BL4-S5-W-U	F4	
Ladysmith, Bush Fld	1.0 W	1300	1	25-S3-U	F2	P-line NW.
Ladysmith, Rusk County (PC)	5.5 ENE; riv NW	1230	2	30-L4-S5-U	F2	Rnwy lgts turned off 3 hrs after SS. Not maintd winters.
Lake Delton, McBoyles Dells	0.8 SE; hwy E	910	2	h23-S3	F2	P-lines NE & SE; open May-Nov.
Lake Tomahawk, Dolhun's Resort	1.8 WNW; hwy N	1590	1	26-B*L4-S5-U	F4	P-line N. Bcn prior req after 1:00 PM. Clsd winters.
Land O'Lakes, King's Land O'Lakes *	0.5 SSE; RR W	1706	2	h36-BL4-S1	F3	Clsd winters.
La Pointe, Madeline Island(PC)	1.2 ENE; hwy NW	646	1	28		Unattended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	SERVICE	LONGEST RNWY FACILITIES	FUEL	REMARKS
WISCONSIN (Continued)						
Lodi-Lakeland	0.5 NE	870	1	26	F2	
Lone Rock, Tri-County	2.NNE; hwy S	717	2	36-L4-S5-W	F2	Code bcn.
Madison, Blackhawk	2.0 E Oregon	900	1	27-S3	F2	P-line N.
Madison, Morey	7.WNW; hwy 1 E	928	4	33-*L4-S5-U	F4	S blkd.
Madison, Truax Fld (AF, NG)	5.NE; RR W	859	4	h36-BL4,6,-7a-S5-W	F5	Rds E, NE. 2-way rdo rqrd. Trees SW. Overrun lgts. Use extreme caution passing vcnty Truax Fld. Jet tfc making 360° overhead apchs to N/S rnwy. Jet tfc pat. alt 2500' MSL. Practice flame-out apchs are being made on rnwy 36 or 18 when reported wea is at least 12, 000' ceiling and 5 mi visibility. Acft will remain within a 5 s mi radius of Truax Fld from gnd to 11, 000' MSL when making practice flame-outs. Caution-crossing hiwy lndg rnwys 22, 26, 31.
Manitowish Waters(PC)	1.2 SSE; hwy NE	1610	2	36-*L-S5	F4	
Manitowoc Mun *	1.6 NNW; RR W	647	2	h36-BL4-S4-U	F4	P-line W.
Marshfield Mun (FC)	2.3 SSW; hwy E	1253	2	h28-*L4-S5-U	F5	
Mauston	2.3 SE; hwy N	880	1	19	(F3)	P-line E.
Mauston, Woodside Rch	5.E; riv S.	880	1	25		P-line N. Clsd winters.
Medford	1.8 NNE; hwy W	1410	2	13-S1	F2	Not mainted winter months. Use strips; SW blkd.
Menomonee Falls, Aero Park		820	3	27-S3	F2	Rgt tfc SW apch. N, S, SE, SW blkd; trees NW.
Merrill Mun	1.2 NNW	1280	1	h30-L4-S1	F2	Use paved rnwy.
Milwaukee, General Mitchell Fld (AF) *	6.S; RR E, W	696	4	h84-BL4, 5, 6-S5-W	F4	P-lines NE, SE, NW. Rgt tfc rnwy 1-7. Acft apchg fld with intentions to lnd durg VFR conditions and equipped with multiple rdo freq make the first ctc with MKE apch ctl on 124.9mc at or before reaching a pt 15 mi out giving position and alt. 2-way rdo rqrd, xcpt emerg or prior twr approval.
Milwaukee, Timmerman (PC)	6.NW; riv W	745	5	h41-BL4-S5-U	F4	P-line E, ant. NE.
Monroe, Badger	1.8 SW; RR N	1080	2	19-*L-S5-U	F3	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myriand Sky Lodge	1.5 NNW; lk W	850	1	21	F1	Open May-Oct.
Neenah, Valley Airways	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
New Holstein Mun	1. W	993	2	h30		Unattended.
Niagara, Van Hulla Farm	W	1140	2	15		
Oakfield, Mammoth Springs	0.7 W	893	1	16	(F3)	
Oconto Mun	2.6 SW; riv N	602	2	31-*L-S3	F3	Use strips. E blkd.
Ojibwa, Rainbow	1.0 E	1265	1	35	(F2)	Open May-Oct.
Osceola Mun (PC)	0.5 SE; hwy SW	894	2	h24-L1-S1-U	F3	NE end NE/SW ruf. Use strips. Unattended.
Oshkosh, Winnebago Co. (PC) *	2.SSW; RR E	790	4	h48-BL4-S5-W-U	F4	P-lines N, NE, E; rgt tfc tk-offs rnwys 4, 9. Use rnwys. Use only N/S & E/W rnwys winter months.
Palmyra	0.5 NW; hwy E	854	1	21	(F2)	
Pewaukee, Capitol Drive	4.4 E; hwy S	830	3	21-S5	F2	W end E/W strip scft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
Phelps, Township Mun	10. E; lk S	1700	1	29		Open Apr-Nov.
Phillips, Price County (PC)	1.2 N; RR W	1475	2	35-*L4-S1-U-W	F3	
Plymouth, Carm	1.9 NW	925	2	22-*L4		Use strips.
Plymouth, Chaplins Arpk	1 NNW; RR W	868	1	22-S5-U	F2	P-line W; hill E. Use strip. 200' extra avbl for tk-of to the W.
Portage, Mael	1.6 NW; hwy W	820	3	35-S3	F2	P-lines S, W, NE blkd.
Prairie Du Chien, Crawford Co.	2.1 SE	660	1	30		
Princeton, Bed-Ah-Wick Fld	0.5 E	880	1	18		Use at own risk. Fuel, scvg in emgcy.
Racine, Horlick-Racine	2 N; RR E	665	3	h44-BL4-S5-W-U	F4	Use rnwys. Sod unsafe.
Reedsburg	1.0 E	880	1	22	F2	P-lines, bldgs N.
Rhinelander, Oneida Co. (PC) *	2.2 WSW; riv SE	1599	2	h39-BL4-S3	F3	Use rnwys.
Rice Lake, Arrowhead	2.SSE; lk S	1190	2	24-*L-U	F4	Rolling.
Rice Lake Mun	3.9 NNE; Lk W	1150	3	35	F4	Use strips.
River Falls	1.0 SE	911	1	22-(S1)	(F1)	
Sauk City, Sauk Prairie	6.NW	800	1	30	(F2)	
Sextonville, Richland	0.2 NW; hwy W	722	2	22-L4-S1	F2	Use strips.
Seymour, Flying Club Inc.	3.6 SE; hwy W	780	1	20		
Shawano Mun (PC)	2.3 ENE; RR S	813	3	40-L4-S5-U	F2	E, SE blkd. TV ant. W Ruf. Use strips.
Shell Lake Mun	1.2 SE; lk N, E, S	1210	3	28-(S1)	(F2)	P-line NE. Ant. N. Clsd winters.
Shullsburg	1.1 S; hwy N	1060	2	17-(S1)	(F1)	
Siren, Burnett County(PC)	2.6 NNE; hwy E	988	3	h39-BL4-S1	F4	W blkd.
Solon Springs	3.8; hwy E	1100	1	26	F1	
Spooner	5.N; lk NW	1072	3	26-*L-S3	F2	Use strips. Rolling.
Spooner Mun (PC)	5.NE; RR NW	1103	3	22		
Stevens Point Mun (PC) *	3.NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
Stoughton	1.0 SE	880	1	22	F2	Unttended.

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	REMARKS
WISCONSIN (Continued)						
Sturgeon Bay, Cherryland(PC)	2.0 WSW	718	3	35-*L4-S3-U	F2	
Sturtevant, Air City	0.6 SE; hwy N	633	4	26	F2	N,E,W, ENE blkd; p-lines NW, WSW.
Sturtevant, Sylvania	3.0 W	700	1	24-S1-U	F3	P-line E.
Sturtevant, Univ. of Lawsonomy	2.8 SW	750	1	27		P-line N. Unattended.
Superior, Bong(PC)	2.3 S	674	2	33-L4-S5-U	F4	P-line NE. Use strips.
Three Lakes Mun	2.9 ESE	1637	1	34		Unattended.
Tomah	1.E; RR N	970	2	26-S3	F3	N,S & E blkd. P-line W.
Tomahawk, Drott	10. ENE	1500	2	30-U		P-lines NW. Lakes E & W.
Tomahawk, Forest Protection	0.5 WNW; rlv N	1450	2	h32		Rgt tfc W. RR crosses center of rnwys. SE blkd. Poles E.
Union Grove, Horner		770	2	22	F1	P-line N,S.
Walworth, Big Foot Airfld	2.5 W	949	2	32-(S3)	(F2)	P-line N.
Washington -Island	0.5 S	656	2	25	(F2)	P-line NE.
Waterford, Lewislynn Farm	5.SE	780	1	24		Poles N. Long grass summers.
Watertown Mun	1.2 S; rlv W	820	2	h28-BL4-S5-U	F4	NW blkd.
Waukesha-County	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F4	S blkd.
Waunakee	1.5	910	1	23-S5	F2	Unattended.
Waupaca Mun (PC)	4.ESE; RivN, E	860	4	28	(F2)	Unattended. E, SE blkd.
Waupun- Flying Service	2.WSW; hwy N	940		24-S3	F2	P-line N, Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
Wausau Mun (P) •	2.5 S; rlv SW	1205	3	h44-BL4-S3	F4	
Wautoma Mun (PC)	2.3 SSW; lk S	856	3	28		Unattended.
West Bend Mun	2.5 E; rlv S	880	2	h30-BL4-S5-U	F2	Rolling. Use strips.
Wisconsin Rapids, Alexander Fld-South Wood County	1.0 S	978	2	h47-BL2, 4-S5-U	F4	P-line SW; trees NE.
Withee, Owen-Withee	1.0 S	1265	1	26	(F2)	P-line E.
Woodruff, Lakeland Mun	3.0 W	1600	2	38-S3	F4	P-line E. Trees W,N. Open May-Nov. Fuel avbl winters on request.
WYOMING						
Afton	1.0 S; hwy E	6239	1	44-S5	F3	Rgt tfc S. Ctn-ditch W. N blkd. Cattle on fld.
Alpine, Flying Saddle	1. E	5650	1	58		
Baggs Airstrip	0.5 S	6390	2	26		P-line E.
Big Piney Mun	3.0 N	6900	2	64		
Buffalo, Lake De Smet-Sonay Pt.	9.0 N; lk W	4630	1	23		
Buffalo Mun	2.6NNW; crk SE	4900	2	40-BL2-S3	91	Strips ruf.
Casper-Air Terminal (A,NG) •	7.5WNW; hwy SW	5348	4	h106-BL4,6,7a-S5-W-X	F4	1000' ext each end rnwy 3-21 not lgtd. Due obstns twr unable observe gnd tfc along approx 600' rnwy 12-30 & taxiway NE of pink hangar & white shops.
Cheyenne Mun (NG) •	1.0 N; hwy W	6156	3	h86-BL4,6,7-S5-W-X	F5	Avoid hospital E. Overrun lights. Caution-mil jet operns & practice instr apchs vcnty of fld-0700-2200. Twr ctld jet arresting barrier rnwys 8 & 26.
Cody Mun (PC) •	2.0 ESE; hwy S	5096	2	h54-BL4-S5-U	F4	
Cokeville	2.5 SSW; rlv E	6250	3	47		Cattle on fld.
Cowley, Lovell-Cowley-Byron-Co.	2.0 NNE	4050	2	h46-BL4-(S1)	(F2)	
Douglas, Converse County (P) •	1.0 E	4876	1	h50-BL2, 4-S5-W	F3	
Dubois Mun	2.0 W	7100	1	52		Parallels mtns.
Dull Center, Sherwin Fld #1	6.4 NE; rlv S	4176	1	33-S1	F4	
Dwyer, Twin Pine Rch	24. NW Wheatland	6100	4	28		
Evanston 'Julta County	12. SE	7615	2	58-U	F2	
Ft. Bridger, 9, SLC-OMA	5.0 N; hwy E	7016	2	51-BL2		
Gillette Mun (PC)	4.5 NNW; hwy E	4336	3	50-BL4-S5	F4	Ctn-peak W. Use rnwys only. Soft when wet. N 2000' N/S strip ruf-emerg only.
Greybull, Big Horn Co. (PC) •	2.0 NW; hwy S	3932	2	h50-BL4-S5-W	F4	
Guernsey	1. SE	4375	2	38		Water twrs W.
Jackson	9.0 N	6444	1	h63-BL4-S1	F4	Wea info & rnwy avbl Jun 15-Sept 15.
Kammerer Mun	1.3NNW; RR S	7282	2	71-BL2		Unattended. Clsd winters.
Lance Creek, Cow Creek Rch	15. N	4400	2	15		
Lander, Hunt Field	1.5 S; rlv W	5586	1	h49-B*L2-S5-W-U	F4	
Laramie, General Brees Fld (P)	4.0 W; hwy N	7273	2	h63-BL4-S5-W	F4	
Lost Cabin	.5 E	5460	1	40		
Lusk Mun •	2.9E; RR, hwy S	4960	1	h47-BL4-S5-U	F4	
Medicine Bow	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
Newcastle, Mondell Fld (PC)	6.2 WNW; RR N	4165	4	h47-BL4-S5-U	F3	P-lines N, E. Clsd to all acft over DC-3 gross.
Pinedale, Wenz Fld	6.0 SSE; hwy N	7050	2	60-S1	F4	Unattended.
Powell Mun (PC) •	8.0 NNW; rd NE	5094	3	h62-BL4-S1-U	F1	

CITY AND AIRPORT NAME	LOCATION	ELEV.	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL	(July 5, 1960) REMARKS
WYOMING (Continued)						
Rawlins Mun (P) •	2.3NE; RR, hwy S	6764	2	h55-BL4-S3-W	F4	Rgt tfc NE. Ngt tk-offs SW only.
Riverton Mun (PC) •	3.8 NW; hwy SW	5493	3	h62-BL4-S3-U	F4	
Rock Springs Mun (P) •	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	0.5 S	6900	3	78-BL4-U	(F4)	P-line E. Hill S,SW. Lgts dusk to 2400 May thru Nov.
Savageton, Little Buffalo Rch	36. SSW Gillette	5100	2	40	(F1)	
Sheridan-County(P) •	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Shoshoni Mun	.5 N	4820	2	40		
Sundance, Schloredt	1.8 SW	4855	2	25	(F2)	
Thermopolis Mun	1.0 N; hwy E	4535	2	47-(S1)	(F2)	Hill SW.
Torrington Mun	1.0 E	4204	2	h52-BL4-S5-U	F4	Tfc departing NW are req to clear W side of town before making tfc pat.
Verse, Tillard Rch	14. SW	4820	2	20		
Whealland, Phifer Fld	1.2 E	4776	1	40-BL2	F1	
Worland Mun (PC) •	3.3 S; canal NW	4201	2	h52-BL4-S1-U-W	F3	5600' strip avail.
PUERTO RICO						
Arecibo Airfld	3.5 SE; rd S	49	1	h40-S1	F1	
Dorado •	2.5 W; RR S	75	1	h35-S3-U	F4	Use rnwy. No storage.
Mayagüez Airfld •	4.0 N; RR W	29	1	h36-L4	F4	
Ponce, Mercedita •	3.0 E; rd S	25	1	h32-*L4	F4	FEE.
San Juan, Isla Grande	Adj W	9	1	h53-BL4-S5	F3	Area leading to apch end of rnwy 9 four ft below rnwy level. Rnwys not mrkd. Vehicles on road crossing at close proximity to apch ends of both rnwys at all hrs. No twr ctl over vehicles and pedestrians on lndg & taxiing areas. Depressions 3000' down rnwy 9, E and W end of E/W taxiway, thruout length N/S taxiway. Water stands in all depressions after rain. Unmrkd trucks & trailers off E side of N/S taxiway. Extreme S portion Coast Guard/Navy ramp, ramp area E of Coast Guard hangar, extreme E end rnwy 9 and ramp N side J. Mack Aero hangar not visible to twr. Pilots will assume full responsibility for avoiding tfc in blind areas. Acft lndg and deptg fld shall avoid Puerto Rico Intl Arpt tfc pats unless in ctc with San Juan twr.
San Juan, Puerto Rico Intl •	6.0 ESE; Ocn N	9	1	h78-BL6-S3-W	F5	ARPT OF ENTRY. Due to non-visibility, twr unable to ctl tfc S portion of taxi strip leading to ANG ramp and ANG ramp area. Pilots will assume full responsibility for avoiding all tfc in blind area. Caution-parking circles 2, 3, 4 & 5 on N depart. ramp not fully visible from twr. Acft lndg and dptg should avoid Isla Grande Arpt tfc pat, unless in ctc with Isla Grande Twr.
Santa Isabel Airfld	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	1.0 W; RR W	50	1	30		W blkd.
VIRGIN ISLANDS						
St. Croix, Christiansted Hamilton	6.5 SW; Sea S •	62	1	55C-BL4-W		ARPT OF ENTRY. Rgt tfc pat.
St. Thomas, Charlotte Amalie, Truman	2.0 W •	10	1	42-BL4-S3-W	(F4)	Hills N, E, S. Last 1500' E end rnwy 9-27 lmtd 1500 lbs wheel loading; 200' E end rnwy clsd. Do not lock wheels when turning. ARPT OF ENTRY.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: BIRMINGHAM MUN ARPT: Due to comsng apch lgt system rnwy 5, ILS minimum day & ngt rnwy lowered to 200' - 1/2.

BIRMINGHAM MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

BIRMINGHAM RADIO: Caution - E course LF rnr has severe multiples. TACAN shut down until aprx July 7 - eqpmt installation (6-24)

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; Lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L4-; Rmks: Unattended. Trees E. (4-7) First 800' N end N/S rnwy under constr, 2200' usable. (6-23)

**MOBILE, BATES FLD: Sequence flashers serving rnwy 14, lctd stns 10 thru 30 comsnd & flt checked. (6-22)

MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-perform - ance jet acft, all tfc other than that for Brookley, should remain clear of the Brooklev Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr.

MOBILE, BROOKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable - acct severe scalloping. (7-10)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (4-29) DMET operg test basis; channel 80. (7-10)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

**MONTGOMERY, DANNELLY FLD: Sequence flashers serving rnwy 9, operg on stns 1 thru 22 flt checked & comsnd. (6-23)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)

OZARK, BLACKWELL FLD: Clsd, constr rnwy paving. (6-15)

ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)

ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-13)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

WETUMPKA, ELMORE FLD: E/W rnwy clsd, paving.

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Powder Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential ex-plosion hazard. (11-6)

BUCKEYE RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 23 - reconstr and freq chgs: 110.6 mc/ channel 62. (5-20)

CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DOUGLAS RADIO: About Aug 22, VOR will be shut down until aprx Sept 1 - reconstr & freq chg to 110.0 mc. (6-8)

DRAKE RADIO: Soon, VOR will be shut down - freq chg to 110.4 mc and class chg to L-VORW. Durg shutdown, following route structure & MEAs in efct: Unusable Awys:

ARIZONA: V12-1518 EED-INW; V291 DRK-Canyon Int.; V12S PRC-INW. Unusable Reporting Points: Canyon, Cornville, Mt. Hope, Perkins, and Sheridan Ints. Usable Awys: (Tempry redesignated with published MEAs and MCAs unless otherwise indicated) V257 PRC-BCE via PRC 348° radial & BCE 168° radial; MEA PRC-Floyd Int. 11,000' N, 10,000' S. V105E PRC-PGS via PRC 359° radial and PGS 113° radial; PRC-Drake Int. 13,000' N, 8000' S MCA PRC 12,000' N; Drake Int-PGS 13,000' MEA. V12S-1520 EED-PRC MEA 10,000'; V62-1520 PRC-Clints Well Int, 12,000' MEA; V105 PRC-Hackberry Int, 11,000'; V95 Clints Well Int-INW, 12,000'S, 9000' N MEA. Usable Reporting Points: Anita Int PRC 348° radial & TBC 241° radial; Clints Well Int - PRC 080° radial & INW 210° radial; Drake Int - PRC 359° radial & PGS 113° radial:Floyd Int-PRC 348° radial & PGS 081° radial.

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5 Fuel: F3.

GILA BEND - YUMA SPECIAL NOTICE: The U. S. Army will be conducting hi speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Huachuca, Ariz. Flts will average three per month for next two years and will be conducted under VFR conditions only. Alts in use will be variable and speeds will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6-13)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

** MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46, 4 mi N Maricopa 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16W of Phoenix btn 112° - 10'W and 112° - 35'W. (6-1)

PHOENIX, AIRHAVEN: Caution rnwy ruf, soft spots. (6-3) Clsd all acft over 6000 lbs gross wt. (6-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)

PHOENIX-SKY HARBOR MUN ARPT: Txwy 6 btn txwy 1 and the ramp clsd. (6-6)

PRESCOTT RADIO: May 19 TACAN shut down - reconstr. (6-19)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the follwoing area at an alt above 19,000' MSL. Hi-density jet tfc operg at and above 20,000'MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern, cont daily. (6-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON MUN ARPT: 6' obstacle exists on jet arresting barriers at the ends of rnwy 12 and 30. (1-7)

TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6/17)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

WINSLOW RADIO: About July 11, VORTAC and DME will be shut down until aprx July 26 - freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. (5-13) Durg this period, following route structure & MEAs in efct: Unusable Awys: V12S Cornville Int-ZUN; V12 N INW-ZUN; V95 Ranch Int. -FMN. Unusable reporting points: Castle, Chevelon,

ARIZONA: Clints Well and Milky Ints. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518 Perkins Int-ZUN via DRK R067° & ZUN R261°, MEA Perkins Int, Winslow Int, 15,000'; Winslow Int - ZUN 13,000'; MCA Winslow Int, 15,000' W-bnd. V62 Milky ZUN, 12,000'. Usable Reporting Points(Tmpry redesignated) Salt River Int -SJN R233° and 339° brg to INW LF rng; Winslow Int - ZUN R261° and TBC R145°, MRA 13,000'. (6-9)
YUMA-MCAAS/YUMA CO ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch end of rnwy 21R lctd at int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain-type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Lgts on rnwy 3L-21R only. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator. (6-1)
ARKANSAS: BENTON, SALINE CO ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)
BRINKLEY, FEDERER MEML ARPT: Clsd for constr. (5-16)
EL DORADO RADIO: DMET operg test basis; channel 111. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27) Soon VOR will be shut down until aprx July 5 - freq chgs: VOR to 108.2 mc/TACAN channel to 19. (5-26) Durg this period, following tmpry routings in efct: V69 SHV VOR to PBF VOR via SHV radial 060 and PBF radial 210, MEA 6000'. Tmpry Shongaloo Int designated as SHV radial 060 and TXK radial 120. (6-17)
FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps. N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)
FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.
FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)
FT. SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
FT. SMITH MUN ARPT: 140'AGL(685'AMSL) lgtd oil drilling derrick being erected 9015'E of apch end and 2210' S of the cntrline extended of rnwy 25. (5-30)
FT. SMITH RADIO: About Aug 10, TACAN will be shut down until aprx Aug 20, eqpmt installation. (6-16)
HELENA, THOMPSON-ROBBINS ARPT: About 28 June, 180.5'(573.5'MSL) lgtd twr will be erected 9.8 nmi NNW(344°T) at lat 34-43-12, long. 90-43-25. (6-9)
LITTLE ROCK, ADAMS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)
MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy, 2600'; storage; minor A&P rprs; 80 oct fuel avbl. (3-24)
NORTH LITTLE ROCK MUN ARPT: Clsd, constr. (5-20)
PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.
TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)
TEXARKANA MUN ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys. (10-1)
CALIFORNIA: AGNEW RADIO: VOR MRA V110 btn Mission and Livermore Ints increased to 6000' - acct scalloping. (4-9)
ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excp tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19)
BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down - relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.6 smi from SE end NW/SE rnwy. (5-17)
BAKERSFIELD RADIO: June 13, TACAN shut down until aprx July 12 - reconstr (6-13)
BIG SUR RADIO: DMET operg on test basis; channel 87. (2-23)
BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow at any time.
BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)
BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-098°, 30 nmi below 9,000'; 090° - 265° below 6,000'; 265°-290° below 9,000'; 290°-015° below 13,000'. (1-15)

CALIFORNIA: CAMARILLO RADIO: All LF rng courses have multiples. (6-17)
CHINO ARPT: Caution hvy acft intermittent flt tests on rnwy 3-21. (4-12)
CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)
CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed, indefinite. (6-7)
COALINGO ARPT: Men & excavating eqpmt operg 100' from W edge of NE 1200' of NE/SW rnwy. (6-23)
CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 mi NW. One oil strip 2000' x 40'; no lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)
FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FELLOWS RADIO: About July 20, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870' MSL. Montrg category (3). Class: M-VORW. (5-26)
FILLMORE RADIO: VOR usable 285°-315° 25 nmi from 315°-355° 30 nmi. TACAN montrg category (3).
FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.
FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24)June 1, ILS LMM and MM shut down until aprx July 5-relctn to 068 smi faom the apch end of rnwy. (4-8) About Aug 10, freq 278 kc will be discontd, concurrently freq 251 kc (Voice on LMM) will be comsnd. (6-23)
FRESNO RADIO: DMET operg test basis; channel 76.
FRIANT RADIO: Soon, VOR will be comsnd. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37 06-16, long. 119-35-42. Mag. var.: 16°23'E. Elev: 2350' MSL. Montrg category (1) Class: M-VORW. (6-20)
FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe grass area btn rnwy& S parallel txwy durg summer months acft restricted to rnwy and txwy. (6-4)
GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)
GORMAN RADIO: Soon, VORTAC shut down. Freq chg to 116.1 mc/TACAN channel chgd to 108. (5-5) Durg this period, following route structure & MEAs in efct: Unusable Awys: V137 Cuyama Int-PMD; V299 Chatsworth Int-BFL; V299W FIM-GMN. Unusable Reporting Points: Castaic, Grapevine, Whitman, Sandberg, Shafter and Victory. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V23 Saugus Int - BFL, MEA 9000'. (5-13)
HAYWARD MUN ARPT: All VFR flts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area, twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)
LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trenching & conduit installation. (6-2)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatests activity on week ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution, when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
LONG BEACH RADIO: About July 5, TACAN will be shut down until aprx Aug 5 - reconstr.
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX. (5-4) About July 23, enroute Radar ATC svc on cont basis will be inaugurated, within aprx 80 nmi radius of lat 35-23-44, long. 120-21-37 and within Los Angeles ARTCC area. (6-18)
LOS ANGELES INTL ARPT: Rnwy 7R-25L open from new threshold lctd 600' W of E end to all acft with following exceptions-no pure jet E tkofs or E lndgs at any time. No pure jet W tkofs rnwy 7R-25L from 1400 to 0030 GMT Mon thru Fri unless holidays and from 1400 to 2230 GMT on Sat. Usable length aprx 9400'. No W overrun this rnwy acct constr. Men and eqpmt working on 2000' extsn. Caution advised acct unlgtd twrs lctd on rnwy 25L

CALIFORNIA: cntrline btn RR tracks & easterly rnwy end and rnwy constr work in progress of 2000' extsn W end rnwy 25L. E tkofs permitted on rnwy 7R under same conditions as above. Sequence flashers and threshold lgtg rnwy 25L. and westerly extsn under constr. Constr 8' blast wall in progress threshold rnwy 25L. Portions rnwys 7R-25L avbl for taxiing ctc ctl twr for instrns. Rnwy 6-24, 8925' long clsd, maint avbl emgcy req from SR-SS under VFR to the following types acft: all single and twin eng proptype acft, Electras Viscounts. Durg periods when rnwys 7L-25R are clsd or acft emgcy conditions exist rnwy 6-24 avbl in both directions to all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward E and tkof to W only. Use caution men eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. Rnwy 7L threshold lgts removed red flasher lgts mark end rnwy 7L. Rnwy 7L has rnwy ident strobe lgts lctd both sides threshold 7L operated at req of ctl twr. All acft making low passes over or taking off rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline this rnwy to the shoreline, all acft are to remain S of the flashing green bcn site lctd on the dunes aprx 1.0 mi beyond the W end. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs only on 20 min notice when N or S wind component exceed 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754'. Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi-terrain and p-line along S arpt bndry. Use extreme caution unmrkd ditches and ruf ground along edges rnwy. No rnwy marking. Men, eqpmt working N edge txwy K from tunnel to rnwy 16-34. Installation of hi-intensity apch lgts completed, 25L.

LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Min ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope operg rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended cntrline of rnwy 25R. (6-3)

LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC. (2-24)

LOS ANGELES, VAN NUYS ARPT: Rnwy 8-26 clsd, work in progress. (6-29)

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on July 10, Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0300Z wk days. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl operg 118.9 mc for civil tfc. (4-9)

MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one - half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

MONTEREY-PENINSULA NAF RADIO: Soon, Navy H facil & Z mrkr will be decmsnd.(6-17)

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld ctl zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

MOUNTAIN VIEW-MOFFETT NAS: RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1)

NEEDLES RADIO: May 9, TACAN shut down until aprx July 15 - reconstr. (6-28)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a clt zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqrd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward

CALIFORNIA: Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (2-19)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030° 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. About July 15, freqs 1253 & 3232 mc will be comsnd.

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl on San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco.

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN (6-15) About July 6, TACAN will be shut down until aprx Aug 6, reconstr. (6-17)

OCEANSIDE RADIO: June 21, TACAN shut down until aprx July 21, reconstr. (6-21)

ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000' MSL & above S of V-64 to Fallbrook. Hrs of opern: cont daily. (6-4)

ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Configuration A apch lgts inop. Unlgtd distance mrkr 4-1/2' hi-erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25) Caution men & eqpmt on txwy parallel both sides rnwy 7-25 durg installation txwy, guidance signs. (6-16)

ONTARIO INTL ARPT TOWER: Apr 25, ILS shut down - relctn glide slope to 750' from apch end of rnwy; MM and LMM 0.6 s mi; OM and LOM 7 smi LMM voice comms on 215 kc inop. Soon, freq 118.6 mc will be chgd to 118.5 mc. (6-16)

OXNARD, VENTURA CO. ARPT: Rgt tfc rnwy 7. Inbound VFR acft are encouraged to made initial ctc with Ventura apch ctl on 124.7 mc or 319.2 mc 20 mi out or as soon as practical thereafter. Apch ctl will provide lndg info, issue tfc advisories and advise pilot when to change to twr freq. Caution, extsv hi-performance jet acft oprns conducted from NAS Pt. Mugu and Oxnard AFB. Exercise extreme caution when flying through the Oxnard area due to simulated and actual instrument apchs from seaward to Oxnard AFB and tfc patns at NAS Pt. Mugu, Oxnard AFB, and Ventura Co arpt. (6-20)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALMDALE SPECIAL NOTICE: Hi Density Jet Tfc. Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

★PRIEST RADIO: Jun 30, VOR comsnd. Freq: 110.0 mc. Ident: ROM. Lctd lat 36-08-27, long. 120-39-51. Montrg Category (3). Elev: 3894'. Mag. var.: 17°E. Class: L-VORW. Too late for ANRA.

RED BLUFF RADIO: About July 5, TACAN will be shut down unti aprx Aug 5-reconstr.

RIALTO, MORROW FLD: Caution-110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RICE RADIO: TACAN operg test basis; channel 124. (4-25) Soon, VORTAC will be comsnd. TACAN channel 124. Class: H-VORTACW. (5-16)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Banning FM 9,000' MSL and below; at and below 7000' MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000' MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8/21.

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064°-077° (3-18)

CALIFORNIA: SACRAMENTO, CAPITAL SKY PARK ARPT: July 15, 1960 fld will be abandoned

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000'MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

SALINAS RADIO: VORTAC coverage 150°-210° 30 nmi; 10°-80° at 20 nmi. (6-13)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: Intsv mil jet acrobatic and familiarzation trng being conducted off awys btn 24,000' and 45,000' in area bounded on W by Blue 14 projected upward to 45,000' btn Julian LF Rbn S to int with J2V, on N by Red 65 and Victor 64 btn Julian LF Rbn and Blythe VOR projected upward to 45,000', on E by Victor 135 btn Blythe VOR and Yuma VOR projected to 45,000', and on S by J2V btn Yuma VOR and its int. with Blue 14 projected upward to 45,000'. (6-8) Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

SAN DIEGO-MIRAMAR NAS RADAR AIR TRAFFIC CONTROL: Soon, freqs 132.3, 134.64 & 126.18 mc will be decmsnd; freq 126.2 mc will be comsnd. (6-22)

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R 28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt operg. Apch lgt termination bar not operg. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft, but is for dust suppression only. Load brg portion improved txwys is 75' wide and bound by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, painted international orange, set up on perm basis on Concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. Aprx 1200' S end of txwy A and full length of S edge of Concourse E to int with txwy A clsd from 0730-1700 PST Mon-Fri mrkd. Deep excavation all along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Men & eqpmt working turf areas adj N & S shoulders of rnwy 10L-28R, mrkd. Caution when taxiing acft on txwy B behind turbojet acft in tkof position on rnwy 10R. (6-16)

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. About Oct 1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13)

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF/DF and UHF/DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-180° below 7000'; 180°-220° below 8000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. (8-31)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA ANA, ORANGE COUNTY ARPT SPECIAL NOTICE: Goodyear blimp N4A will be moored and operate in Los Angeles, Long Beach & Santa Ana area June thru Sept day & ngt flts will be conducted. (6-14)

SANTA ANA, ORANGE COUNTY ARPT: Work in progress apch end rnwy 21 days. (5-25)

SANTA BARBARA RADIO: About July 28, LF rng and Z mrkr will be perm discontd.

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

CALIFORNIA: SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn, near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facils avbl; Remarks: Warning, a rise at the NE end of the rnwy. (9-14)

SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)

THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

UKIAH RADIO: DMET operg on test basis, channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°. About July 11, freq 121.9 mc will be chgd to 121.7 mc. (6-6) About July 18, twr freq will be chgd to 281 kc. (6-22)

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8000' MSL btn the Barstow and Mirage Int on V12 and G4 arwys. (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V8N arwy: (3) at or below 9000'MSL btn V137 and V117 on V08 arwy; (4) at or below 12,000'MSL on V137 arwy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200' - acct scalloping. (4-6)

COLORADO: AKRON RADIO: About July 18, FSS will be relctd to new quarters in Akron-Washington Co. Arpt. No interruptions to svc. (6-2)

AKRON, WASHINGTON COUNTY ARPT: Soon, flush intensity rnwy lgts will be installed, estimated date of completion July 10. (6-28)

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and lcl fld conditions. (6-2) First 1000' rnwy 35 clsd. (6-22)

★ COLORADO SPRINGS, PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only. June 20, PAR comsnd. Svc provided rnwy 35 only, avbl 24 hrs daily. (6-6)

COLORADO SPRINGS RADIO: About July 11, VORTAC will be shut down until aprx July 26- freq chg to 112.5 mc channel 72. (6-8) Durg this period, following route structure & MEAs in efct: Unusable Awys: V108S COS-HGO. Unusable Reporting Points: Orday Int. & HNR H facil. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V81 COS Int- DEN VOR via DEN R160°, MEA 10,000' MCA at COS Int N bnd 10,000'; V81, 83 COS Int- PUB via PUB R334, 9000'; V83 COS Int - IOC via IOC R191, 9000'; V108 COS Int- HGO MEA as published. Usable Reporting Points: (tmpry redesignated): Spur, Colo - DEN R180° and IOC R227°; Vincent, Colo. DEN R160 & IOC R 216; Peyton, Colo - IOC R169, HGO R262, PUB R350; Rush, Colo. - IOC R154 & HGO R262; Colorado Springs Int - IOC R191, PUB R334, HGO R262 and DEN R160, MRA 10,000'; Parker, Colo. - DEN R160 and IOC R260°. (6-9)

DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.

★DENVER AIR ROUTE TRAFFIC CONTROL CENTER: June 25, ARSR provides en route arrival and departure service within aprx 60 nmi radius of VOR. (6-27)

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 31-21 rough, loose gravel; use only at pilot's discretion. (10-9) Rnwy 8R-26L clsd to all operns. (6-10) Due constr or hvy tfc arriving and departing delays in excess of 15 mins may result durg peak tfc periods. (6-15)

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500' 154°-180° and below 16,000'; 181° thru 243°. VHF/DF brgs reliable in these areas.

GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to runways & taxiways. (4-12)

GUNNISON RADIO: June 8, VOR shut down indef-reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo Int to Pueblo, Colo. Unusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. (5-5)

HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.

★ KREMMLING RADIO: June 29, VORTAC comsnd. TACAN channel 85. Class: M-BVORTAC. Data rcvd too late for inclusion ANRA page. (5 July 1960)

COLORADO: LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following uncltld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal Kans VOR: on B by V-1516 btn Liberal and Tobe, Colo VOR: on W by V169 btn Tobe and La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23, 000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans: Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSS will include advosory at end of each wea bcst.
LA VETA ARPT: New arpt reported. Lctn: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle towr for svc.
MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)
MEEKER RADIO: About July 18, VORTAC will be shut down until aprx Aug 2- freq chg to 111.8 mc/channel to 55. (6-13)
PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00 W, long. 104-22-50. (5-25)
PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas.
TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)
**WRAY MUN ARPT: Rnwy lgts installed and operating off photo-cell. (6-24)
CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3) About July 25, LF rng will be shut down until aprx July 30- freq chg to 400 kc. (6-20)
GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270° 285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within within apch zone rnwy. Arresting barrier son rnwys 6 and 24 for mil use only.
WINDSOR LOCKS BRADLEY FLD TOWER: Soon, radar dptr ctl svc will be inaugurated. Hrs: Continuously. (6-1)
DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy & cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.
WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (4-27)
DIST OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 104.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 353.9, 326.2, 318.2, 378.3, 385.4 mc only in Washington Metropolitan Area. (8-14)
WASHINGTON(CHANTILLY, VA), DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)
WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt. (12-17)
WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21)
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°-170°; 17 nmi 170°-265° at MOCA. (9-10) Soon, freq 134.64 mc will be decmsnd. (5-25)

DIST OF COLUMBIA WASHINGTON RADIO: TACAN operg test basis; unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)
FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5000' or 20,000'direct to25-42N, 81-21W to 25-23N, 81-06W. (12-28)
BROOKSVILLE MUN ARPT: 250' (253'MSL) lgtd tmpry twr being erected 10 nmi W (282°T) at lat 28-30-10, long. 82-39-10. (4-18)
CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emerg lndgs at Patrick AFB down-range aux bases: Grand Bahama, Eleuthera, San Salvador, mayaguana, Mayaguez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at mil bases without prior approval is in violation of CAR and Air Force regulations(Reference AFR 55-20). Also, frequent reports reports of civil acft flying tino Restricted Area R-162 and Warning Areas 497-A, B. and C lctd in the vicinity and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute voliation of CAR. (5-26)
COCOA, CENTRAL BERVARD ARPT: NE/SW rnwy clsd. Use caution E end. (6-20)
CRESTVIEW ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)
**FT MYERS, PAGE FLD: 260' (303'MSL) lgtd twr erected 12 nmi NNW(341°T) at lat 26-46-40, long. 81-56-08. (6-24)
HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)
JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in Control 1150 requested tomake Gateway and Azalea positions to JAX Center on 120.8 mc.
JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)
JACKSONVILLE, IMESON ARP TOWER: ASR unusable beyond 35 nmi. (10-1) June 16, ASR & VHF/DF shut down -relctn. eqpmt. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-23)
LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)
LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)
MARIANNA RADIO: About July 11, VOR will be inop until aprx July 15. (5-23)
MIAMI SPECIAL NOTICE: Effective May 16, 1960 0459Z ARTC dptr ctl svc for acft departing Miami and Homestead areas, enroute ATC svc utilizing radar separation standards and civil jet radar flt following svc S of aline thru La Belle and West Palm Beach not avbl until July 1960. (5-12)
**MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots hall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR opern in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27) Flgt Test Area described as follows: lat 25-57-45, long. 81-35-05; 25-35-00, 81-00-00; 25-24-10, 81-11-05. Hours: dalgt only. Alts: sea level to 24,000'. Used by: L. B. Smith Acft Corp. Expires 8 Jun 62.
MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100'W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving and constr

FLORIDA: MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving & constr men eqpmt off NE corner run up pad 27L. All constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoid hazardous prop wash & turbulence durg hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc dptr delays in excess of 15 min may result. IFR flts are reqd to ctc twr 5 min prior to starting engs to determine taxi time and preferably absorb delays at the gate. SE txwy from S trml ramp tmpry open. Use with caution, men eqpmt on N side. Refer daily to teletype notams concerning lcl fld conditions. (6-20)

MIAMI-INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

**NAPLES-AMERICA ARPT: 250'(258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21) 250'(260'MSL) lgtd twr erected 6 nmi SW (240°T) at lat 26-06-00, long 81-52-00. (6-24) 660'(670'MSL) lgtd twr erected 6 nmi SE (142°T) at lat 26-03-09, long. 81-42-08.

ORLANDO MUN ARPT: Rnwy 7-25 open. (7-1)

ORLANDO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

ORLANDO RADIO: DMET operg test basis; channel 59.

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Pensacola NAS VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR fly around or over these areas at 2500' MSL or above VFR tfc advisory svc avbl from apch ctl freq 119.0, 134.1, 263.6 mc. Pensacola Mun arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650' MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

PENSACOLA-SHERMAN FLD NAS RADAR AIR TRAFFIC CONTROL: About July 7, freqs 132.3, 134.64, 137.88, 136.8 mc will be discontd. (5-31)

**PUNTA GORDA, CHARLOTTE CO ARPT: 300'(341' MSL) lgtd twr erected 15.8 nmi NNW (349°T) at lat 27-11-34, long. 82-02-50. (6-24)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRANDENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S(187°T) at lat 27-17-45, long. 81-21-14. (5-12)

**TALLAHASSEE, DALE MARBY ARPT: 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW(251°T) at lat 30-21-29, long 84-36-39. (5-16) 669'(909'MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(1249'MSL). (4-26) Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)

TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

TALLAHASSEE MUN ARPT: New arpt under constr aprx 2.5 SSW lat 30-23, 84-21; elev: 60'; unusable.

★TALLAHASSEE RADIO: June 21 Quincy FM discontinued. (6-21)

** TAMPA-INT'L ARPT: 230'(246'MSL) twr erected 17.5 nmi NW(315°T) at lat 28-11-00, long. 82-46-00. (6-24) Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking twin Beechcraft and smaller acft, dalgt hrs only.

FLORIDA: Caution, soft when wet. (5-9)

TAMPA INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-17)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)

VENICE MUN ARPT: 250'(255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE(151°T) at lat 26-51-46, long. 82-18-46. (4-21)

VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt training not permitted without Port Authority approval. (1-14)

WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

GEORGIA: ALBANY ARPT: Bndry lgts inop.

ATLANTA ARPT SPECIAL NOTICE: Effective immediately apch utilizing Atlanta ILS No. 2 (IAZA) to rnwy 33 authorized as follows: Transitions: Atlanta VOR to LOM, direct, 2200' MDU VOR to LOM, direct 2300'(final); Stone Mt. Int. to LOM, direct, 2700'; Fort Tucker Int. to LOM, direct, 3000';Fulton Int. to LOM, direct 3000'. Procedure turn E side SE crs. 148° outbnd, 328° inbnd, 2300' within 10 mi min alt at glide slope interception inbnd 2300' Alt of glide slope and dist to apch end rnwy at OM, 2257'-4.5 mi;at MM 1186'-0.5 mi. Ceiling and visibility minima: tkof day and ngt, 2-eng or less, 65 knots or less 300-1; 2-eng or less, more than 65 knots, 300-1; more than 2-engs, more than 65 knots, 200-1/2. Circling day and ngt, 2-eng less than 65 knots, 400-1; 2-eng, more than 65 knots, 500-1; 4-eng, more than 65 knots, 500-1 1/2. Straight-in day and ngt rnwy 33, all acft 200-1/2-400-3/4 required when glide slope not utilized. Alternate day and ngt, all acft, 600-2. Missed apch: turn left, climb to 3000' and proceed to Chattahoochee Int. or, when directed by ATC, climb to 4000' and proceed to Fulton Int. Radar transition alts and caution notes are the same as all other ATL apchs. This Notam cancelled upon publication of apch in appropriate regulations and AL charts. (6-15)

ATLANTA ARPT SPECIAL NOTICE: Runway visual range 2600' minimum authorized for tkof and lndg rnwy 9 provided components of the ILS. hi-intensity rnwy lgts, apch lgts, condenser discharge flashers, middle and outer compass locators and all related airborne eqpmt are in satisfactory operating condition. Descent below 1224'MSL shall not be made unless visual ctc with the apch lgts has been established or the acft is clear of clouds. This notam cancelled upon publication of revised procedure. (6-1)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 123.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way comm on the above freqs tsmt 122.7 mc & listen on appropriate freq for direction of flt. (4) Calls should be made at least 25 mi out. (6-30)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL AGS lclzrs. (2-17)

ATLANTA ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

ILS unusable above 8000' MSL. (6-29)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)

ATLANTA, FULTON COUNTY ARPT: Due to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access txwy leading to & from T hangars E of Hills ramp & that portion of NW/SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

AUGUSTA-BUSH FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

BAINBRIDGE, COMMODORE-DECATUR ARPT: Closed, constr until further notice.

BRUNSWICK RADIO: About July 28, VOR will be shut down until aprx Aug 2 - freq chg to 109.8 mc. and class chg to L-BVOR. (5-26)

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr;eqpmt crossing S end N/S rnwy. (11-10)

MACON RADIO: About July 28, VORTAC will be shut down until aprx Aug 2 - Class chgd to M-BVORTAC; freq chg to 114.2 mc/TACAN channel to 89. (5-26)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Intsv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays xcpt by prior approval. (4-21)

GEORGIA: ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use. (11-20)

SAVANNAH-HUNTER AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 will be chgd to 126.2 mc. (5-16)

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flt advisory serv. (1-21)

**SAVANNAH, TRAVIS (CHATHAM) FLD: Due non-visibility twr unable to ctl gnd tfc on airline trml loading ramp. Transmissometer comsnd. (3-11) Ceilometer vcnty ILS MM. (5-16)

SAVANNAH, TRAVIS(CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'-acct interference. (9-27) About July 18, freq 126.18 mc will be chgd to 126.2 mc.

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)

**WINDER, 4, ATL-LGA ARPT: 1017' (2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)

IDAHO: **BOISE AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution, men and eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgts & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. (4-29) Rnwy 7-25 clsd to all tfc excp taxiing.

BOISE-AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.

BOISE RADIO: June 7, TACAN shut down until aprx July 7-reconstr. (6-7) June 29, DME down until aprx July 29 - reconstr.

MULLAN PASS RADIO: LF rng operg as H facil with voice indef. (11-23) About Aug 15, VOR/DME will be shut down until aprx Aug 30-reconstr & freq chgs to 116.2 mc/channel 82. (5-23)

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution, depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'MSL) not mrkd or lgtd. (12-6) About Jul 1, constr will begin on an 80' AGL(785'MSL) lgtd steel rdo twr 0.8 mi SSE, lat 41-46-54, long. 88-19-52. (6-13)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Extsv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs and one ant. pole extending 30' AGL(775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.

CHICAGO SPECIAL NOTICE: Caution, V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

** CHICAGO, MEIGS FLD: Caution, S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

**CHICAGO-MIDWAY ARPT: 244' (856'MSL) lgtd twr atop grain elevator erected 4 nmi NNW (357°T) at lat 41-51-50, long. 87-45-25. (6-23) Rnwy 9L-27R perm clsd for lndg and tkof. Open for taxiing. (6-29) Rnwy 18R to rnwy 13L and 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary. (6-27)

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) About Jul 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About Jul 18, ARSR & IFF bcn will be shut down until aprx Jul 22 - improvement project. (6-24)

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use caution all times

ILLINOIS: acct extsv constr all areas. Threshold lgts rnwy 32L tmpry rolctd 838' NW, efctv length or rnwy 8000'. (6-13)

CHICAGO-O'HARE INTL ARPT TOWER: Apr 25, ILS lclzr and glide slope, (rnwy 14R) shut down - relctn power & control cables. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (6-13)

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

COMPTON, BRESSON ARPT: About 1 July, 180' (1139'MSL) lgtd twr will be erected 5.9 nmi ENE (68°T) at lat 41-48-13, long. 88-58-32. (6-14)

DANVILLE, VERMILION COUNTY ARPT: Caution, constr eqpmt on NE/SW rnwy. (7-22)

DeKALB MUN ARPT: About July 1, 200' (1082' MSL) lgtd twr will be erected 5.5 nmi ESE (132°T) at lat 41-52-48, long. 88-37-48. (6-14)

DIXON MUN ARPT: About 1 July, 200' (1013' MSL) lgtd twr will be erected 5 nmi WNW (310°T) at lat 41-53-12, long. 89-31-58. (6-14)

GILBERTS SPECIAL NOTICE: June 14-July 27 Flight Test Area described as follows: beginning at town Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72, E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'. This corrects Airgi Vol 15, #7 dated 7 June 1960.

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)

JOLIET SPECIAL NOTICE: Until Aug 19, within a radius of 75 mi acft maintg 500' AGL, towing by cable a detector element performing airborne radiation measurement survey, durg dalgt hrs under VFR conditions. (5-25)

JOLIET MUN ARPT: Tkofs and lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

JOLIET RADIO: About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

LOMBARD, MITCHELL FLD: 200'(900'MSL) lgtd twr being erected 2.1 nmi E (90°T) at lat 41-55-40, long. 87-59-50. (6-20)

MARION, WILLIAMSON COUNTY ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)

MOLINE, QUAD CITY ARPT TOWER: About Jul 11, ILS glide slope will be shut down until aprx July 17,- modernization. (6-17)

MOLINE RADIO: TACAN 180° radial unusable. (5-18)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr. (3-29)

PEORIA, GREATER PEORIA ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc (4-26) ILS LMM & LOM unusable beyond 10 mi. (6-28)

PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.

QUINCY MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown point. (5-12)

ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extending to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy and txwy soft, men, eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (5-26)

SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt and proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb Springfield, Ill., termination pt. (11-3)

SPRINGFIELD, CAPITAL ARPT SPECIAL NOTICE: Procedure No. ILS-4, Amdt. 4, eff. 16 Apr 1960. Correct transition to read: "From Int. R-097 SPI-VOR & 250°-070° brg SPI LOM." Correct A-dn mins for more than 2-eng acft to read 600-2. (6-3)

SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on week ends operg in control zone to 10,000'. Jet landing patn to rnwy 4-22 are flown 2300'.

STERLING, ROCK FALLS-WHITESIDE COUNTY ARPT: Turf area btn new rnwy and old hangar area unsafe; use rnwys only.

ILLINOIS: WAUKEGAN MEML ARPT: Clsd constr and repairs. (6-5)
WEST CHICAGO, DU PAGE CO ARPT: E W rnwy clsd constr in progress. NE SW and NW SE rnwys usable with caution, men and eqpmt on rnwy. Ctl twr under constr. Use unicom 122.8 mc prior to lndg. (6-9)
INDIANA: AUBURN ARPT: NE SW and N S rnwys open; balance of fld clsd.
**CROWN POINT ARPT: Delete: private fld. (6-24)
EVANSVILLE, DRESS MEML ARPT: Caution, constr in progress; men and eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. (3-20) Shoulder areas all rnwys and txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.
EVANSVILLE, DRESS MEML ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)
FT WAYNE BAER FLD SPECIAL NOTICE: Extreme caution passing in the vcnty of fld, jet tfc making 360° overhead apchs to NE SW rnwy. Jet tfc patn alt 2500'MSL. Practice flame out apchs are being made on rnwy 22 or 4 when ceiling is 6000' and visibility is 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000'MSL when making practice flame out apchs. (5-23)
FT WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop. (5-23)
FT WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
FT WAYNE RADIO: Jun 20, TACAN shut down until aprx Sept 20, modernization. (6-20)
HUNTINGBURG ARPT: E W rnwy under constr, fld clsd for ngt opern, ctc Huntingburg unicom 122.8 mc for fld notams. (6-12)
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: About July 12, VHF DF freq 126.18 mc will be chgd to 126.2 mc. (5-26) June 27, London, Ohio, ARSR-1 and IFF bcn shut down until aprx Aug 5, improvement project. (6-27)
INDIANAPOLIS RADIO: June 20, TACAN shut down until aprx July 25, modernization. (6-20)
INDIANAPOLIS, WEIR COOK ARPT: 219' (979'MSL) lgtd twr being erected 7.2 nmi E (92°T) lat 39-43-30, long 86-08-50. (6-14) Caution, soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of superintendent. 1000' experimental semi-flush centerline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flashing green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avbl on req.
INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
KENDALLVILLE MUN ARPT: Use E W hard surfaced rnwy only, constr in progress off rnwy. (3-25)
LAFAYETTE, PURDUE UNIV. ARPT: 140' (850'MSL) lgtd water tank being erected 3 nmi NNE (28°T) lat 40-27-34, long 86-54-37. (6-23)
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KOKOMO MUN ARPT: Caution, NE SW rnwy and all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE RADIO: DMET operg test basis; channel 51. (10-10)
RENSSELAER, JASPER CO ARPT: Bcn and bndry lgts inop. (5-17)
SOUTH BEND, ST JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
SOUTH BEND, ST JOSEPH CO ARPT TOWER: ILS lclzr back crs unusable due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
TERRE HAUTE COX FLD: Clsd. (1-25)
TERRE HAUTE, HULMAN FLD: ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plant 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate Mon-Fri; hvy Sat and Sun outbnd and inbnd corridors 230° and 030° brg from Rbn at 2000' and 3000'MSL. Concentrated instrument apch activity and simulated flame-out apchs within ctl zone. (4-11)
TERRE HAUTE, HULMAN FLD TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

INDIANA: WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy When lndg N or S use N S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)
IOWA: CEDAR RAPIDS MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CEDAR RAPIDS RADIO: Soon, VOR will be shut down until aprx July 11, modernization. During this period, following substitute route structure and MEAs in effect: V67 ALO VOR via ALO R141° - *Temp Vinton, Iowa Int (ALO R141 and TNU R060), 2500'. (*Flag 3200'). Temp Vinton, Iowa Int via ALO R141° - Temp Cedar Rapids Iowa Int (ALO R141 and 261° brg CID "H" facil), 3000'; V172 TNU VOR via TNU R078 - Temp Cedar Rapids, Iowa Int. (ALO R141 and TNU R078), 3000'; Temp Cedar Rapids, Iowa Int *via CID H facil brg 082° and PLL R265 - Charlotte Int, 3000'. (*changeover point from CID H facil to PLL remains unchanged) V233 Temp Cedar Rapids, Iowa Int (ALO R141 and 261 brg CID H facil) - Big Rock Int *via CID H facil brg 092° and CVA R275, 3000' (*changeover point remains unchanged) (5-26) About July 5, TACAN will be shut down until aprx Aug 30, channel chg to 123. (6-16) About Aug 15, VOR will be shut down until aprx Aug 24, freq chg to 117.6 mc.
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will chg to twr freq. (2-2)
DES MOINES MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc
DES MOINES, NORTH FLD: Rnwy lgts sunset to 2400. (6-29)
ESTERVILLE MUN ARPT: Constr of new rnwy in progress, men, equipment on fld. Fld open days only, rnwy lgts inop. (6-20)
FT DODGE MUN ARPT: 130' (1126'MSL) lgtd water tank being erected 2.5 nmi S (194°T) lat 42-31-17, long 94-12-26. (6-20)
GRAND MOUND, GRAND FLD: About July 1, 200' (1005'MSL) lgtd twr will be erected 8 nmi SW (229°T) lat 41-43-06, long 90-48-20. (6-10)
GUTHRIE CENTER ARPT: Fld open. (6-28)
IOWA CITY RADIO: DMET operg test basis; channel 123.
LEON, HULLINGER ARPT: New arpt reported; lctd 0.5 mi NE; elev 1058'; one rnwy, 1600'; remarks: bldg W; fuel, 80 oct avbl on request.
MASON CITY RADIO: May 23, TACAN shut down until aprx July 4, modernization. (5-23)
MECHANICSVILLE, McVILLE ARPT: About July 1, 180' (960'MSL) lgtd twr will be erected 13 nmi SSE (169°T) lat 41-42-21, long 91-15-05. (6-10)

SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs to all rnwys. Jet tfc patn alt 2600'MSL. Tetrahedron not controllable. Due non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portion of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portion above the twr, or 360° overhead apchs to all rnwys. (5-4)
SIOUX CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 8, ILS LOM freq will be changed to 414 kc and class changed to MHW, ident: SU. (6-14)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
STORM LAKE MUN ARPT: NE SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WATERLOO MUN ARPT TOWER: Soon, ILS (rnwy 12) will be comsnd. Lclzr freq 109.9 mc; ident ALO; lctd 1000' from SE end rnwy; elev 864'MSL. Glide slope freq 333.8 mc; lctd 400' NE of centerline and 650' from apch end rnwy; elev 869'MSL; glide slope angle aprx 2.8°. MM lctd on projected centerline and 3250' (0.62 smi) from apch end rnwy; elev 871' MSL. LMM freq 201 kc; ident LO. OM lctd 230' NE of projected centerline and 27,445' (5.20smi) from apch end rnwy. Elevation 881'MSL. LOM frequency 382 kc; ident AL. (6-10)

[redacted]: WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR- Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275): Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275)- TNU VOR. V100 FOD VOR-Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR- Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int- MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR- 15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.

WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys: lngst rnwy 2200', turf; P-line N and E. (8-28)

WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy -2300'; Fuel F2. (3-10)

KANSAS: CLAY CENTER MUN ARPT: N/S rnwy & E/W txwy clsd-repairs. N/S & NW/SE sod rnwys soft & hazardous when temperature above freezing. (5-13)

DODGE CITY RADIO: About July 18, VOR/DME will be shut down until aprx Aug 8-retuning and modernization. (6-15)

GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.

HAYS MUN ARPT: New airport reported. Lat 38-51; long 99-116-30, lctd: 3.0 ESE Elev: 1998'; 2 turf strips 16-34 , 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts on 16-34 SS-SR, rotg bcn, clear & green; 100/130 octane fuel, maj repairs, unicom. Useable durg dry wea. Old Mun Arpt clsd. (5-2)

KANORADO, WINTER ARPT: 142.9' AGL(4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long . 102-01-30. (4-8)

KANSAS CITY, FAIRFAX MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)

MANKATO RADIO: DMET operg test basis, channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 nmi WSW (266°T) at lat 39-49-48, long. 100-42-04. (8-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flgts during VFR conditions operg surface to 12,000'MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)

OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS- Joplin, Mo. (4-20)

OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87 . NE blkd.

OTTAWA MUN ARPT: Bcn inop. (4-5)

PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)

PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)

STAFFORD ARPT: Rnwy lgts inop. (5-2)

SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)

TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500' MSL. Forbes tfc pain altitude 2,600'MSL . All downwind legs are either SW or SE of rnwy in use. (3-18)

TOPEKA, PHILIP BILLARD MUN ARPT: Due to non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys & txwys only. Sod areas unusable. (4-28)

TOPEKA, PHILLIP BILLARD MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 11, ILS glide slope will be shut down until aprx July 17, modernization. (6-2)

**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt land comsnd. Maint eqpmt operg days. Stay on concrete surfaces- sod usafe. (10-12)

WICHITA MUN ARPT TOWER: Soon, ILS glide slope will be shut down -modernization.

WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)

WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys & txwys days.

[redacted]: BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)

CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)

KENTUCKY: FORT KNOW SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to a avoid flying in this vcnty. (10-22)

LEXINGTON, BLUE GRASS ARPT TOWER: About July 25, ILS glide slope will be shut down until aprx Oct 10-arpt constr. Lclzr may be shut down intermittently durg same period when men & eqpmt in critical area. (6-10)

**LOUISVILLE, STANDIFORD FLD: Sequenced flashing lgt system comsnd rnwy 1: the system will operate in conjunction with configuration A apch lgtg system & will consist of 28 units at 100' intervals starting at the apch end of the system. (4-29)

LOUISVILLE RADIO: About July 13, TACAN will be shut down until aprx Aug 12-modernization.- (6-16)

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

PADUCAH RADIO: VOR unusable from 283° clockwise to 345°

WEST POINT AIRPARK: Closed until further notice. (4-4)

LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-28-58. One N/S strip-sod 3500' x 150'. No lgts. Fuel: 80 and 90 octane. A & P mechanic days. Remarks: P-line E end of strip and lake S. (11-24)

ALEXANDRIA, ESLER ARPT: Caution, rnwy constr in progress. (5-26)

BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)

BATON ROUGE-RYAN ARPT: Constr on ramp, cntr txwy, and new txwy lctd 300' S of and parallel to rnwy 13-31 SE and NW of cntr int. Trucks crossing 500' off apch end rnwys 4 & 35. Eqpmt and trucks crossing ramp N & S of trml bldg using cntr txwy. Lgtd eqpmt parked S of rnwy 13-31, clear of all rnwys. Rnwy 17-35 clsd S of cntr int. 2700' rnwy 17-35 avbl N of cntr int dalgt hrs. Men & eqpmt working up to edge of rnwys 4-22 and 13-31 at int. 400' E side of ramp clsd and barricaded, 100' avenue avbl in front of trml, cntr txwy clsd until aprx June 19. S txwy btn rnwys 4 & 35 clsd to acft class DC-3 and higher. A narrow section on W edge of S txwy to rnwy 4, S of hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (5-18)

BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-28)

FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 SSW; Lat 30-46, long. 90-10; one sod strip E/W -2600' x 150'. (2-23)

JENNINGS ARPT: About July 1, bcn & rnwy lgts will be inop, due constr of hi-way. (5-16)

KAPLAN MUN ARPT: 359'(367'MSL) lgtd twr being erected 7.8 nmi S (183°T) at lat 29-52-30, long. 92-16-30. (5-16)

LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flts ctc Lake Charles apch clt aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.

★MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 375'MSL.

NEW ORLEANS ARPT: 446'(446'MSL) lgtd twr being erected 7 nmi S (188°T) at lat 29-54-04, long. 90-02-28. (6-2)

NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area, pilots tkof rnwy 31, do not use blind area unless necessary. (3-7) All sod areas closed to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 and 17 use caution. (5-27)

NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

★NEW ORLEANS RADIO: Jun 30, H-BVORTAC comsnd; channel 74. Too late for ANRA.

NEW ORLEANS, MOISANT INTL ARPT: 6'hi-surcharge of dirt extending from apt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31) The following areas not visible from ctl twr lndg ramp areas: W side of N concourse below ctl twr, S side of W concourse, E side of old trml bldg txwy E of Pan American hangar to Taca hangar, txwy S side of Eastern hangar, txwy E side of old trml bldg; twr cannot assume responsibility for movement of tfc in these areas. (6-10) Durg dalgt hrs two 50' dragline booms mrkd with orange flags operg 1000' W of apch end to rnwy 10 btn the rnwy & txwy. (6-21)

NEW ORLEANS, MOISANT INTL ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc (4-25)

LOUISIANA: OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)
PATTERSON, WILLIAMS MEM'L ARPT: 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long. 91-12-30. (4-26) 365'(365'MSL) lgtd twr being erected 10.2 nmi E(106°T) at lat 29-39-52, long. 91-07-41. (6-17)
SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. - 053°BAD H facil & E course of SHV LFR; Forbing Int. - 233° BAD H facil & S course SHV LFR. (6-6)
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-27. (6-2) 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long. 92-49-03. (6-2)
WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)
MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable (1-20)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the folling areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N. H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline; (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400' MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld.
BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-16)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patns 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed.
LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'. (4-17)
LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green 1 to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren. Left turn at Van Buren descending to 4000 direct to Presque Isle omni then left turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88. (6-7)
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edges of rnwy. Rnwy & bndry lgts 16-34 inop. (5-2)
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
NORRIDGEWOCK MUN ARPT: Clsd June 25, 26, Aug 27, 28 and Sept 10, & 11, sport car racing. (6-17)
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PORTLAND MUN ARPT TOWER: May 31, ILS lclzr shut down - freq chg to 109.9 mc.

PRESQUE ISLE MUN ARPT: USAF prohibits low flying over missile sites at N end of arpt. Use rgt tfc patn rnwys 10 & 19, left tfc patn rnwys 1 & 28. (6-22)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd July 17, 24; Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29)
MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' abpve apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbojet or turbofan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men & eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors. (6-6)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown - acct roughness. June 20, ILS lclzr & glide slope shut down - modern - ization of eqpmt. (6-24)
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
MARYLAND: ELKTON, LOVETT ARPT: Glider operns dalgt hrs VFR conditions - air tow. Sundays, parachate jumping alt up to 3000'. (6-17)
FORT MEAD ARPT: New airfield under constr, all lndgs prohibited; Lctn: lat 76-45W, long. 39-05 N. (6-7)
GRANTSVILLE RADIO: DMET operns tmpry suspended. (3-31)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.
OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1-NW/SE 3500 x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl. Arpt to open May 28, 1960.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)
MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: ARSR-1 and IFF bcn shut down until aprx July 31 - modernization. (6-1)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) Neon apch lgt lane shut down until aprx Oct 10 - due constr.
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 10 - arpt constr.
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white strip and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Mil turbo-jet acft lndgs or tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 are prohibited. Civil turbo jet operns prohibited rnwy 4L-22R. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals between threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42' - 1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2 1/2 inches max depth at int rnwy 22R - and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd, lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline rnwy 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27. (4-28) Men & eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to limited taxiing clearance evacuation & obstns. (6-8)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
CANTON RADIO: Private H facil unusable beyond 10 mi from 075° clockwise to 155°. (12-14)
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc UNICOM. (6-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)

MASSACHUSETTS: MIDDLEBOROUGH ARPT: New arpt reported; lctd 4 mi NW; lat 41-56, lon 70-58; elev 61'; one sod strip E W, 3000'; minor rprs; lgts avbl prior req; hangar and fuel avbl. (5-13)

MARTHA'S VINEYARD ARPT SPECIAL NOTICE: Effective upon commissioning date on or about June 24, 1960, the following tmpry TerVOR-33 instr apch procedure is authorized pending publication in Federal Register: arpt elev 68', facil VOR, ident MVY, procedure No. TerVOR-33, original. Transition from Jessey Int to MVY-VOR, direct, 2000'. Procedure turn E side of crs 157° outbnd, 337° inbnd, 1300' within 10 mi. Minimum alt over facil on final apch crs, 1068'. Crs and dist from int rnwy centerline extended and final crs to apch end of rnwy, 326°- .43 mi. Missed apch: if visual contact not established upon descent to authorized lndg mins or if lndg not accomplished with 0 mi, make right climbing turn to 1300', intercept and hold on 090° radial VOR 1 min patn left turns. Ceiling and visibility mins: tkof, day and ngt, two-eng, 300-1; more than two-eng, 200-1/2. Circling day and ngt, two-eng, 1000-1; more than two-eng, 100-1-1/2. Straight-in day and ngt, rnwy 33, all acft, 1000-1; alternate day and ngt, all acft, not authorized. Note: alternate wea mins of 1000-2 authorized for those who have an approved arrangement for wea svc at the arpt. Information Note: ceiling of 1000-1 required pending modification of ctl zone to accommodate mins of 500-1 which will then be authorized by appropriate amdt. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (6-24)

NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (5-18)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

ORANGE MUN ARPT SPECIAL NOTICE: During dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.

ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)

WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100'MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20. (1-22)

WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)

MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area Mar 21 thru Oct 28, 1960, estabd within the following area: beginning at lat 45-41, long 86-31; to 45-50, 86-12; 45 17, 85-45; 45-13, 86-00. Max firing: 35,000'msl. Time of use: dalgt hrs. Controlling agency: The Commandant, ninth Naval District. (3-2)

**ADRIAN ARPT SPECIAL NOTICE: Flgt test area described as follows: an area within a circle with a 10 mi radius from the center of Adrian Arpt; hrs: sunrise-sunset; alts from gnd elevation to 15,000'; user: Winston J. Smith and Ernst Anrig. Expires July 14, 1960. (5-13)

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

ALPENA SPECIAL NOTICE: Activation of tmpry ctl zone, ctl area and following navaid facils will be efctv 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collins Arpt and extending 2 mi either side of 005-185°T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N, 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr call sign "Collins Twr". Hrs of opern 1100-0300Z daily. Operating freqs primary mil 236.6 and 126.18 mc. Lcl ctl 351.2 mc. Gnd ctl 275.8 mc. Emgcy 243.0 and 121.5 mc. Civil freqs tsmtg 120.1 and 121.9 mc. Rcvg 120.1 and 122.5 mc. Acft without rdo comms will be ctld by standard lgt gun signals. UHF/DF hrs of opern 1100-0300Z daily, call sign "Collins DF homer", operg freq 305.4 mc. Request UHF/DF svc thru Collins Twr. Durg those periods of un-manned twr, acft flt planning for Phelps-Collins Arpt, Alpena, Mich. should use extreme ctn in vcnty of arpt. (5-20) June 25 thru July 9, extsv jet flts, extremely hvy durg dalgt hrs. (5-21)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145°-155° clockwise, due scalloping and/or roughness. June 14, TACAN shut down indef, modernization. (6-14)

BENTON HARBOR, ROSS FLD: Embankment all apchs; use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

CADILLAC MUN ARPT: Open to ngt operns. (5-19)

CLARE MUN ARPT: About July 10, two 184' (1060'MSL) lgtd twrs will be erected 2 nmi S (188°T) lat 43-48-15, long 84-45-55. (6-21)

DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29)

DETROIT, CITY ARPT TWR: About July 12, VHF/DF freq 126.18 will be chgd to 126.2 mc

MICHIGAN: DETROIT, METROPOLITAN WAYNE CO ARPT: Bldg constr in front of and along side main trml bldg.

DETROIT, METROPOLITAN WAYNE CO ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) Jul 1, 323.8,354.1,381.4 mc chgd to 301.4,305.4,355.8 mc. Too late for ANRA. About July 5, ILS lclzr and glide slope will be shut down until aprx July 26, major maintenance. (6-14)

★DETROIT, WILLOW RUN ARPT TWR: ILS lclzr unusable 11,000' and above due interference. (6-15) June 30, PAR comsnd. Lctd lat 42-14-12, long. 83-31-44. About July 12, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test and advisory basis. Freq 110.8 mc; ident ESC; lctd lat 45-43-23, long 87-05-25. Voice and comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc; montrg category (1) 0800-2000; montrg category (3) 2000-0800.

GLADWIN RADIO: BMH facil usable dist lmtd to 15 mi 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS, KENT CO ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)

GRAND RAPIDS, KENT CO ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)

HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway. Constr in progress on trml bldg and ctl twr, lctd E of W, N/S txwy and N of S, E/W txwy and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi, interference; unserviceable 090°-150° clockwise due interference. ILS LMM lmtd to usable dist of 9 nmi due to interference. Glide slope unusable from MM to touchdown. (6-28)

LUDINGTON, MASON CO ARPT: 250' (835'MSL) lgtd stack being erected 2.1 nmi SSW (223° T) lat 43-56-26, long 86-26-24. (4-7)

MARQUETTE-COUNTY ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16)

MASON, JEWETT ARPT: N/S strip clsd all operns, deep ruts at int of N/S and E/W strip, use caution. (5-26)

MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.

MUNISING, HANLEY FLD: Constr of new rnwy in progress, men and eqpmt on fld. Old rnwy usable. (6-15)

★MUSKEGON-CO ARPT TOWER: July 2, ILS comsnd; lclzr freq 109.9 mc with voice; ident MKG; lctd 106' from NW end rnwy 32. Glide slope freq 333.8 mc; lctd 400' SW of centerline and 750' from apch end rnwy 32. Glide slope angle aprx 3.0°; elev 623'MSL. LMM freq 201 kc; ident KG. MM/LMM lctd on projected centerline and 33.4' (0.63 smi) from apch end rnwy 32; elev 630'MSL. LOM freq 219 kc, ident MK. OM/LOM lctd on projected centerline and 22,847' (4.3 smi) from apch end rnwy 32; elev 610'MSL. Too late for ILS page

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags and two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg test basis; channel 96; not synchronized with VOR ident. (7-24)

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9 Caution, lndg on E/W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution land S, clear auto tfc on road at N end.

PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr (1-12)

ROGERS CITY, PRESQUE ISLE CO ARPT: Clsd.

SAGINAW, TRI-CITY ARPT: Use rnwys only; rnwy lgts on request. Constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd and lgtd. (6-15)

STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)

TRAVERSE CITY MUN ARPT: 254' (1290'MSL) lgtd twr being erected 4.6 nmi W (292°T) lat 44-46-11, long 85-14-22. (4-25)

[redacted]: ANOKA ARPT: 150' (1062'MSL) lgtd tank being erected 2.3 nmi SSE (171°T) at lat 45-05-56, long. 93-12-47. (4-12)
BARNESVILLE MUN ARPT: Closed due to soft fld. (4-23)
BAUDETTE MUN ARPT: 250' (1340'MSL) lgtd twr being erected 2.5 nmi SSW (223°T) at lat 48-42-00, long. 94-39-00. (6-4)
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. ((12-3)
BIG FALLS MUN ARPT: About 30 June, 265' (1735'MSL) lgtd twr will be erected 27.5 nmi E (107°T) at lat 48-04-00, long. 93-06-00. (6-11)
COOK MUN ARPT: NE/SW rnwy clsd. (5-20)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27 constr.
DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°. (6-7)
**HECTOR ARPT: 500' (1649'MSL) lgtd twr erected 7 nmi W (287°T) at lat 44-45-50, long. 94-52-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution- constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)
ISABELLA, DUNCAN AIRFLD: About 30 June, 265'(2270'MSL) lgtd twr will be erected 2 nmi ENE (70°T) at lat 47-37-30, long. 91-22-30. (6-11)
MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.
MINNEAPOLIS, ST. PAUL INTL (WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Frequent hvy rock blasting thru area 0700-1700C daily excp Sun. Bldgs being erected btn rnwy using 130' cranes; obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. (11-11) Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L, int 4-22, 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-military acft; tkof permitted when wind conditions dictate in interest of safety; may be used for taxiing and overruns for NE lndgs. (2-23)
MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) FLD: TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) May 6,ILS lclzr and glide slope (ident MSP) shut down until aprx Jan 15, 1961-lclzr modification. (5-6) About July 5, ASR-2 will be shut down until aprx Sept 5- modernization. (6-14)
MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft-1800' usable.
NODINE RADIO: DMET operg on test basis; channel 126.
★PARK RAPIDS RADIO: July 3, state owned VOR comsnd. Freq 110.6 mc Rcvr 122.1 mc. Ident: PKD. Lctd: lat 46-53-55, long. 95-04-04. Montrg category (3) voice avbl 0800 til sunset. Class: L-VOR.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)151'(1199'MSL) twr being erected 4 nmi NW (84°T) at lat 44-33-13, long. 94-59-10. (5-16)
ROCHESTER, LOBB FLD/MUN ARPT: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs.
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55-long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts ;clsd.
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)
ST PAUL, HOLMAN FLD SPECIAL NOTICE: 1013' MSL ski slide twr lctd 2 mi E not obstn lgtd. (8-12)
STANTON, CARLETON ARPT: 320' (1530'MSL) lgtd twr being erected 8 nmi S (183°T) at lat 44-20-38, long. 93-01-03. (5-13)
STANTON RADIO: About July 21, MHW will be discontd. (6-10)
WINONA RADIO: VOR unusable beyond 14 mi-course instability. (3-20)
MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)
[redacted]: BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensvie jet and conventional tfc from rdo rng to airbase 500' to 900'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
BROOKHAVEN MUN ARPT: 290' (810'MSL) lgtd twr being erected 2.5 nmi S (187°T) at lat 31-33-40, long. 90-24-14. (4-24)
CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng being conducted 7000'MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)
GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 1000-1800 daily. (5-12)
GREENWOOD MUN ARPT: 167' (299'MSL) lgtd twr being erected 1.2 nmi NNE (34°T) at lat 33-31-15, long. 90-10-43. (6-17)
GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-TVOR. (2-12)
GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.
GULFPORT AFB RADIO: USAF H facil operg June- Aug. Freq: 269 kc. Ident: GFM.
JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27) Soon, ILS will be shut down -antenna modification. (5-25)
JACKSON RADIO: About July 6, TACAN will be shut down until aprx July 16-eqpmt installation. (5-27)
LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)
**MADISON, CAMPBELL FLD: Caution, constr on fld. E/W & NW/SE rnwys clsd. UNICOM 122.8 mc. (6-28)
MERIDIAN, KEY FLD: Rnwy 9-27 clsd, 2800' on S end of rnwy 14-32 tmpry open. (5-27)
MERIDIAN RADIO: About July 5, TACAN will be shut down until aprx July 16- eqpmt installation. (5-12)
MERIGOLD ARPT: 341'(488.6'MSL) lgtd twr being erected 21 nmi E;(92°T) at lat 33-50-05, long. 90-18-58. (5-13)
OXFORD, UNIVERSITY-OXFORD ARPT: Caution parking area under constr, hvy eqpmt on fld. (6-27)
RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE (160°T) at lat 32-12-46, long. 90-22-54. (4-1)
TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S (196°T) at lat 34-30-34, long. 90-25-58. (5-12)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)
CAPE GIRARDEAU MUN ARPT: NW/SE sod strip clsd. (9-8) 1677'(2487'MSL) lgtd twr being erected 12.5 nmi N (14°T) at lat 37-25-46, long. 89-30-14. (5-4)
**CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500'MSL to 4500'MSL. Expires 9 Sept. 1960. (6-8)
DOGWOOD RADIO: About Aug 10, VOR voice feature will be added & montrg category chgd to(1). Ctlg FSS-Springfield. (6-15)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extsv jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations & simulated jet flameout apchs being conducted from varying alts. F-102 acft conductnig hi-speed scramble tkofs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB use extreme caution. (5-27)
JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Dec 29, hi-alt freq 121.20 mc at Emporia, Kans. peripheral site and freq 120.00 mc at Kirksville, Mo. peripheral site tmpry decmsnd. (12-29)

MISSOURI: KANSAS CITY MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng.
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns; constr. (2-17)
MAPLES RADIO: DMET operg on test basis; channel 89.
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ROLLA-MEMORIAL ARPT: 148'(1080' MSL) lgtd twr being erected 4.8 nmi SW(231°T) at lat 37-56-41, long. 91-48-40. (6-9)
ST. JOSEPH SPECIAL NOTICE: Caution, TWA conducting extsv flt trng on Boeing 707 acft 0700-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified mil and commercial jet maneuvers being conducted on and in vcnty of Rosecrans Meml Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)
ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Soon, freq 307.9 mc will be chgd to 269.6 mc at St. Charles peripheral site. (6-2)
ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: Due non-visibility twr unable ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Constr work in progress on all trml bldg concourses. Caution, taxiing. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' of rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on Highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy, when breaking clear of overcast from Lake apch durg hrs of darkness. (2-9)
ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution, lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) June 20, ILS lclzr glide slope & DME shut down until aprx Sept 20 - relctn. (6-20)
SPRINGFIELD MUN FLD TOWER: Soon, ILS (rnwy 1) will be comsnd. Lclzr freq: 109.9 mc. Ident: SGF. Lctd 1000' from NE end of rnwy. Elev 1251.4' MSL. Glide slope freq 333.8 mc, lctd 400' E - SE of cntrline & 750' from apch end rnwy. Elev 1261'. Glide slope angle aprx 3.0°. MM lctd on projected cntrline 3150'(0.60 smi) from apch end rnwy. Elev 1284.6' MSL. LMM freq 230 kc. Ident: GF. OM lctd 75' W - NW of cntrline & 21735' (4.11 smi) from apch end rnwy. Elev 1292'MSL. LOM freq 290. Ident: SG. (6-15)
VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)
VICHY RADIO: June 20, TACAN shut down until aprx Aug 1, modernization.
MONTANA: BILLINGS, LOGAN FLD: Two ctl twr structures on fld, active twr now lctd on top of new admin bldg, not obstn lgtd. Twr on top of west hangar discontinued. Due to non-visibility twr unable to ctl tfc on concrete ramp in front of admin bldg, also in areas btn hangars E of admin bldg. Caution advised in non-visibility areas. (5-20)
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)
CHESTER ARPT: Clsd, constr, bcn remain lgtd. (4-5)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)
DILLON RADIO: About July 5, TACAN will be shut down until aprx Aug 5, reconstr. (5-9)
GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26)
GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
LIVINGSTON RADIO: May 16, TACAN shut down- reconstr. (5-17)
MEADOW CREEK USFS ARPT: Caution, soft and not usable after hvy rains. (6-22)
MILES CITY RADIO: About June 27, TACAN will be shut down until aprx July 27, reconstr.
MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U. S. Forest Service practice areas -alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs. (8-7)
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR & LF rng. June 17, LF rng Z mrkr shut down -modernization. (6-17)
NEBRASKA: BROKEN BOW MUN ARPT: NW/SE rnwy clsd, constr. NE/SW rnwy open, also lnd on W side of NW/SE rnwy btn lgts and new constr. All rnwy lgts inop. Fone for other info.
**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.
COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)
**ELGIN ARPT: 200' AGL lgtd twr erected 3.5 nmi WSW(262°T) at lat 41-59-00, long. 98-10-10. (6-24)
GOTHENBURG ARPT: 240'(2973'MSL) lgtd twr being erected 11.2 nmi WNW (301°T) at lat 41-01-43, long. 100-21-24. (3-14)
GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55-37, long. 98-20-32. (3-14)
HAYES CENTER RADIO: VORTAC unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (4-7)
HOLDREDGE MUN ARPT: N/S rnwy under constr. Men, eqpmt on fld. (6-10)
LEXINGTON ARPT: 180'(2747'MSL) lgtd twr being erected 5.2 nmi S(187°T) at lat 40-42-02, long. 99-47-18. (3-16)
NORTH PLATTE RADIO: May 23, TACAN shut down until aprx July 4 - modernization.
OMAHA MUN ARPT: S 500' rnwy 17L-35R and E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Efctv Jul 1, arpt name changed to Eppley Airfld. (4-12) Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (4-20)
OMAHA MUN ARPT TOWER: About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26) ILS glide slope unusable from MM to touchdown - due glide slope roughness. (5-3)
ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)
SIDNEY RADIO: About July 11, VOR will be shut down until aprx July 21-freq chg to 115.7 mc; class chg to M-BVOR. (6-24)
WALLACE MUN ARPT: About 1 July, 200'(3517'MSL) lgtd twr will be erected 5 nmi SW (226°T) at lat 40-46-48, long. 101-14-48. (6-13)
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 nmi at MOCA.
ELKO RADIO: VORTAC coverage lmtd 060°-140°, 20 nmi. (6-28)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000'MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop.
LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt 8.7 nmi N of Nellis AFB descending from 10,000'(8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6) Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hrs of opern: cont daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB ctl zone to the N crs. LFR, direct to the NE corner of Caution Area C436. The alts of 8000 & 9000'MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000'MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11 W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48 N, 114-15 W to 35-58 N, 115-30 W. Suggested arrival & departure route NE of Las Vegas: remain E of cntrline of Amber 2 & outer limits of Nellis AFB 5 mi ctl zone at or below 7000' MSL. (6-1)

(5 July 1960)

NEVADA: LAS VEGAS RADIO: VORTAC coverage restricted to awy radials and trml apchs use only. (5-18)

LOVELOCK RADIO: About July 18, TACAN will be shut down until aprx Aug 17- reconstr & channel chg to 112. About Aug 2, VOR will be shut down until aprx Aug 17- freq chg to 116.5 mc. About Aug 10, DME channel will be chgd to 85. (5-27)

MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in vcnty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)

NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' and 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng. (5-17)

RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (6-25)

TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs. (9-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext 211) or FAA-FSS, Concord Arpt any time (fone Capital 5-6151, acft in flt call Concord rdo).

CLAREMONT MUN ARPT: Rnwy lgts inop.

CONCORD RADIO: DME operg test basis; channel 113. (3-30)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)

LEBANON RADIO: VOR unusable 110° clockwise & 115°, beyond 35 nmi. (6-28)

NEW JERSEY: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri. The route will be from ACY helicopter pad(lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050° M to bndry of Idlewild arpt, (lat 40-38-20, long. 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long. 73-46-46). Direct Mineola, direct Glencove Rbn thence track out brg of 020° M until intercepting brg of 141° from Westchester Co. LMM/LMM/PN 260; thence 315° M to threshold of rnwy 34 Westchester Co. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thence heading 102° to intercept 232° radial of BDR VOR thence 052° M to Bridgeport pad (lat 41-10-00, long. 73-07-30).

ATLANTIC CITY(POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visibile to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis; rnwy 13-31. (1-6) Caution, extsv fld maint. (4-9)

★ ATLANTIC CITY (POMONA) NAFEC ARPT TOWER: Jul 1,13230mc decmsnd. Too late for ANRA.

ATLANTIC CITY RADIO: UHF H facil 279.0 mc ident: ACY, operg test basis, unmontrd.

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr, NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.

**CALDWELL- WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long 74-17. 340° M to a point at lat 40-58, long. 74-22; thence 315° M to the Delaware River. Time: sunrise - sunset. Alt sea level to 9000'. User:Curtiss-Wright Corp. Cadwell, N. J. Expires Aug 15, 1960.

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (6-16)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° at MOCA. (4-18) DMET operg on test basis; channel 98. (6-2)

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 369 kc (NEL) on req and durg IFR. No approved apch for Homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev, 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended; men, eqpmt on fld. (5-17) 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg. (6-9)

NEWARK ARPT TOWER: ILS(rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090°. (11-4) About July 25, ATCRB svc will be shut down until aprx Oct 12, relctn. About July 25, VHF/DF will be shut down until aprx Aug 26, relctn. (6-16) About July 8, dptr. ctl freq 353.90 mc will be comsnd in place of 338.60 mc. (6-9)

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.

READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on wk-ends from gnd to 7000'. (6-13)

RED BANK ARPT: VOR rcvr gnd check pt unusable. (9-3)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc careful tuning required.

SOLBERG RADIO: June 23, TACAN shut down until aprx July 22-stn modernization.

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd clt twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. (11-4) Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (11-20)

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of cntrline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX bcn. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without indg permit (AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airflds. (3-28)

NEW MEXICO: ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59; elev: 4200' one 7000' rnwy, rotg bcn, unicom 122.8 mc ; 100 oct avbl.

ALBUQUERQUE SPECIAL NOTICE: Cratering-uncased explosive tests will be conducted 0700M-1000M daily except Sat & Sun. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

NEW MEXICO: **ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VHF operg rules within Albuquerque/Kirtland AFB hi-density trml area: (1) all E & W bound tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc departing ABQ maintg mag tracks from Rio Grande River of 300° and 190° & not above 9000' MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000'MSL. (4) Jet acrobatics, hvy conventional and jet VFR instr apchs and trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000' MSL. Jet lcl VFR descent area is triangle bounded by V19, V68, and V68S. (6-18)

ALBUQUERQUE, KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 186° thru 335°.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM. Lctd lat 36-29-30, long. 104-52-18. Mag. var: 13°10' E. Elev: 6547'MSL. Montrg category (1) Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)

★ CLAYTON RADIO: June 30, VOR comsnd. Freq: 114.1 mc. Ident: CAO. Lctd lat 36-23-03, long. 103-12-41. Mag var.: 12°30' W. Elev: 4980' MSL. Montrg category (3). Class: M-VORW. (6-11) Rcvd too late for inclusion ANRA page.

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area 15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23, txwy from W taxiing int to end of rnwy 7-25 clsd for aprx 30 days; caution, constr in progress on other txwys; taxiing rnwy 7-25 authorized W of W taxiing int only. Tkofs on rnwy 7 from W txwy int authorized for acft smaller than DC-3. Continuation of apch to touchdown prohibited when rnwy occupied. (6-23)

FT WINGATE(GALLUP) SPECIAL NOTICE: Hvy demolition in progress thru 12 August daily Mon-Fri 0730 to 1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long. 108-36, on S by lat 35-26, and on W by long. 108-38. (6-27)

LAS CRUCES, UNIVERSITY ARPT: Constr in progress. Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

RATON. RADIO: About July 15, VOR will be discontd. (5-12) Unusable Awys: V19 LVS Rattlesnake Int.; V19E LVS-RTN; V452 DHT-RTN. Unusable Ints: Earl & Border. (5-25)

SANTA FE - COUNTY MUN ARPT: Due non-visibility twr unable to ctl tfc on E-W parking and loading area SE of twr. (6-10)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

TAOS RADIO: About July 13, VOR ident will be chgd to TAS. (6-13)

BE SAFER WITH A FLIGHT PLAN!

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

ZUNI RADIO: About July 25, VORTAC will be shut down until aprx Aug 9 - freq chg to 113.4 mc/channel 81. (6-7) Durg this period, following route structure & MEAs in efct: Unusable Awys: V12N, INW-ZUN; V12S INW-Suwanee Int; V62 Chevelon Int-Cactus Int.; V192 ZUN-Acoma Int. Unusable Reporting Points: Hickman & Milky Ints. Usable Awys: (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V12-1518 INW-GNT via INW R079° and GNT R254°, MEA; INW -Zuni Int., 13,000', Zuni Int - GNT, 16,000'; V421 SJN-FMN via SJN R345° and FMN R192°, MEA SJN-Zuni Int, 13,000' N-bnd; 9000' S bnd , MCA SJN, 10,500' N;Zuni Int - FMN 20,000' MCA Zuni Int, 20,000' NE bnd. Usable Reporting Points: Acoma Int - GNT R160° and ONM R276° Chevelon Int - INW R153° and SJN R263°; Zuni Int - SJN R345° and INW R079°. (6-21)

NEW YORK: ALBANY MUN ARPT TOWER: About July 18, ILS lclzr & glide slope will be shut down until aprx - July 28 - modernization. (6-2)

BATAVIA ARPT: Parachute jumping at alt up to 12,000' daylgt VFR conditions with ceiling from gnd level 2200 up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. Glider operns to 10,000' daylgt hrs VFR conditions. (5-16)

BINGHAMTON, BROOME CO. ARPT TOWER: June 13, ILS lclzr and glide slope shut down until aprx July 28 - modernization. (6-13)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.

BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr.(5-25)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; new lctn 3900' NW of present twr on trml bldg.

CICERO ARPT: Closed transient acft, constr. (6-27)

COOPERSTOWN ARPT: Caution, all rnwys under constr.

DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern. Mon-Fri 1200-2130Z, rgt tfc rnwy 32.

GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.

ISLIP, MCARTHUR FLD SPECIAL NOTICE: ILS Procedure-Rnwy 6, Amdt. 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstruction in apch area. (5-20)

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface, N/S rnwy clsd. Men, eqpmt on fld. (6-10)

LAKE PLACID: Not a seaplane base, no facil avbl. Facil for landplane avbl at Lake Placid Arpt.

LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution - hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L. I. & Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less that 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Jul 1,13230mc decmsnd Too late for ANRA. About Aug 5, freq 124.9 mc will be decmsnd Sayre, Pa. peripheral site. About Aug 5, freq 120.1 mc will be decmsnd; freq 118.8 mc comsnd Millville, N.J.

NEW YORK,FLUSHING ARPT; Constr work 400' S of arpt; aprx 80' obstn crane and pile driver. Caution lndg N, tkof S over this area. Apartment bldg aprx 90' AMSL will be constrd. (6-2)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80';Elev: 7'. 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.

NEW YORK INTL(IDLEWILD)ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (located 4 nmi E of Lido NDB) between 8pm & midnight EDT, through September 6, 1960. (6-13)

NEW YORK: NEW YORK, INTERNATIONAL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. Due non-visibility twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off apch end of rnwy 13R and 300' S of cntr-line rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd & flagged. Txwys P,Q, R, S, U and V have extended from txwy I to the Unit Terminal ramps.

NEW YORK-INTL (IDLEWILD) ARPT TOWER: ILS glide slope (rnwy 22L) unusable below 300' acct roughness.

NEW YORK LA GUARDIA FLD SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twr aprx 390'MSL. (12-3)

NEW YORK, LA GUARDIA APRT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and /or visibility less than 1000' or 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 13-31 usable 5914 x 150' btn SR-SS; 4900 x 150' SS-SR with overrun 1000' on NW end of rnwy. Rnwy 4-22 clsd excp for taxiing via designated txwys to and from M. A. T. Txwy 1 and W run-up pad clsd, mrkd, txwy lgts inop. (4-21) Constr all areas, hvy eqpmt operg daily. Acft follow all cntrline due current chgs; txwys max wing span 125', greater wing span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of Domestic trml bldg ramp, btn hangars 1 & 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmls; vehicle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area E of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at waters edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2 & 4. 3 inch deep water puddles all depressions in paved surfaces, during and after rain.

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°-, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. Apr 18, substitute lclzr operg on pavement of clsd rnwy 4-22, at lat 40-46-18, long. 73-52-56; 1120' NE of SW end rnwy pavement. Bearing 044° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. (4-21) Soon, VHF/DF will be shut down until aprx Aug 12- relctn. (6-2) About Jul 15 until aprx Aug 19, PAR will be shut down.

NEW YORK RADIO: About July 21, Idlewild TACAN will be shut down until aprx Aug 20-modernization. (6-16)

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00(17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according tp published procedures. (12-9)

ROCHESTER, HYLAND ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days & tmpry battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Men, eqpmt off W end rnwy 28 days xcpt Sat. & Sun. (5-5)

ROCHESTER-MONROE CO. ARPT TOWER: ILS lclzr and glide slope inop dalgt hrs Mon-

NEW YORK: Fri until aprx Aug 1, -men & eqpmt vcnty lclzr. (5-20)

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000'MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 clsd. (2-10)

SYRACUSE, HANCOCK ARPT TOWER: About July 6, ILS lclzr and glide slope will be shut down until aprx July 15- eqpmt modernization. (5-19)

THOUSAND ISLAND ARPT: New arpt reported. Lctn 1.0 SW of the Thousand Island Bridge on the St. Lawrence River. One 2400' NE/SW turf strip. Hi-tension wires SW end of fld. Fld open summers only, June -1 - Oct 1. (6-6)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.

WATKINS GLEN RADIO: About Aug 8, VOR will be shut down until aprx Aug 13-freq chg to 108.4 mc. See p. 122 for substitute route structure & MEAs durg this period. (6-28)

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14) About July 6, ILS lclzr & glide slope will be shut down until aprx July 16-modernization. (6-2)

NORTH CAROLINA: ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)

ASHEVILLE RADIO: DMET operg test basis; channel 71. (4-6)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

**CHARLOTTE, DOUGLAS MUN ARPT: 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12))Sequence flashing lgts used with hi-intensity apch lgts on ILS apch to rnwy 5 flt checked and comsnd. (6-24)

CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

CHARLOTTE RADIO: About July 18, TACAN will be shut down until aprx July 28-eqpmt installation. (6-16)

CHERRY POINT MCAS RADIO: Navy H facil (freq 245 kc) shut down for relctn to former rng site. (6-14)

COFIELD RADIO: DMET operg test basis; channel 109. (5-18) About July 28, VORTAC will be shut down until aprx Aug 3- freq chg to 113.7/channel 84. See page 121 for substitute route structure & MEAs. (5-25) About Aug 3, VOR class will be M-BVORTAC.

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (6-15)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

**GREENSBORO-HIGH POINT ARPT: Sequence flashers comsnd. (7-1)

GREENSBORO-HIGH POINT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2mc.

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

HICKORY MUN ARPT: Three 35' AGL poles 425' from centerline & 1000' from end rnwy 19 on E side, unlgtd. (8-26)

JACKSONVILLE ARPT: Efctv July 1, fld, will be clsd toall tfc; no svcg avbl. (6-9)

★KINSTON RADIO: July 1, VOR comsnd. Freq: 109.6 mc. Ident: ISO. Lctd lat 35-22-12, long. 77-33-30. Montrg category (1)-Ctld & montrd from New Bern FSS. Class: L-BVOR. Data rcvd too late for inclusion on ANRA Page.

LIBERTY RADIO: Soon, VOR will be comsnd. Freq: 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long. 79-37-21. Montrg category (1) Ctlg FSS-Raleigh -Durham. Class: L-BVOR.

LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW (247°T) at lat 34-45-37, long. 79-26-19. (5-13)

MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)

RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE (116°T) at lat 35-50-00, long. 78-42-40. (5-6)

RALEIGH-DURHAM ARPT TOWER: June 13, ILS lclzr & glide slope shut down until aprx July 4- modernization. (6-17) About July 18. freq 126.18 mc will be chgd to 126.2 mc.

RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)

[redacted]: SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734' MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)
WILMINGTON RADIO: Soon, TACAN will be shut down until aprx July 30 - class chg to H-BVORTAC/TACAN channel chg to 117. VOR will be shut down until aprx July 14 - freq chg to 117.0 mc. (6-16) See page 121 for substitute route structure & MEAs durg shutdown.
**WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-33, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960.
WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable. (6-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-26)

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
DAVENPORT, SCHROEDER ARPT: New arpt reported. Lat 46-42, long. 97-07; elev:920'. One N/S turf strip 2600'. 80 oct fuel avbl. (6-9)
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo Twr when within 25 mi for jet tfc info. (1-25)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attemp to use arpt for fld conditions and facilities.
JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91' (1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

[redacted]: **AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Portion of ctl zone and tfc patn E of arpt not visible from ctl twr due constr. 110' lgtd boom operg dalgt hrs, trml bldg under constr. Sequence flashg lgt system comsnd rnwy 1; operates in conjunction with existing configuration A apch lgt system and consists of 21 units at 100' intervals starting at apch end of system. (6-22)
AKRON-CANTON ARPT TOWER: ILS BC unusable. (1-14) June 20, ILS lclzr and glide slope shut down - eqpmt modernizarion. (6-28) ILS glide slope unusable below 200' AG acct roughness. (6-16)
AKRON MUN ARPT: Tetrahedron unctlbl. Obst lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
AKRON MUN ARPT TOWER: About July 25, freq 120.0 mc will replace 119.50 mc. (6-3)
AKRON RADIO: About July 9, LF rng will be decmsnd. Concurrently HW facil will be comsnd. Freq:362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. DMET operg on test basis; channel 21. (3-14)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-21)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface.
CINCINNATI, GREATER CINCINNATI ARPT: Rnwy 36 under constr. Minimums of 400-1 will apply. (5-12)
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. May 6, ILS MM and LMM shut down rnwy constr. (5-9)
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs

[redacted]: or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (6-8)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757'MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (5-16)
COLUMBUS-SPECIAL NOTICE: Box-type kites aprx 5-10 ft in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000 ft. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (21-2)
COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.
COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)
DAYTON SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)
DAYTON MUN ARPT: Hvy contr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)
DAYTON MUN ARPT-TOWER: About July 13, ILS glideslope will be shut down for relctn.
DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)
DAYTON, WRIGHT-PATTERSON AFB-SPECIAL NOTICE: Extreme caution - exstv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct daylgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flgt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)
HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped; when using ctc arpt on UNICOM 122.8 mc. (6-3)
**MANSFIELD MUN ARPT: Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof of lndg civilian acft using rnwy with raised barrier will be at pilots discretion. Tetrahedron unlgtd, uncontrollable. (5-12) Rnwy 9-27 permly converted to txwy. (6-23)
MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800-1900. (8-28)
NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.
PORT CLINTON MUN ARPT: 1600' of 2900' E/W rnwy graveled, width 60', remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is usable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.
RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri. within the following area; bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)
**SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs. Altitude: to 2500' User:Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.
**THOMPSON, SIDLEY FLD: Private fld, delete from records. (6-27)
TOLEDO MUN ARPT: Clsd Suns. 0800E-1800E to all excp local base acft; drag races in progress. (5-4)
WATERVILLE RADIO: About July 21, TACAN will be shut down until aprx Aug 20 - station modernization.

(5 July 1960)

OHIO: WILLOUGHBY, LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy.
YOUNGSTOWN MUN ARPT TOWER: About July 25, freq 119.50 mc will replace 119.00 mc. About July 27, freq 118.00 mc will replace 125.50 mc. (6-3)
ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)
ZANESVILLE, RIVERSIDE ARPT: Reported reactivated; lat 39-59, long. 82-00; lctn: 1 mi N; elev: 700'; 1 sod rnwy, 4000' in length; 80 oct fuel, minor rprs & storage avbl; open Mon-Fri 1630-2000, wk-ends 0900-2000. FEE to commercial users only. (6-13)

OKLAHOMA: BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)
BRISTOW MUN ARPT: 200'(995'MSL) lgtd twr being erected approx. 1 nmi E(90°T) at lat 35-49-39, long. 96-23-33. (5-26)
CLINTON MUN ARPT: 120'(987'MSL) lgtd twr being erected 7.3 nmi N(4°T) at lat 41-56-59, long. 90-20-09. (6-16)
ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student trng conducted within a 75 nmi radius of Vance AFB from 2000' MSL to flt level 260 off awys, & from 20,000' MSL to flt level 260 on awys. Intsv VFR student jet tfc durg same period, from the gnd to 10,000' MSL within 5 nmi radious of Vance AFB and Kegelman Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux. remain at or below 2,300' MSL. Ctc Vance Twr on 121.3 or 126.2 mc for tfc advisory. (6-24)
GAGE MUN, 13, AMA-MKC ARPT: N/S rnwy clsd for rprs. (6-11)
**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)
NORMAN, GOLDSBY FLD: 150' AGL (1303'MSL) obst painted and lgtd oil derrick under const at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)
NORMAN, WESTHEIMER ARPT: 136'(1327'MSL) lgtd derrick erected 2 nmi N(20°T) at lat 35-15-35, 97-28-42. (6-20) Acft over 12,500 lbs use rnwy 3-21. (11-17)
OKLAHOMA CITY, WILL ROGERS FLD: North 7400' rnwy 17-35 open for all operns; new 2400' S extsn rnwy 35 and E txwy clsd all operns. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (5-11)
OKLAHOMA CITY, WILL ROGERS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
SHAWNEE MUN ARPT: 120.5' AGL(1211.5'AMSL) lgtd elevated water storage tank under constr E side of arpt. (7-10) 200' AGL (1281.8'MSL) lgtd church steeple under constr adjt E side of a rpt at lat 35-21-39, long. 96-57-00. (5-16)
**STILLWATER, SEARCY FLD SPECIAL NOTICE: Flgt Test Area described as follows: lat 36-27, long 97-00; thence S to 26-18, 97-00; thence W to 26-18, 97-10; N to 36-27, 97-10; E to 36-27, 97-00. Time: dalgt hrs. Altitudes: between 1500 and 5000' above terrain. (2500 to 6000' MSL). User; Aviation Technology Dept., Oklahoma State University, Stillwater, Okla. Expires July 31, 1960. (4-14)
STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open daylgt hrs only.
TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2) Soon, tfc rnwys 17R & 21R will be rgt hand, clockwise. Flashg amber lgt not installed. (6-2)

OREGON: BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
CAVE JUNCTION SPECIAL NOTICE: Extsv forest svc parachute smokejumper trng will be conducted durg mos. of July, Aug., and Sept. in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby, Ore., 4 1/2 mi E of Cave Junction, Ore.
EUGENE, MAHLON-SWEET FLD: 124' twr 6.9 mi SE, obstn painted, but unlgtd. (5-17) No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
EUGENE RADIO: About July 5, TACAN will be shut down until aprx Aug 4 - reconstr.
JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)
KLAMATH FALLS RADIO: About Aug 2, TACAN will be shut down until aprx Sept 2 - reconstr. (5-16)
LAKEVIEW MUN ARPT: Caution, especially at ngt; rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)

OREGON: LAKEVIEW RADIO: Only VOR arwys radials flt-checked. (12-18) TACAN operg test basis; channel 57. (6-27) Soon, VORTAC will be comsnd. TACAN channel 57. Class M-BVORTAC. (5-20)
MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°,9000'15°-30°, at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360°, at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)
NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.
NEWBERG RADIO: VOR flt-checked for enroute Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil;360° radial on Sauvies Island, usable distance 26 nmi at 3000'
PORTLAND-INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210°,4000' and 210°-275°, 10,000'. (5-10)
PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)
REDMOND RADIO: Soon, VOR/DME will be relctd to lat 44-15-11, long 121-18-09 and freq chgd to 113.5 mc. Elev: 4101'MSL. (5-27) About July 12 LF rng will be shut down until aprx July 21 - twr modernization. (6-23)
THE DALLES MUN ARPT: Drag races will be conducted July 17 Aug 14 and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)
THE DALLES RADIO: June 9, TACAN shut down until aprx July 30 - reconstr. (6-14)
UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr.

PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14)
ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020 - 060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335° - 060° at MOCA. (4-20)
ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160° 200°-310° 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
BEDFORD ARPT: S end N/S rnwy clsd, soft;ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
**DUBOIS, JEFFERSON COUNTY ARPT: New arpt lat 41-11, long 78-53; 1800'; one NW/SE hard surfaced rnwy, 4700 x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl.(5-25)
DU BOIS RADIO: Soon, H facil class will be chgd to BH. Voice ctl & montrg from Brookville FSS. (3-10)
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HARRISBURG-YORK STATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. About July 1, rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 & 12-30 will remain open. (6-20)
HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°;beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000';280°-310°, 26 nmi at 5500';310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35nmi, 360°-025° at MOCA. VOR unusable above 22,000'MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)

PENNSYLVANIA: JOHNSTOWN, CAMBRIA CO. ARPT: Use rnwys and txwys only; sod areas soft. Txwy No. 4 from ramp to int of rnwy 9-27, 15-33 and txwy No. 2 from this int to rnwy 15 clsd. (6-20)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPK: Men, eqpmt on N/S rnwy dalgt hrs durg July. (6-13)
LANCASTER MUN ARPT: Caution, constr. (11-10)
MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld.
MT. POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500' observe white crosses closing fld durg course of jumping activities.
PHILDDELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)
PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts. Mil jet acft arriving & departing fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)
PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. About Aug 1, PAR will be shut down until aprx Sep 9 - modernization
PHILADELPHIA, NORTH PHILADELPHIA ARPT: Two 110' cranes operg 1800' W of int rnwys 6 & 15; flagged days, lowered ngts. (6-2)
PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PITTSBURGH SPECIAL NOTICE: Effective May 16, 1960, civil jet radar flt advisory service will be discontinued by the Pittsburgh Center for aprx 60 days. This service will be provided from the Claysburg, Pa. GCI site while operg on the following specified routes: J82V btn the CLE VOR and BUF VOR 123° radial; J80V btn BAL VOR 360° radial and 50 nmi E of APE VOR; J78V btn BAL 360° radial and 35 nmi NE of CRW VOR J71V btn FRR VOR and 50 nmi E of APE VOR; J60V and J14V btn BAL VOR 360° radial and CLE VOR J42V and J8V btn FRR VOR and 35 nmi E CRW VOR J34V btn CLE VOR and PIT VOR J12V btn FRR VOR 360° radial and PIT VOR. Tsmtg and rcvg freqs: primary 126.8 mc alternate 133.2 mc emgcy 125.1 mc. (5-13)
PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: May 16, ARSR-1 and IFF bcn shut down until aprx July 15-modernization. (5-16)
PITTSBURGH, ALLEGHENY CO. ARPT TOWER: About Aug 10, freq 121.10 mc will replace 121.30 mc. (6-22)
PITTSBURGH, GREATER PITTSBURGH ARPT TOWER: About Aug 9, freq 124.90 mc will replace 121.10 mc. About Aug 11, freq 121.30 mc will replace 121.70 mc. (6-22)
PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)
**PROSPECT, PITTSBURGH SKY DIVERS ARPT: Formerly Carnahan Arpt. (5-16)
PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat until Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST RADIO: DMET operg on test basis; channel 108. (6-2)
TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12)
TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)

PENNSYLVANIA: WAYNESBURG, GREEN COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable btn MM and touchdown, acct roughness. (2-10)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use cntr taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17nmi 280°-290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
**MIDDLETOWN, NEWPORT AIRPARK SPECIAL NOTICE: Flt Test Area described as follows: SW cornwr lat 41-31-48, long. 71-18-30; to NW corner 41-35-00, 71-16-30; NE corner 41-35-00, 71-13-48; SW corner 41-31-30, 71-13-48. Hours: dalgt. Altitudes: 3,000' or less. User: John C. Powell. Expires June 28, 1960. (6-3)
PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. (8-15) Excavation W side of fld & edge of rnwy 23R and 5L aprx 2,000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R & 5L subject to close Mon thru Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. (4-22) Extreme caution, excavation S side of ramp 100 to 150' E of apch end rnwy 23R, mrkd and lgtd. (5-16)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310.
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW txwy clsd. Tiedowns lctd adjt to clsd portion of txwy, unmrkd. Open trench 2' wide, 500' long, extending from ramp to rnwy edges and lctd 30' NE and parallel to SW txwy; mrkd dalgt hrs only; men and eqpmt wrrking 0800-1600 wkdays. (5-18)
SOUTH CAROLINA: BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vcnty MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)
BENNETTSVILLE, ROWE ARPT: 240' (350'MSL) lgtd twr being erected 3.2 nmi S(196°T) at lat 34-35-24, long. 79-41-08. (5-13)
CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng & opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700'MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700'MSL. (2-4) 280'(320'MSL) lgtd twr being erected 12.3 nmi WNW(303°T) at lat 32-59-34, long. 80-16-32. (5-16)
CHARLESTON AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4) About July 20, ILS glide slope angle will be chgd to 2.5°. (6-28)
** COLUMBIA ARPT: 205'(705'MSL) lgtd twr being erected 7.8 nmi SSE (177°T) at lat 33-48-47, long. 81-06-57. (4-16) Sequenced flashing lgt system at apch lgt stations 5 thru 30 serving rnwy 5 flt checked and comsnd. (6-10)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)

SOUTH CAROLINA: EFFICIENT HEALTH MYLTE BEAU-H ARPT: Clsd, constr. (6-4)
FLORENCE MUN ARPT: Taxi strip between rnwys 23 and 36 clsd.
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE rmpry designated FLO 339 and CAE 080. MEA 3000; MOCA
TENNESSEE: KNOXVILLE SPECIAL NOTICE: Effective immediately Knoxville LFR procedure transition Tallassee Fm to Knoxville LFR is cancelled. (6-1)
KNOXVILLE, McGHEE-TYSON ARPT TOWER: About July 18, freq 126.18 mc will

SOUTH CAROLINA: CRESCENT BEACH MYRTLE BEACH ARPT: Clsd, constr. (6-9)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. (4-29) Due to restrictions, VOR V56 FLO-CAE rmpry designated FLO 239 and CAE 080, MEA 2000' MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (4-7)
**GREENVILLE MUN ARPT: Transmissometer comsnd. (4-15)
GREENVILLE MUN ARPT TOWER: ILS glide slope usable to MM only. (2-3) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) Soon, ILS lclzr and glide slope will be shut down until aprx July 17-relctn of lclzr. (5-23)
HARTSVILLE MUN ARPT: 360'(602'MSL) lgtd twr being erected 4.1 nmi W (273°T) at lat 34-24-33, long. 90-09-22. (5-13)
PARRIS ISLAND, HILTON HEAD ARPT: New arpt reported open for use. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svc or lgts avbl.
**SPARTANBURG MUN ARPT: Displaced threshold lgts rnwy 22 relctd 200' SW. 6' lgtd ILS ant lctd cntrline 170' NE paved rnwy area. Useable length of rnwy 22 reduced to 5000'.
SPARTANBURG MUN ARPT TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
**TIMMONSVILLE, HUGGINS ARPT: NW/SE sod rnwy extended to 2350'. (6-6)
SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy clsd acft over 8,000 lbs; 200' each end clsd to all operns. (6-14)
DUPREE RADIO: DMET operg on test basis; channel 115.
**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E (100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hvy eqpmt crossing N/S rnwy. (5-18)
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE (163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk durg dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive IFR-GCA apch activity, it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500'MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution-extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy rnwy headings for aprx 25 nmi climbing to 10,000'before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: About 15 July, 150' (1385'MSL) lgtd twr will be erected 2.3 nmi N (17°T) at lat 42-47-04, long. 96-55-26. (6-13) N/S rnwy clsd due to softness.
WINNER RADIO: DMET operg on test basis; channel 114.
YANKTON MUN ARPT: July 4, N/S strip will be clsd, entire fld will be clsd 2:00-4:00PM-airshow. (6-1)
TENNESSEE: **BRISTOL, TRI-CITY MUN ARPT: Caution, constr in progress. Transmissometer comsnd. (9-28) 180° turns on rnwy prohibited. New 6600' rnwy not opern for service, mrkd at apch ends. (1-4)
BRISTOL, TRI-CITY MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-9)
CHATTANOOGA-LOVELL FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-24)
★CROSSVILLE RADIO: M-BVORTAC comsnd. TACAN channel 81. Too late for ANRA page.
GRAHAM RADIO: About July 18, VOR/DME will be shut down until aprx July 23-freq chg to 111.6 mc/and class chg to L-VOR. (6-23)
★JACK'S CREEK RADIO: All voice bcst on VOR & LFR identified as "Jackson Area Radio:. Acft calls to either Jackson Area Radio or Jack's Creek Radio answered by Jackson FSS.
JACKSON, McKELLAR FLD: Txwy paralleling N end of rnwy 2-20 N of E/W txwy clsd-repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl ngts, 4700' avbl dalgt hrs for tkof S or lndg N; constr work in progress. (6-9)

TENNESSEE: KNOXVILLE SPECIAL NOTICE: Effective immediately Knoxville LFR procedure transition Tallassee Fm to Knoxville LFR is cancelled. (6-1)
KNOXVILLE, McGHEE-TYSON ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26) About July 11, ILS glide slope will be shut down until aprx Aug 1-testing. (6-10)
KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE courses.
MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int. -Dell Int. V9 11,000'; V9E Ramsey Int. -Driver Int. 15,000'; Driver Int. - Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)
MEMPHIS-SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch & jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500'MSL in a corridor 5 smi either side of direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500'MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000'MSL or above 3000'MSL. (2-9)
MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354°clockwisethru 125°, 1600'; 126° clockwise thru 353°, 1500'MSL 65 mi. (5-28)
MEMPHIS MUN ARPT: Caution, constr.
MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1) About July 18, freq 126.18 mc will be chgd to 126.20 mc. (6-3)
NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)
NASHVILLE, BERRY FLD TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-25)
NASHVILLE RADIO: LF Rng freq 304 kc- Caution advised due to moderate to severe multiples on Northwest and Southwest crses. (4-28)
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)
PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)
TEXAS: SPECIAL NOTICE: 670'AGL twr lctd 45 mi SE of Eagel Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)
ABERNATHY MUN ARPT: 260.5' (3506.5'MSL) lgtd twr being erected 7.8 nmi E (92°T) at lat 33-50-29, long. 101-36-24. (6-2)
ABILENE-DYESS AFB SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots(civil & mil) are cautioned to conduct all flgts in vcntyof Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)
ABILENE MUN ARPT: New 68' (1826'AMSL) ctl twr lctd 1000' W of N end of N/S rnwy; tfc will be controlled from the old twr until further notice. (6-6)
ABILENE MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
AMARILLO AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)
AMARILLO RADIO: About Aug 15, VOR will be shut down until aprx Aug 20. See page 121 for substitute route structure & MEAs durg shutdown. (6-6)
ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.
ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

TEXAS: AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian & military) conduct all flgt within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)

**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided daylgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)

AUSTIN, MUELLER MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

BEAUMONT, JEFFERSON CO. MUN ARPT: 300'(303'MSL) lgtd derrick being erected 7.5 nmi NNW(345°T) at lat 30-04-30, long. 94-03-44. (3-25) 260' lgtd twr either side Neches riv with trns. lines between, being erected about 7 nmi ENE at lat 29-58-59, long. 93-54-03. (4-27) 160'(164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long. 94-01-01. 157'(161'MSL) lgtd derrick being erected 1.3 nmi S(191°T) at lat 29-55-26, long. 94-01-52. (5-31) Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10)

BEAUMONT MUN ARPT: 349'(380'MSL) lgtd twr being erected 5 nmi SSE(163°T) at lat 30-01-47, long. 94-11-25. (6-8)

BIG LAKE MUN ARPT: 420'(3120'MSL) lgtd twr being erected 2.5 nmi E(90°T) at lat 31-11-50, long. 101-25-40. (6-15)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000, 5000, 6000 and 7000' MSL while crossing V-66 and at 6,000 and 7,000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170°M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15000' MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest Pilots operg S of Big Spring in vcnty of described corridor increase in-flgt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btwn R-554 and R-556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution - all alts above 4100' MSL - intensive jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BISHOP MUN ARPT: 165' AGL lgtd derrick being erected 12.2 nmi SSE(176°T) at lat 27-23-07, long. 97-44-35. (6-15)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) Acft movement N side hangar adj to W end rnwy 8-26 and on W side of hangar on W ramp not visible from twr. (6-21)

BROWNSVILLE, RIO GRANDE VALLEY INTNL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

CARRIZO SPRINGS, DIMMITT CO ARPT: 277'(967'MSL) lgtd twr being erected 5 nmi ENE (75°T) at lat 28-33-35, long. 99-43-12. (4-1)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Ctoulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325°M. Penetrations and climbouts executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120°M from bcn within 10 nmi. LFR acft on V 17 and LF direct flgts over Cotulla may avoid this activity by operg btn 5000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120' AGL(547.5'MSL) lgtd rdo twr being erected 0.7 mi SW of lat 28-26-27, long. 99-13-39. (7-1)

DALLAS, LOVE FLD TOWER: ILS LMM unusable due interference. About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO-RIGGS AFB RADAR APPROACH CONTROL: May 12, apch ctl, ARS and all freqs

TEXAS: excp 121.0, 121.5, 243.0, 363.8 mc inop - major constr. (5-11)

EL PASO INTL ARPT: First 500' apch end rnwy 22 clsd, rnwy extsn constr; threshold bndry displaced to tmpry length, 8500' of rnwy remains open and usable. Men, eqpmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. Apch lgts shut down for relctn until aprx Dec 12. (6-16)

EL PASO-INTL ARPT TOWER: June 12, ILS MM shut down until aprx Dec 12 - relctn.

EL PASO RADIO: DMET operg on test basis; channel 92.

FLOYDADA MUN ARPT: 285.5'(3568.5'MSL) lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-56. (6-2)

FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution - jet operns all alts. The Carswell AFB tfc patn is a rectangle 5 x 21 nmi whose eastern side is the extended rnwy center line of rnwys 17R and 35L. The downwind leg is 5 mi W of the extended rnwy center line with base legs extending westerly from Benbrook and Eagle Mtn TVOR's to connect with the downwind leg. Alts 2300' MSL to surface. VFR flgts transiting this area below 3000' MSL should ctc Carswell Twr or RAPCON for tfc advisory svc. Civil freqs available twr and RAPCON: 120.2 mc transmit and rcv. 122.5 rcv only. (6-21)

FT. WORTH, CARTER FLD TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

FT WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

FT. WORTH, MEACHAM FLD TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB.

GREEG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80' AGL oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flgt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. Rnwy 12-30 under constr being extended to 7600'. Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length from yellow line 4925'. Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntrline of acft txwy mrkd by white line on pavement. (12-22)

HOUSTON INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

HOUSTON TERMINAL AREA SPECIAL NOTICE: Exstv conventional & jet acft operns being conducted SW of Houston Intn'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from aprt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc pat. (3-28)

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long. 97-09-45.

IRVING, JAP LEE ARPT: Constr on N bndry; bldgs 40' AGL.

JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

LA PORTE MUN ARPT: 200'(234'MSL) lgtd twr being erected 1.8 nmi NNE(38°T) at lat 29-42-00, long. 95-02-10. (5-26)

LAREDO SPECIAL NOTICE: Instv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this not feasible, ctc Laredo AFB Apch Ctl on 216.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution - due extsv jet trng. (1-22)

**LONGVIEW, GREGG CO. MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13 - commissioned. (3-27)

TEXAS: LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clock-

long. 101-33-36 and 235.5'(3530.5'MSL) lgtd twr being erected 16.5 nmi ENE (66°T) at lat 34-34-53, long. 101-20-09. (6-2) 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.

TEXAS: LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V62 S, NW of Lubbock, remain at or above 10,000' MSL. Acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000' and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000' and 15,000' MSL in a corridor extending 5 nmi either side of U.S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)

LUBBOCK MUN ARPT: 841'(4067'MSL) lgtd twr erected 7.5 nmi SSW(198°T) at lat 33-31-35, long. 101-52-12, height now being increased to 856'(4082'MSL). (8-31)

LUBBOCK MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

McALLEN, MILLER INTL ARPT: 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)

MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing and bombing being conducted daily in R-226. Acft prohibited from entering without prior approval controlling agency.

MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4; twr unable to observe portions of both txwys. (3-4)

MIDLAND-AIR TERMINAL TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

NACOGDOCHES, DEL RENTZEL ARPT: 440'(850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long. 94-37-51. (5-4)

ODESSA, ECTOR COUNTY ARPT: 420'(3350'MSL) lgtd twr being erected 5 nmi SSE(172°T) at lat 31-49-01, long. 102-22-40. (5-20)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W(292°T) at lat 36-25-03, long. 100-48-02. (5-8)

PLEASANTON, HAVERLAH ARPT: About 13 July, 300'(750'MSL) lgtd tmpry twr will be erected 6.2 nmi SE(143°T) at lat 28-53-55, long. 98-25-26 and dismantled about 28 July.

POSSUM, KINGDOM LAKE: Caution, obscured power line over water vcnty the numerous lndg strips around lake. (6-23)

RAYMONDVILLE, FOX ARPT: 148'AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

SAN ANTONIO, INTL ARPT: Caution, txwy 15 unlgtd.

SAN ANTONIO, INTL ARPT TOWER: About July 18,126.18 mc will be chgd to 126.2 mc.

SAN ANTONIO, STINSON FLD: About 10 July, 300'(892'MSL) lgtd tmpry twr will be erected 20.1 nmi ESE(115°T) at lat 29-11-25, long. 98-06-16 and dismantled about 26 July. (6-22) Rnwy 4-22 clsd. (1-22)

SAN ANTONIO, STINSON FLD TOWER: Twr clsd indef- repairs. (6-1)

SEGUIN ARPT: 300'(972'MSL) lgtd tmpry twr being erected 8.1 nmi ESE(121°T) at lat 29-29-00, long. 97-53-06 and being dismantled about 11 July. (6-22)

SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)

TAFT, WORSHAM ARPT: 125'(180'MSL) lgtd twr being erected 1.8 nmi WSW(260°T) at lat 27-59-00, long. 97-24-31. (5-12)

TULIA ARPT: 323'(3714'MSL) lgtd twr being erected 19 nmi NNE(36°T) at lat 34-49-27, long. 101-33-36 and 235.5'(3520.5'MSL) lgtd twr being erected 16.5 nmi ENE (86°T) at lat 34-34-53, long. 101-26-09. (6-2) 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.

UVALDE, GARNER FLD: 363'(1270'MSL) lgtd twr being erected 2.5 nmi SW(230°T) at lat 29-10-51, long. 99-46-41. (6-15)

**VERNON, WILBARGER COUNTY ARPT: Rnwy lgts on req only. (5-3)

WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) 1500' NW end of main txwy and other short txwys N this area serving rnwy 15 not visible from ctl twr. Twr not responsible for ctl of tfc within this area. (6-17)

WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.

UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000' MSL while over the Thiokol Chemical Corp. Plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)

DELTA RADIO: DMET operg test basis; channel 123. (10-20)

HANKSVILLE RADIO: Nov 23, DME shut down indefinitely - reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN-CACHE ARPT: Grass cutting in progress summer mos; men, eqpmt crossing rnwys during haying operns. (6-6)

LUCIN RADIO: LF rng not monitored cont. (11-9)

MILFORD RADIO: May 19, TACAN shut down- reconstr. (5-19)

NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.

OGDEN RADIO: DMET operg test basis; channel 83. (10-20)

PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)

SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER: About July 11, ARSR svc will be unavbl until aprx. Sept 1. (6-22)

SALT LAKE CITY MUN # 1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower.

SALT LAKE CITY MUN # 1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. June 20, ILS lclzr and glide slope shut down until aprx Sept. 30-rnwy extsn. (6-20)

SALT LAKE CITY MUN # 2 ARPT: No longer maintd; use at own risk. (6-13)

SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)

VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00(17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

RUTLAND MUN ARPT: NW/SE rnwy clsd.

VIRGINIA: AMELIA, HILLTOP ARPT: New arpt reported; lat 37-25, long. 77-58; lctn: 5.0 N; elev: 250'. One sod strip, 2200'. 80 oct fuel avbl; fence W edge of strip. (6-11)

BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)

BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)

CAPE CHARLES RADIO: About Aug 8, VORTAC will be shut down until aprx Aug 13-freq chg to 112.2 mc, class chg to M-VORTAC and TACAN channel to 59. See page 122 for substitute route structure & MEAs durg shut down. (6-28)

[redacted]: DAHLGREN SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
FLAT ROCK RADIO: TACAN shut down - stn modernization. (6-3)
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)
FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)
HOLLINS RADIO: About July 13, TACAN will be shut down until aprx Aug 12-stn modernization. (6-16)
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS, gnd to 9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)
LYNCHBURG SPECIAL NOTICE: Caution-extsv electronic high pwr blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 years. (5-10)
MIDDLEBURG: New arpt reoprted . Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 25 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 1300' MSL and 35 nmi 180°-210° at 6000' MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' of rnwy 6-24 & 400' of rnwy 2-20. (2-12)
NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: Freq 124.1 mc inop Whaleyville, Va. peripheral site. (6-10)
NORFOLK MUN ARPT: Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing opern in progress on fld during dalgt hrs. (5-27)
NORFOLK MUN ARPT TOWER: Soon, freq 132.30 mc will be decmsnd. (4-25) About July 6, ILS lclzr ident will be chgd to ORF. (6-2)
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)
RICHMOND SPECIAL NOTICE: Caution-lcl mil trng flts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)
**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500'. Lgt and/or slow at 800'. For noise abatement DC3 and large make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)
RICHMOND, BYRD FLD: Visual mrkgs for clockwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. (4-26)
ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)
SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)
**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)
WINCHESTER MUN ARPT: Aprx 1800' x 100' grade strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hvy rain, usable area mrkd with white mrkgs. (4-26)

[redacted]: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt., to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imna Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span-1965' long*; China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span-1930' long; Salmon Riv span-2055' long*; Snake Riv span-3746' long; Imnaha Riv span-3679' long. *(Marked by 20-inch luminous balls). There

[redacted]: are two 5/16 inch diameter high-strength steel strand static cables on the top and three 11/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)
BELLEVUE AIRFLD: S 200' rnwy 2-20 dsd lndgs; men, eqpmt working S end of rnwy.
BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29)
DEER PARK MUN ARPT: Closed.
EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 and V2N. Normally such dptrs maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)
OLYMPIA RADIO: DMET operg test basis: channel 19. (11-24) Auto voice ident inop. (2-19)
OTHELLO ARPT: Fld clsd to all tfc. (6-1)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR & ARTCB unavbl.
SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)
SEATTLE, BOEING FLD TOWER: About July 13, rcvr 122.5 mc will be chgd to 122.7 mc.
SEATTLE, TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct runup at least 1000' S of northerly runup apron whenever practical & compatible with safe opern. (12-28) About July 5, apch lgts will be inop until aprx Oct 15, due rnwy extension.
SEATTLE-TACOMA INTL ARPT TOWER: About July 13, rcvr 122.5 mc will be chgd to 122.6 mc. (6-21) About July 5, ILS lclzr and glide slope will be shut down until aprx Aug 16-installation blast fence. (6-23)
SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. (10-26)
SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: ARSR svc unavbl V2 Rockford Int. to Mullan Pass and V2N Hayden Lake Int. to Mullan Pass. (4-19)
SPOKANE, FELTS FLD: Men, eqpmt on fld days. (5-18)
SPOKANE-INTL ARPT: SW txwy btn rnwy 3 & 7 clsd.
SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)
TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution-hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)
CHARLESTON, HILLTOP ARPT: Closed. (6-27)
CHARLESTON, KANAWHA CO ARPT: Narrow beam txwy B mrkd by metal pipe & flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie down or overngt parking.
CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope unusable from MM to touchdown. (6-17) About July 29, freq 120.30 mc will replace 118.50 mc. (6-3)
CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)
CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (4-15)
ELKINS MUN ARPT: Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor.
MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwys 17-35. (6-1) No crash facils avbl from 1500Z June 25-1200Z July 9. Rnwy 8-26 clsd to all operns 1130Z June 27-2000Z July 5. Rnwy 17-35 clsd 1130Z July 6-2000 July 8- due extsv rnwy repairs. (6-18)
MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.
PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. (3-1)
PARKERSBURG RADIO: DMET operg test basis; channel 89. (6-9)

[redacted]: CHULA VISTA, AUSTIN AIRCRAFT ARPT: Apch lgts on trg until further notice. [illegible] VALLEY CENTER: June 25, TACAN shut down until aprx Aug 3, modernization. (6-23)

[redacted]: JOE K. NISHIMOTO MUN ARPT: Rnwy 3-21, 2000' SW end clsd, flagged, unlgtd, rnwy [illegible]

[redacted]: GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req until further notice.
GREEN BAY RADIO: June 23, TACAN shut down until aprx Aug 3, modernization. (6-23)
LA CROSSE RADIO: Multiples all courses LFR usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120°-145° 20 mi, all other azimuths 25 mi. (5-16)
LONE ROCK RADIO: DMET operg test basis; channel 83.
MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 durg dalgt hrs, flares at ngt. (5-18)
MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr crs indications may be observed prior intercepting front crs on transitions from E. Tsmtr and rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd indgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (12-30)
MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF DFcoverage 3500' at 40 nmi all azimuths. ILS MM LMM shut down, relctn. (9-11) About July 12, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
OSHKOSH RADIO: VOR unusable at Pine Grove Int above 15,000'MSL and at Nero Int above 14,000'MSL due interference. (1-20)
WAUKESHA CO ARPT: NE SW rnwy clsd; sod removal in progress for leveling rnwy. (5-16) Model acft radio controlled meet will be held July 16 and 17; E W rnwy will be clsd dalgt hrs of the contest; acft equipped with 122.8 mc rdo freq call for lndg conditions on turf rnwy, other acft land at own responsibility. (5-27) Constr on W end E W rnwy and txwy; to be extended 600'; men, eqpmt off W end of the rnwy and txwy. (6-10)
WAUSAU RADIO: DME operg test basis. (6-16)
WOODRUFF, LAKELAND MUN ARPT: Caution, men, eqpmt installing rnwy lgts. (6-29)
WYOMING*: CAMP GUERNSEY AREA SPECIAL NOTICE: Controlled firing area from June 12 thru Aug 20, 1960, between 0700 and 2200 MST to 330'MSL within the following boundaries: bgng at lat 42-30-00, 104-54-30; thence to 42-30-00, 104-40-00; 42-23-00, 104-40-00; 42-19-00, 104-45-00; 42-16-00, 104-45-00; 42-16-00, 104-49-00; 42-22-00, 104-54-30; thence to point of beginning.
**CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days wk during dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V89 btn RAP and CDR, V182 btn CDR and DGW, V247 btn DGW and the Ross Int at alts 10,000 to 23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo.; Chadron, Nebr,; Rapid City, S. D. During training periods, these stations will include an advisory message at the end of each weather bcst. (10-26)
CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)
CASPER RADIO: About July 11, VOR will be shut down until aprx July 30, reconstr. (6-17) During this period, following route structure and MEAs in efct: Unusable awys: V1529 CKW DIK; V19E CZI-DGW; J32V RKS-RAP; J13V LVM-CYS; V85W RKR-CPR; V26 CPR-RAP. Unusable reporting points: Alcova, Glenrock Ross and San Creek Ints. Usable awys: (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V26 CKW-Casper Int, 13,000'; V85 RKR-Casper Int, 11,000'; V298 BOY-Casper Int, SWK, 12,000'; V19 CZI-Casper Int-DGW, 9000' Usable reporting Points: Casper Int-CZI VOR R158° and DGW VOR R284°
CHEYENNE MUN ARPT: Ramp area N and NE of hangars on N side of arpt and ramp area within 100' radius of twr structure unctld, not visible from twr. Caution, vcnty of fld due to military jet acft operns and practice instr apchs durg hrs 0700-2200 MST. Twr ctld jet arresting barrier in opern rnwys 8 and 26. (12-19)
CODY MUN ARPT: Rnwy 9-27 clsd. (8-30)
DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)
DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-17)
EVANSTON ARPT: New arpt reported 5 mi NNW, elev 6600' one dirt strip N S 2800' in length, soft when wet. (3-2)
[redacted]: ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd, rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25 is 6188'. (6-3)
ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LFR. (1-16) June 14, TACAN shut down until aprx July 13, reconstr. (5-17) During this period, following route structure and MEAs in efct: Unusable awys: V6N FBR-CKW; V4 MLD-CKW; V4N, V6N RKS-CKW; V187 RKS-Yampa Int; J32V, J84V SLC-RKS; J84V RKS-BFF Unusable reporting point: Superior, South Pass, Sweetwater, Green River, Hiway, Dinosaur and Yampa. Usable awys: V6 between FBR and CKW with an MEA of 11,000'. (5-13) June 28, VOR/DME shut down until aprx July 11 -reconstr. About July 18, ILS lclzr and glide slope will be shut down until aprx Aug 6, reconstr. (6-23)
THERMOPOLIS MUN ARPT: Hvy eqpmt will be using 20' of the apron on W side of rnwy 36-18 July 10 thru aprx July 30. (6-27)
PUERTO RICO: SAN JUAN AIR ROUTE TRAFFIC CONTROL CENTER: Soon, freq 126.9 mc will be chgd to 130.4 mc El Yunque peripheral site. (6-20)
**SAN JUAN, ISLA GRANDE ARPT SPECIAL NOTICE: Effective 0400 July 1, 1960, altimeter setting procedures within 100 nmi are revised as follows: A QNH altimeter setting and a system of alts shall be used below 24,000'MSL. At and above 24,000' the standard altimeter setting of 29.92 inches 1013.2 millibars and a system of flight levels shall be used. (5-17)
SAN JUAN, ISLE GRANDE ARPT: Tmpry twr located on NW corner of old trml bldg, due non-visibility tmpry twr unable to observe tfc on extreme S portion CG Navy ramp, ramp area E of CG hangar, extreme E end rnwy 9, ramp on N side J Mack Aero hangar, & apch area of rnwy 27. Pilots will assume full responsibility for avoiding tfc in blind areas. 174' metal bldg located aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (6-9)
SAN JUAN-ISLA GRANDE ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-6) May 13, twr tmpryly relctd on NW corner of old trml bldg, renovation of tower structure.
SAN JUAN, PUERTO RICO INTNL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long, erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working in vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgtd. (1-7) Due to extsn of eastern end rnwy and txwy, 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25)
SAN JUAN RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)
VIRGIN ISLANDS: ST CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkof to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.
ST THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N and E quads all VHF and UHF voice air gnd channels, due terrain. (3-10)

POSTDEADLINE DATA

ALABAMA: FORT MORGAN ARPT: Clsd, constr of paved rnwy. (6-27)

ARKANSAS: EL DORADO RADIO: About July 15, H facil will be decmsnd. (6-29)

CALIFORNIA: CARLSBAD, PALOMAR ARPT: Caution, men & eqpmt working on rnwy & txwys. LONG BEACH ARPT TOWER: About Aug 1, dptr ctl svc will be implemented, utilizing radar separation standards for the purpose of expediting tfc svc will be cont.(6-29)

**MERCED, CASTLE AFB SPECIAL NOTICE: Effective 1 July surveillance and precision radar not avbl Sats and Suns and 0700Z-1500Z Mon thru Fri. (6-28)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: About July 15, freq 121.1 mc will be comsnd; & twr will transmit on VOR freq 116.8 mc. (6-29)

**SACRAMENTO MUN ARPT: Sequence flasher apch lgt lane comsnd 16 lgts starting 1000' from the end of the rnwy and extending to 2500' from end of rnwy. (6-27)

COLORADO: DENVER, STAPLETON AIRFLD: Acph lgt system will be shut down for modernization & installation of flasher system. (6-27)

DELAWARE: ★WILMINGTON NEW CASTLE CO. ARPT TOWER: About July 18, freq 136.80 mc will be decmsnd. (6-29) July 1, freq 126.20 mc replaced 126.18 mc. Too late for ANRA

GEORGIA: **ATLANTA ARPT: Sequence flasher No 2 serving rnwy 33 & operg btn stn 5 & 30 comsnd. (6-20)

INDIANA: ANGOLA, TRI-STATE ARPT: Clsd, constr. NE/SW rnwy being hard-surfaced.

**GREENFIELD, POPE FLD SPECIAL NOTICE: Flgt Test Area described as follows: SE of Greenfield, Ind., lat 39-46-30, long. 85-45-00; thence to 39-46-30, 85-39-00; to 39-44-30, 85-35-00; to 39-39-00, 85-35-00; to 39-42-00, 85-45-00; to pt of bgng. Time: dalgt hrs. Altitude: surface to 2000' above gnd. Used by: Ralph R. Denien. Expires 8-30-60. (6-30)

INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: About July 25, ARSR-1 and IFF bcn will be shut down until aprx Sept 9- improvement project. (7-1)

**MUNCIE, REESE ARPT SPECIAL NOTICE: Flgt Test Area described as follows: S Selma, Ind., lat 40-11, long. 85-17; thence to Farmland 40-11, 85-08; to Modoc 40-03, 85-08; to Losantville 40-02, 85-11; to 40-06, 85-17. Time: dalgt hrs. Altitude: surface to 2000' above gnd. Used by: Charles T. Scott. Expires 8-30-60. (6-30)

TERRE HAUTE, HULMAN FLD: Sw rnwy clsd daily for tkofs and the NE rnwy clsd daily for lndg, bgng July 24 btn the hrs of 1200 to 2130GMT until Feb 8, 1961, due to extension constr of the SW rnwy. Threshold lgts on the NE rnwy inop. (6-24)

LOUISIANA: **SHREVEPORT, GREATER SHREVEPORT ARPT: Apch lgt system flt check ILS rnwy 13; Apch lgt sequence flasher flt checked and comsnd. (7-1)

MAINE: ★PORTLAND MUN ARPT TOWER: July 1, ILS glide slope freq chgd to 333.8 mc.

WISCASSET ARPT: New arpt reported. Lctd. 3.0 mi SE; elev 62'; one turf strip 2400; Rmks: Soft when wet. (7-1)

MICHIGAN: DETROIT AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 8, LaGrange, Ind ARSR will be comsnd. Enroute radar air tfc ctl svc will be provided by ARTCC utilizing radar separation standards and will be applied as necessary for expediting tfc. Svc will be cont within Detroit Center Area along the following awys: V30, 170, 116, 10, 84, 55 and 30S within an 80 nmi radius of LaGrange, Ind site. (6-28)

SAULT STE, MARIE ARPT: Caution, constr in progress on NW/SE rnwy durg dalgt hrs, rnwy surfacing, duration 25 Aug. (6-28)

MISSOURI: ST. JOSEPH, ROSECRANS MEML ARPT: About July 20, ILS lclzr & glide slope will be shut down until aprx Aug 3- to narrow the lclzr course width 4° & antenna modernization. (7-1)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: First 700' apch end rnwy 6 and txwy C clsd, duration aprx Sept 16. Men & eqpmt on rnwy and txwy. Constr in progress last 2000' apch zone of rnwy 6; constr areas flagged and flared. Two silo 65' AGL lctd aprx 1600' from end rnwy 30 & 300' N of cntrline rnwy 30 unlgtd. Due non-visibility twr unable ctl tfc on ramps and txwys SE of new admn bldg, air freight trml bld, TWA & Young Aviation hangars. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy when breaking clear of overcast from lake apch durg hrs of darkness. (6-28)

NEBRASKA: **OMAHA, EPPLEY AIRFLD: (Formerly Omaha Mun Arpt) Hi-intensity sequence flashers in conjunction with configuration A apch lgt system comsnd rnwy 14L; flush type lgts 300 and 400' from rnwy threshold not installed. (6-30)

NEVADA: **FALLON SPECIAL NOTICE: Intsv mil jet hi speed low level bombing flts being conducted daily in accordance visual flt rules btn surface and 8000' MSL within an area bounded by coordinated 39-42, 118-55; 32-22, 118-51; 39-24, 118-56; 39-24, 119-00; 39-00, 119-04. These operns considered hazardous to non participating acft and in the interest of safety acft are requested to avoid this area below 8000' MSL. (6-29)

NEVADA: ★MORMON MESA RADIO: June 30, VOR/DME freqs chgd to 114.3 mc/Channel 63; & VORTAC comsnd. TACAN channel 90. Class: L-VORTACW. TACAN courses restricted to 055°-100°, 30 nmi; 100°-135°, 20 nmi; 280°-340°, 25 nmi.

NEW JERSEY: ATLANTIC CITY (POMONA) NAFEC ARPT: June 30 until aprx Aug 5 RAE visual glide path indicator operated 24 hrs daily on test basis; consists of short bars of lgts each side rnwy 13 750' & 1250' from threshold; when below correct glide path lgts appear red, when above glide path all lgts appear white, on glide slope indication shows near lgts white and far lgts red; system is adjusted to conform to ILS glide slope .(6-30)

★BELMAR, FT. MONMOUTH USAF ARPT RADIO: July 1, CM twr freq 126.3 mc decmsnd. (6-30)Too late for ANRA Page.

NEW YORK: ★NEW YORK-FLOYD BENNETT NAS RADIO: Navy H facil decmsnd.(7-30) Too late for ANRA Page.

★NEW YORK INTL (IDLEWILD) ARPT TOWER: July 1 freqs 132.30 and 134.64 mc decmsnd. Too late for ANRA Page.

★NIAGARA FALLS MUN ARPT TOWER: July 5, freq 126.20 mc comsnd. Too late for ANRA Page.

★SYRACUSE, HANCOCK ARPT TOWER: July 1, CS/T freq 126.2 mc replaced 126.18 mc. Too late for ANRA Page.

**WALDEN, NEWBURG-WALDEN ARPT: Perm clsd. (7-4)

NORTH CAROLINA: WINSTON-SALEM RADIO: About July 15 LF rng will be perm decmsnd.

NORTH DAKOTA: FARGO-HECTOR FLD TOWER: About July 20, ILS lclzr & glide slope will be shut down until aprx Nov 20 - lclzr relctn. (6-29)

OHIO: ★CINCINNATI, LUNKEN ARPT TOWER: July 1, freq 126.20 mc replaced 126.18 mc. Too late for ANRA Page.

★DAYTON MUN ARPT TOWER: July 1, freq 126.20 mc comsnd. Too late for ANRA page.

★DAYTON, WRIGHT PATTERSON RADAR APPROACH CONTROL: July 1, freq 126.18 mc chgd to 126.20 mc & 139.32 chgd to 138.42 mc. Too late for Radar Page.

FINDLAY RADIO: DMET operg test basis; channel 19. (4-29)

MANSFIELD MUN ARPT TOWER: About Aug 5, CS/T will discontinue voice on LF 278 kc.

★YOUNGSTOWN MUN ARPT TOWER: July 1, freq 126.20 mc comsnd. Rcvd too late for ANRA page.

OKLAHOMA: TULSA MUN ARPT TOWER: July 5, ILS glide slope shutdown - arpt constr.

OREGON: **PENDLETON ARPT: Configuration A apch lgt system apch end rnwy 25R flt checked and comsnd. (6-30)

PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: About Aug 8, ILS lclzr & glide slope will be shut down until aprx Aug 22- freqs chg to 110.7/330.2 mc. (6-29)

★PITTSBURGH, ALLEGHENY CO ARPT TOWER: July 1, freq 126.20 mc comsnd. Rcvd too late for ANRA page.

★PITTSBURGH, GRTR PITTSBURGH ARPT-TOWER: July 1, freq 126.20 mc comsnd. Rcvd too late for ANRA Page.

TIDIOUTE RADIO: About Aug 8, VOR will be shut down until aprx Aug 13 - freq chg to 117.6 mc/TACAN channel will be 123. See page 121 for substitute route structure & tmpry MEAs durg shutdown. (6-29)

WILLIAMSPORT-LYCOMING CO ARPT TOWER: About Aug 1, Enroute ctl svc will be provided. This svc will apply at alts 5,000' and below, between IPT and ELM, IPT and AVP, IPT and HAR. (6-29)

TENNESSEE: BRISTOL TRI-CITY ARPT: Rnwy 9-27 clsd June 30 for aprx 5 days; 4500' SW end rnwy 4-22 temp open; 500' of SW end txwy to rnwy 4-22 not visible from ctl twr; flare pots avbl and all lndg acft must have visibility of at least 2 mi for ngt operns. (6-29)

TEXAS: ABILENE MUN ARPT: Sequence flashers in conjunction with configuration A apch lgt system operg on test basis pending flt check; stations one thru 25 inclusive to be comsnd. (6-29)

CARIZO SPRINGS, DIMMIT COUNTY ARPT: E/W turf strip clsd. fence across cntr of strip. (6-27)

**LUBBOCK MUN ARPT: Tetrahedron perm removed. (6-29)

Continued on Page 124

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.9G;122.6G; 119.1;348.6
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T; 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual. Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49 - No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

PENETRATION OF RESTRICTED AREAS: Unauthorized flight is not permitted within a Restricted Area during the time of use and between the altitudes noted in the tabulation on the back of Sectional Aeronautical Charts issued by the U.S. Coast and Geodetic Survey or in the Flight Information Manual. Application for flight authorization should be made to the controlling agency.

"SHUT DOWN" OR "UNUSABLE" NAVIGATIONAL FACILITIES: Navigational Facilities which are notamed as being "shut down," or radials of a VOR notamed as "unusable" should not be utilized for navigational purposes. Pilots planning IFR flights should check all available information during pre-flight planning to ensure their proposed flight plan will not require use of facilities during the period of "shut down," as Air Traffic Control will be unable to approve such flight plans. During periods of prolonged "shut down," "revised MEA's and/or alternate routes are established for designated airways, utilizing adjacent facilities. This information is contained in appropriate NOTAMS and the Airman's Guide.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: W-200). (This does not apply to hearing aids)

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N.Y	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D.C.	332 kc
Wichita, Kans.	332 kc

(5 July 1960)

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route" published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code 40. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route #1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route #2 (Houston, Texas to Lake Charles, La.) Houston, Texas to New Orleans, La. Effective 5 May 1960.)
3. VOR/VORTAC Jet Route #3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route #4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route #8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route #12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route #14 (Cleveland, Ohio to Idlewild, N.Y.)
8. VOR/VORTAC Jet Route #16 (Portland, Ore., to Pullman, Mich.,; Albany, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont., VOR to 90 nmi E of Dillon.
9. VOR/VORTAC Jet Route #21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route #22 (Lake Charles, La., to intersection with J55V).
11. VOR/VORTAC Jet Route #24 (Phoenix, Ariz., to Albuquerque, N.M.)
12. VOR/VORTAC Jet Route #25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route #26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route #29 (Houston, Tex., to Memphis, Tenn and Dayton, Ohio to Cleveland, Ohio.)
15. VOR/VORTAC Jet Route #31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route #33(Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
17. VOR/VORTAC Jet Route #34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route #35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route #37 (New Orleans, La., to Spartanburg, S.C.)
20. VOR/VORTAC Jet Route #41 (Miami, Fla. VOR to St. Petersburg, Fla. VOR.)
21. VOR/VORTAC Jet Route #42 (Dallas, Tex., to New York, N.Y.)
22. VOR/VORTAC Jet Route #45 (Alma, Ga., to St. Louis, Mo.)
23. VOR/VORTAC Jet Route #49 (Alma, Ga., to Spartanburg, S.C.)
24. VOR/VORTAC Jet Route #52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala,, extension to J52V.
25. VOR/VORTAC Jet Route #53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S.C., to Pittsburgh, Pa.)
26. VOR/VORTAC Jet Route #55 (From the intersection with J22V to Kenton, Del.)
27. VOR/VORTAC Jet Route #58 (San Francisco, Calif., to New Orleans, La.) Non-radar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
28. VOR/VORTAC Jet Route #60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
29. VOR/VORTAC Jet Route #62 (Idlewild, N.Y., to Nantucket VOR.)
30. VOR/VORTAC Jet Route #64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
31. VOR/VORTAC Jet Route #67 (Idlewild, N.Y., to U.S. -Canadian Border.)
32. VOR/VORTAC Jet Route #69 (Spartanburg, S.C., to Gordonsville, Va.)

(Continued)

33. VOR/VORTAC Jet Route #71 (Appleton, Ohio to Front Royal, Va.)
34. VOR VORTAC Jet Route #75 (Miami, Fla., to U.S.-Canadian Border)
35. VOR/VORTAC Jet Route #77 (Miami, Fla., to U.S. Canadian Border)
36. VOR/VORTAC Jet Route #78 (Los Angeles, Calif., to New York, N.Y.)
37. VOR/VORTAC Jet Route #79 (Miami, Fla., to Idlewild, N.Y.)
38. VOR/VORTAC Jet Route #80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
39. VOR/VORTAC Jet Route #81 (The intersection of J81V and J53V to Barracuda Int.)
40. VOR/VORTAC Jet Route #82 (Chicago, Ill., to Boston, Mass.)
41. VOR VORTAC Jet Route #84 (Oakland, Calif., to the U.S. Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
42. VOR/VORTAC Jet Route #85 (Miami, Fla., to the U.S.-Canadian Border.)
43. VOR VORTAC Jet Route #87 (Houston, Tex., to Northbrook, Ill.)
44. VOR VORTAC Jet Route #89 (Northbrook, Ill., to Miami, Fla.)
45. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
46. VOR/VORTAC Jet Route #90 (Seattle, Wash., to Chicago, Ill.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Point Allen rbn.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct. radial to the Victoria (Patricia Bay), B.C., Canada RR.
20. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
21. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
    b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
22. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
    Baltimore, Md., Terminal Area-- Effective 5 May 1960
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
23. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial: via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
    Effective 17 December 1959.
24. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
25. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
26. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
27. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.

(Continued)

28. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

29. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

30. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

31 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

32. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

33. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

34. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.

35. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).

36. ✓ From the St. Petersburg, Fla., VOR to the Int. of the St. Petersburg, Fla., VOR 274° M radial with Control Area Extension 1226.

(Continued)

37. ✓ From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La, NDB.
38. From the Grand Isle, La., NDB via direct to the New Orleans, La., VOR.
39. ✓ From the Int. of J85-V and J41-V direct to the Egmont Key, Fla, NDB.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126.18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

DISCONTINUANCE OF CONTINUOUS GUARD ON 3023.5 kc: Effective July 1, 1960 at the following locations, 3023.5 kc will be available "on request".

Glens Falls, New York
Martinsburg, West Virginia
Philipsburg, Pennsylvania
Youngstown, Ohio
Utica, New York
Dalhart, Texas
Memphis, Tennessee
Butler, Missouri
Cedar Rapids, Iowa
Chanute, Kansas
Des Moines, Iowa
Jackson, Michigan
Jamestown, North Dakota
Russell, Kansas
St. Louis, Missouri
Columbus, New Mexico
Crescent City, California
Idaho Falls, Idaho
Laramie, Wyoming
Oakland, California
Redmond, Oregon
Sacramento, California

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 annually, a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 11 statute miles east of West Plains, Missouri at 36°45'N, 91°39'W, excluding airways.

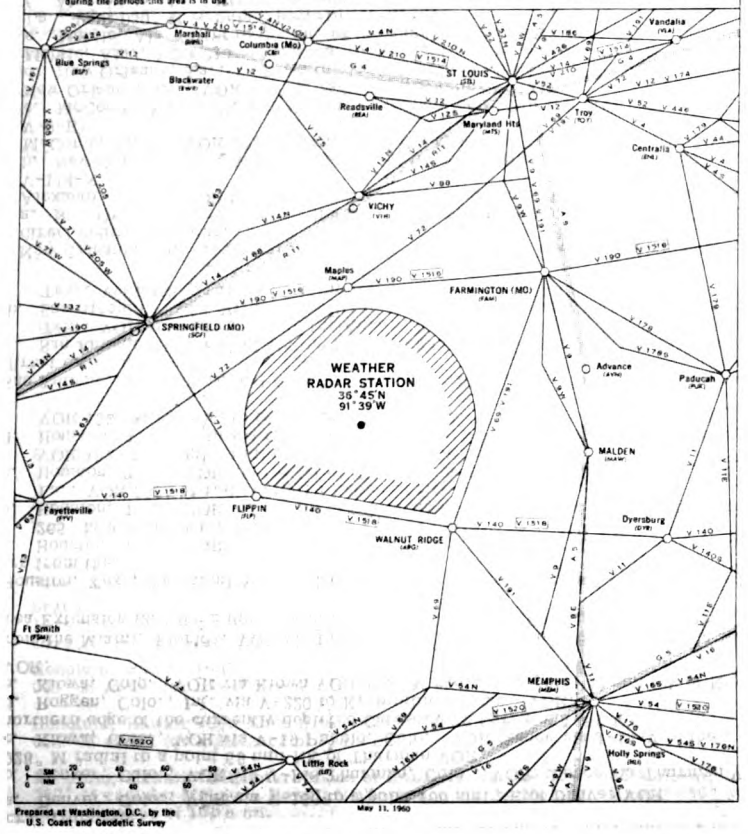
All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1300Z to 0300Z. Three Cessna 172 aircraft will operate VFR in the western portion of the area at selected altitudes between the surface and 10,000 feet MSL. One Beechcraft D-18 will operate VFR or IFR throughout the area between the surface and 23,000 feet MSL, generally within a selected group of five altitudes.

Flight operations will be conducted on days selected at random during the three and one-half month period each year. Specific information concerning those operations will be issued by NOTAM on each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St. Louis, Mo. FSS — Springfield, Mo. CS/T — Malden, Mo. FSS — Walnut Ridge, Ark. FSS — Memphis, Tenn. ARTCC
Vichy, Mo. FSS — Farmington, Mo. FSS — Flippin, Ark. FSS — St. Louis, Mo. ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.



NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is July 3, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F 2200-2400 M - F 0200-0500 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	NOTE: 330-360 flt levels deleted effect. May 8, 240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15;103-45 32-26;103-37 33-50;99-06 33-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31-32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	27-50;96-02 27-00;96-00 27-50;90-23 27-00;90-25	Alice VOR 090°;110 New Orleans VOR 180°;160	310-340 1500-1930 M - F 2000-2300 M - F 0030-0600 T - S
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290 1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual general aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

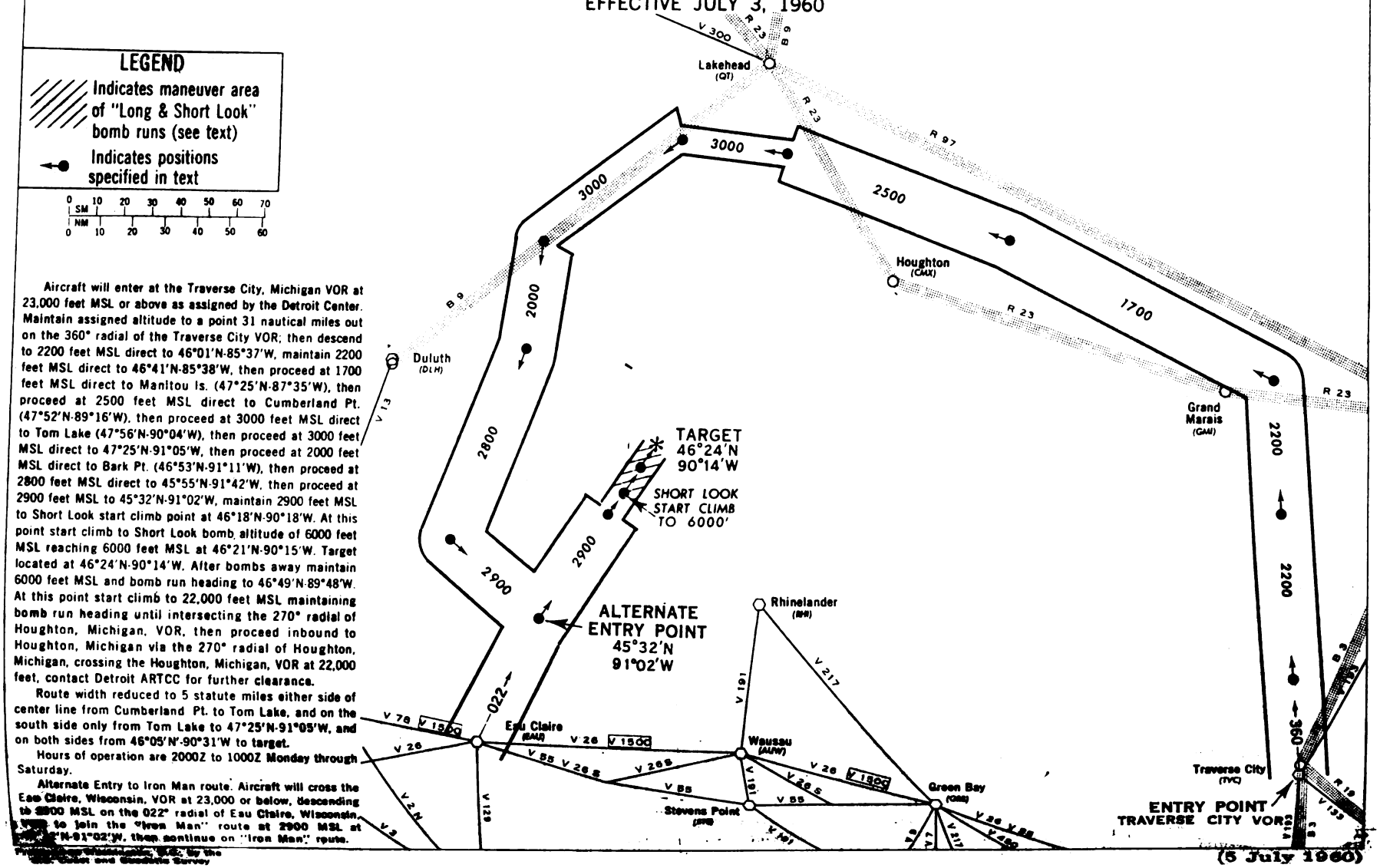
ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NAVIGATIONAL WARNING-USAF OPERATION "OIL BURNER". USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during times specified for each route.

Effective July 3, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE IRON MAN
EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center. Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR; then descend to 2200 feet MSL direct to 46°01'N-85°37'W, maintain 2200 feet MSL direct to 46°41'N-85°38'W, then proceed at 1700 feet MSL direct to Manitou Is. (47°25'N-87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N-89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N-90°04'W), then proceed at 3000 feet MSL direct to 47°25'N-91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N-91°11'W), then proceed at 2800 feet MSL direct to 45°55'N-91°42'W, then proceed at 2900 feet MSL to 45°32'N-91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N-90°18'W. At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N-90°15'W. Target located at 46°24'N-90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N-89°48'W. At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N-91°05'W, and on both sides from 46°05'N-90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

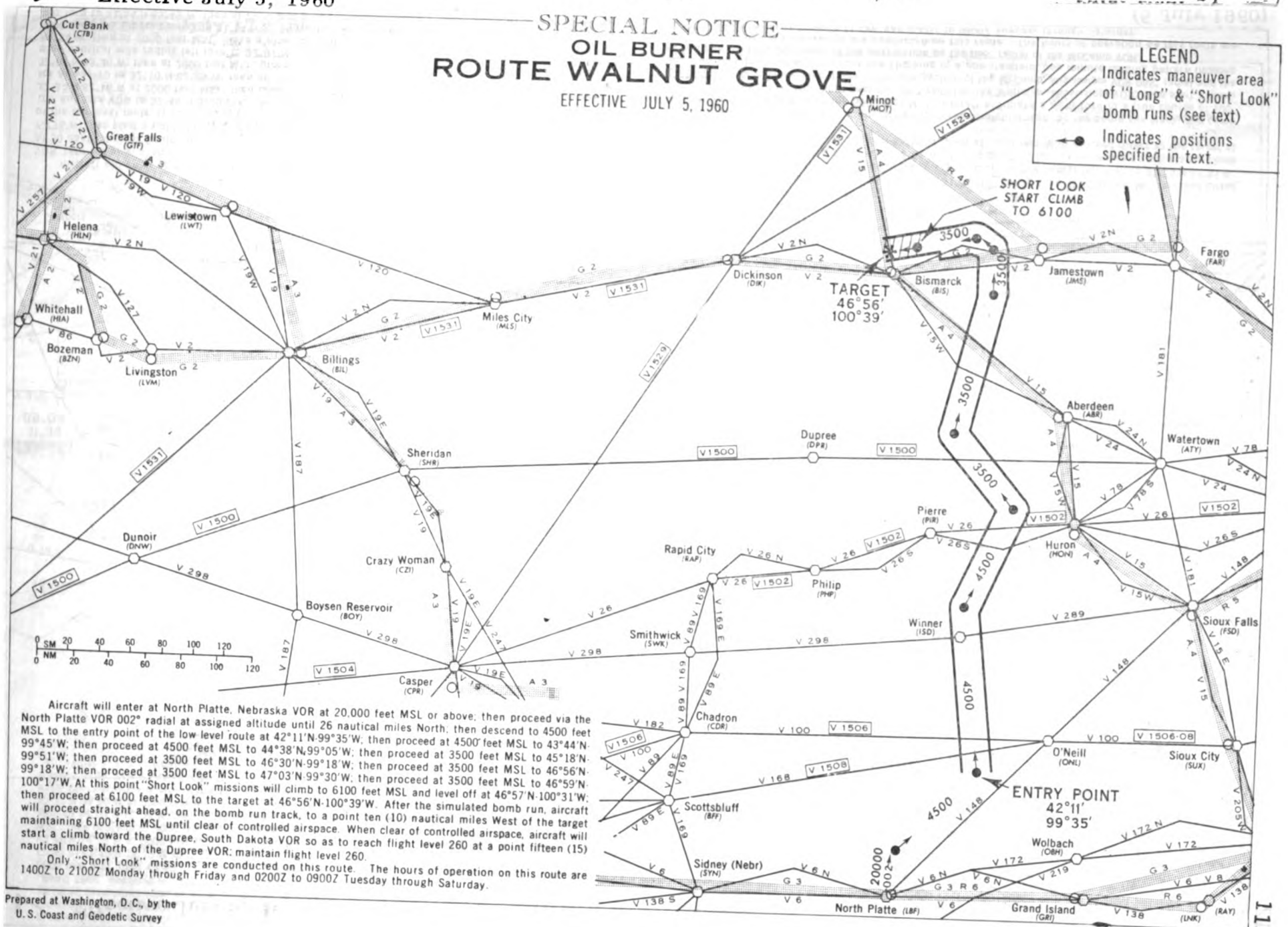
Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N-91°02'W, then continue on "Iron Man" route.

(5 July 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE JULY 5, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11′N-99°35′W; then proceed at 4500 feet MSL to 43°44′N-99°45′W; then proceed at 4500 feet MSL to 44°38′N-99°05′W; then proceed at 3500 feet MSL to 45°18′N-99°51′W; then proceed at 3500 feet MSL to 46°30′N-99°18′W; then proceed at 3500 feet MSL to 46°56′N-99°18′W; then proceed at 3500 feet MSL to 47°03′N-99°30′W; then proceed at 3500 feet MSL to 46°59′N-100°17′W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57′N-100°31′W; then proceed at 6100 feet MSL to the target at 46°56′N-100°39′W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR; maintain flight level 260.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday and 0200Z to 0900Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

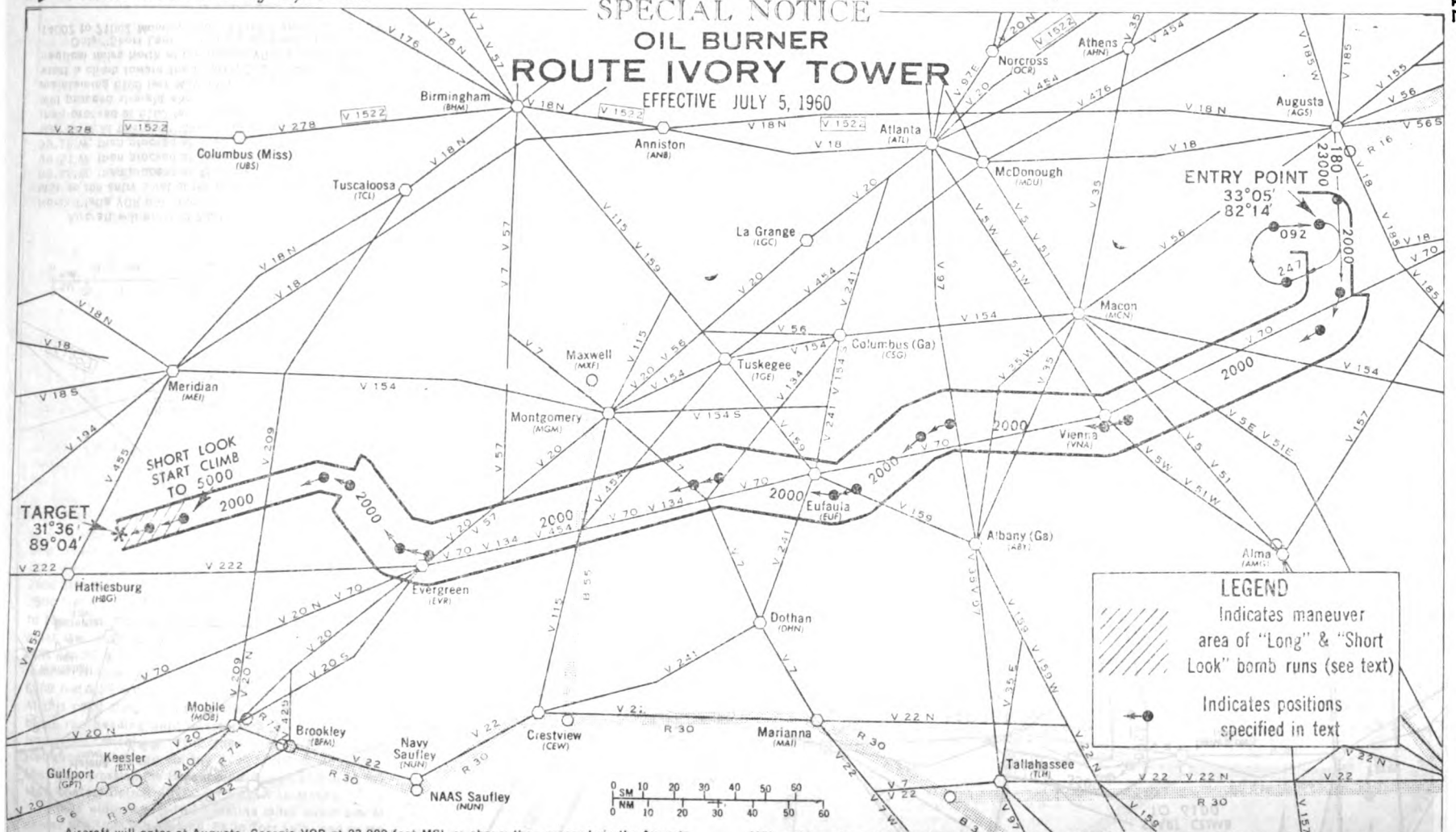
Effective July 5, 1960

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE JULY 5, 1960



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

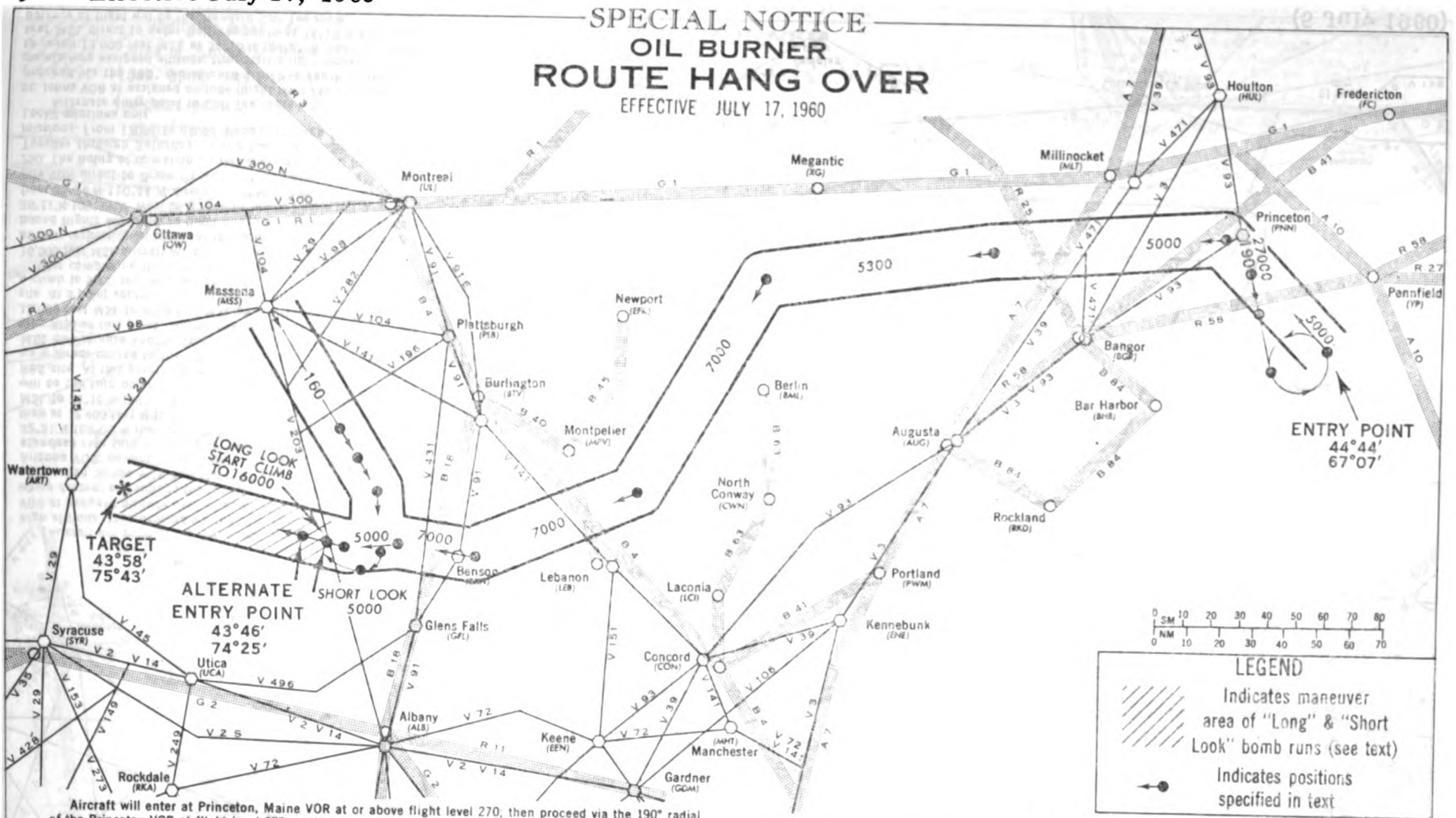
(5 July 1960)

Effective July 17, 1960

SPECIAL NOTICE

Effective July 17, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE HANG OVER
EFFECTIVE JULY 17, 1960



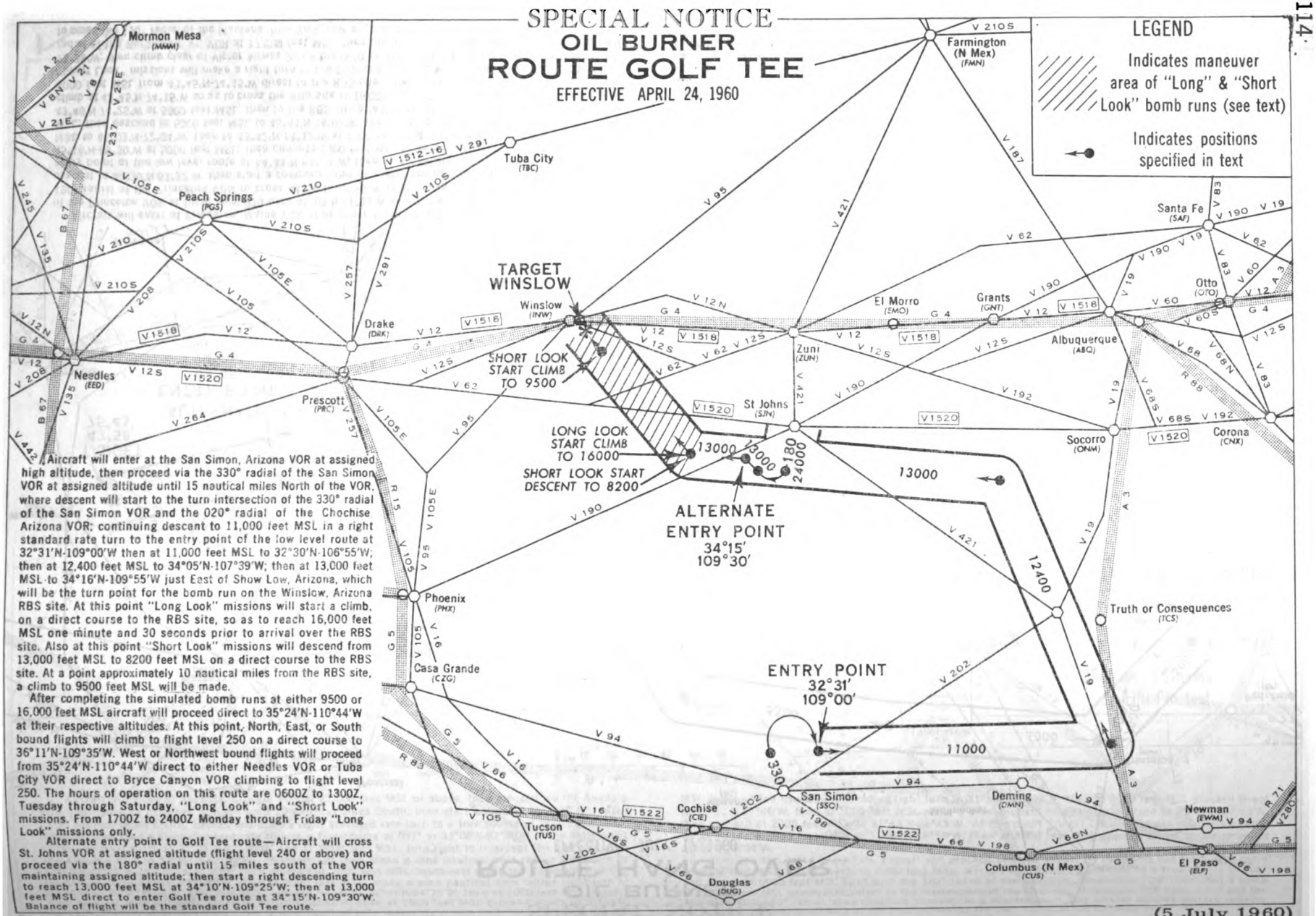
Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Alternate entry to "Hang Over" route - Aircraft will enter at Massena, N.Y. VOR at flight level 230, then proceed via the 160° radial of the Massena VOR maintaining flight level 290, after crossing the 280° radial of the Burlington, Vermont VOR descent will be started to 5,000 feet MSL; continue on the 160° radial of the Massena VOR and cross the Burlington VOR 267° radial at 23,500 feet MSL, cross the Burlington VOR 250° radial at 14,500 feet MSL; at this point turn right to intercept the 010° radial of the Albany, New York VOR; continue descent on the Albany VOR 010° radial to its intersection with the Benson, Vermont VOR 287° radial; at this point make a standard right turn to intercept the "Oil Burner" "Hang Over" route at 43°46′N-74°25′W. Aircraft will be at 5,000 feet MSL prior to crossing the 74°W longitude. Remainder of flight via the "Hang Over" route.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(5 July 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24'N-110°44'W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11'N-109°35'W. West or Northwest bound flights will proceed from 35°24'N-110°44'W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

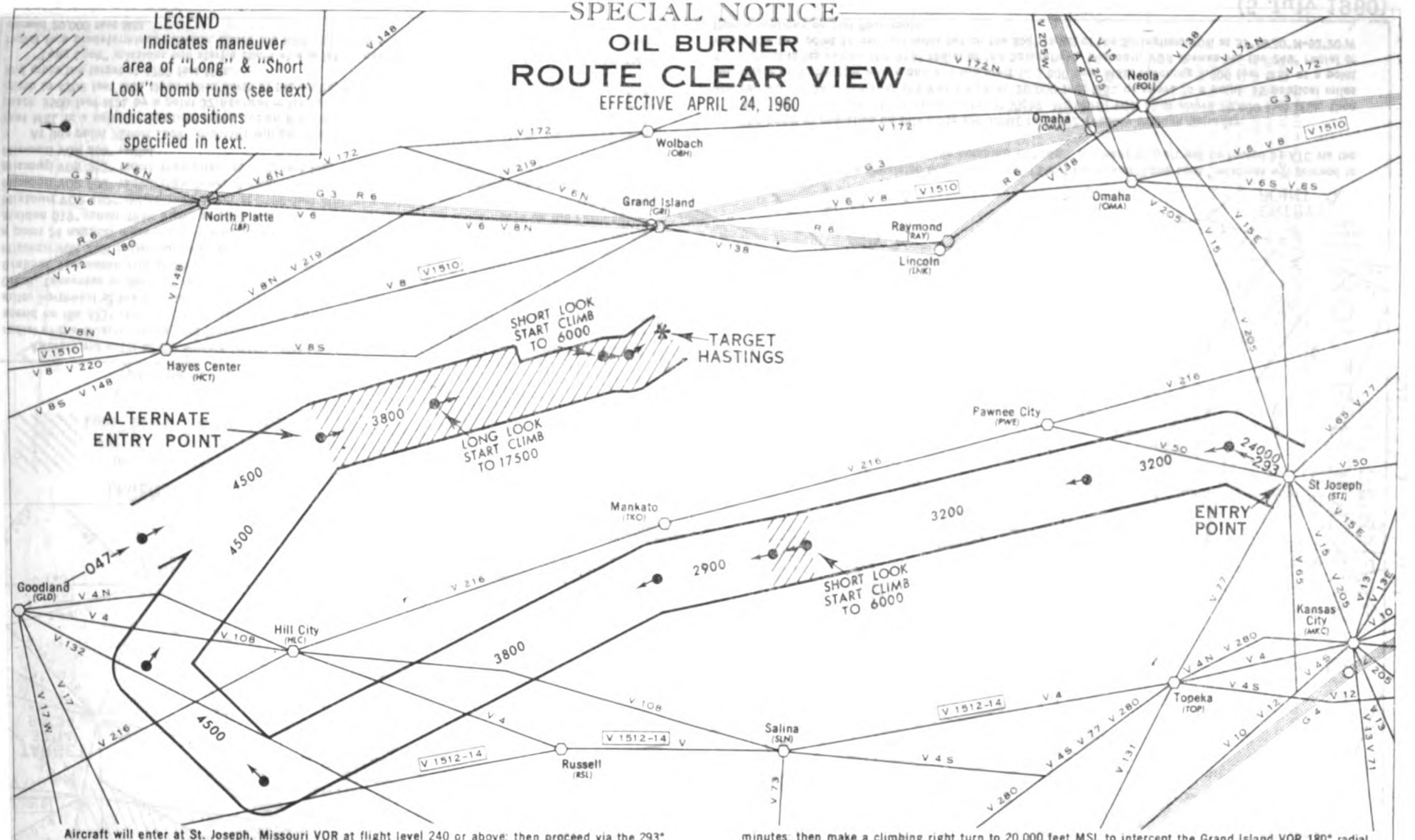
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(5 July 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



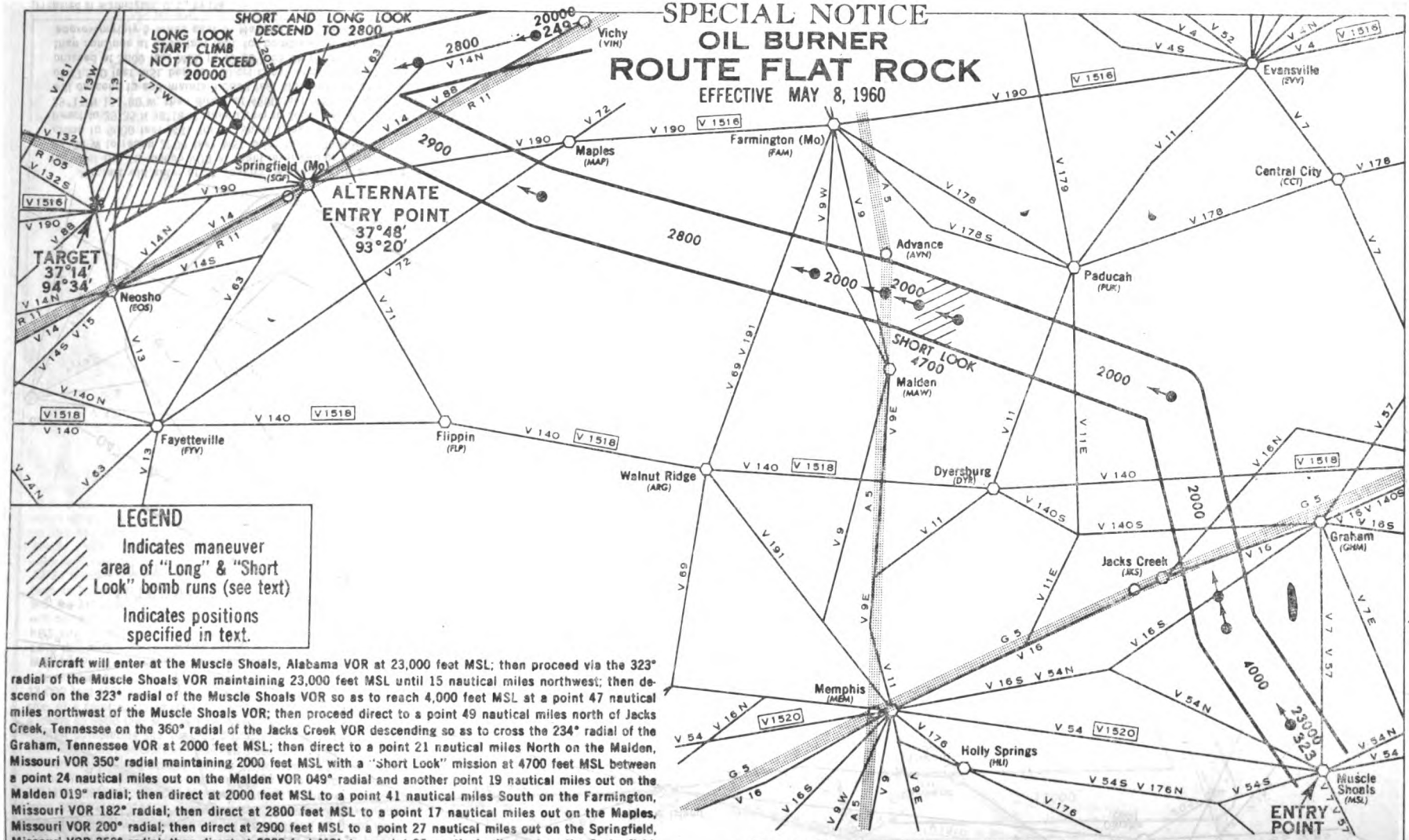
Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(5 July 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14'N-94°34'W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U.S. Coast and Geodetic Survey

(5 July 1960)

SPECIAL NOTICE

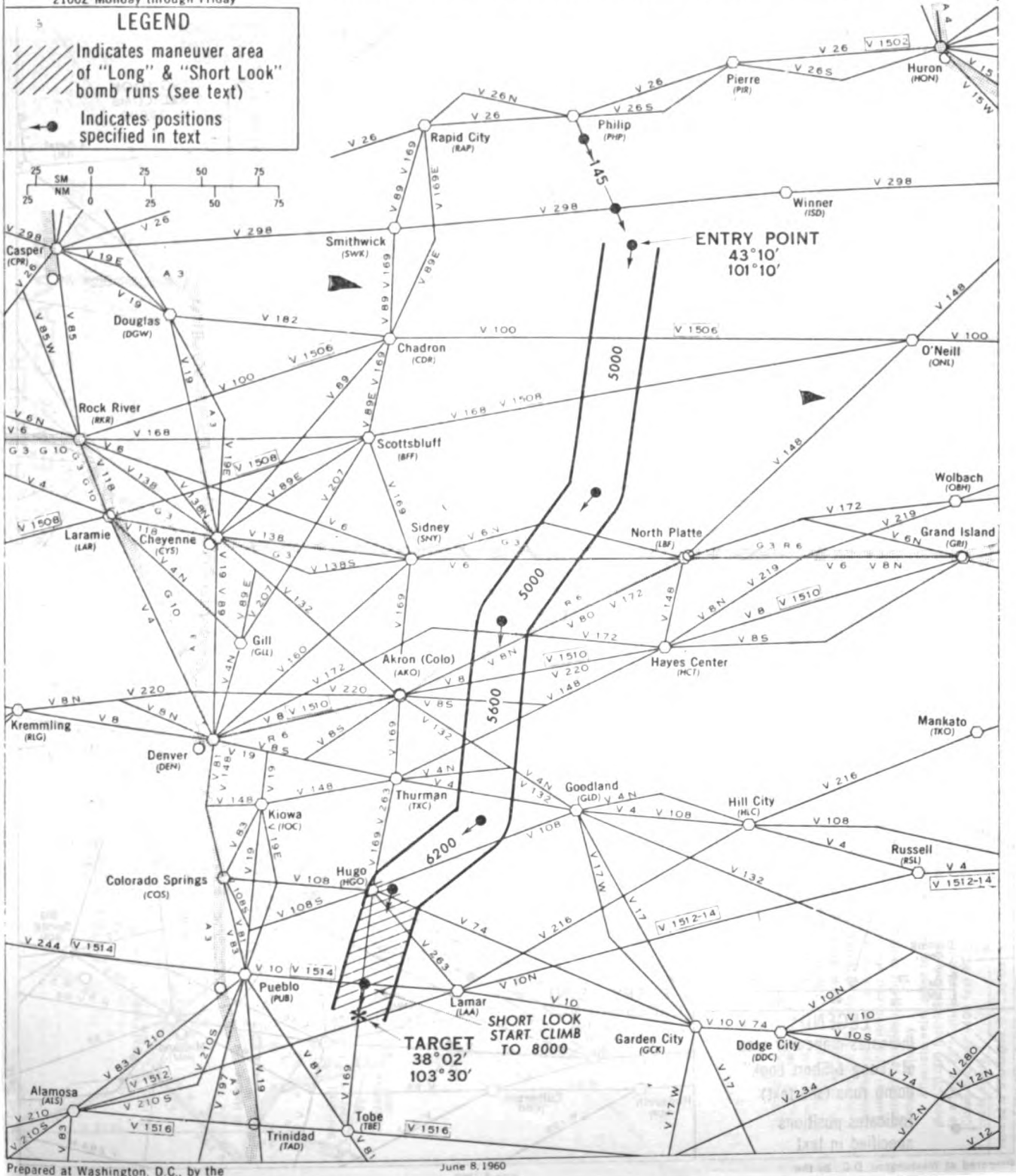
OIL BURNER

ROUTE ROUGH WOOD

EFFECTIVE JUNE 19, 1960

Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL, proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W, then at 5,000 feet MSL direct to 40°40'N-102°20'W, then at 5,600 feet MSL direct to 39°19'N-102°29'W, then at 6,200 feet MSL direct to 38°52'N-103°13'W, then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial; maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169, then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516, maintain 23,000 feet MSL direct to Dalhart, Texas, VOR

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

June 8, 1960

SPECIAL NOTICE

OIL BURNER

ROUTE TAR PAIL

EFFECTIVE JUNE 19, 1960

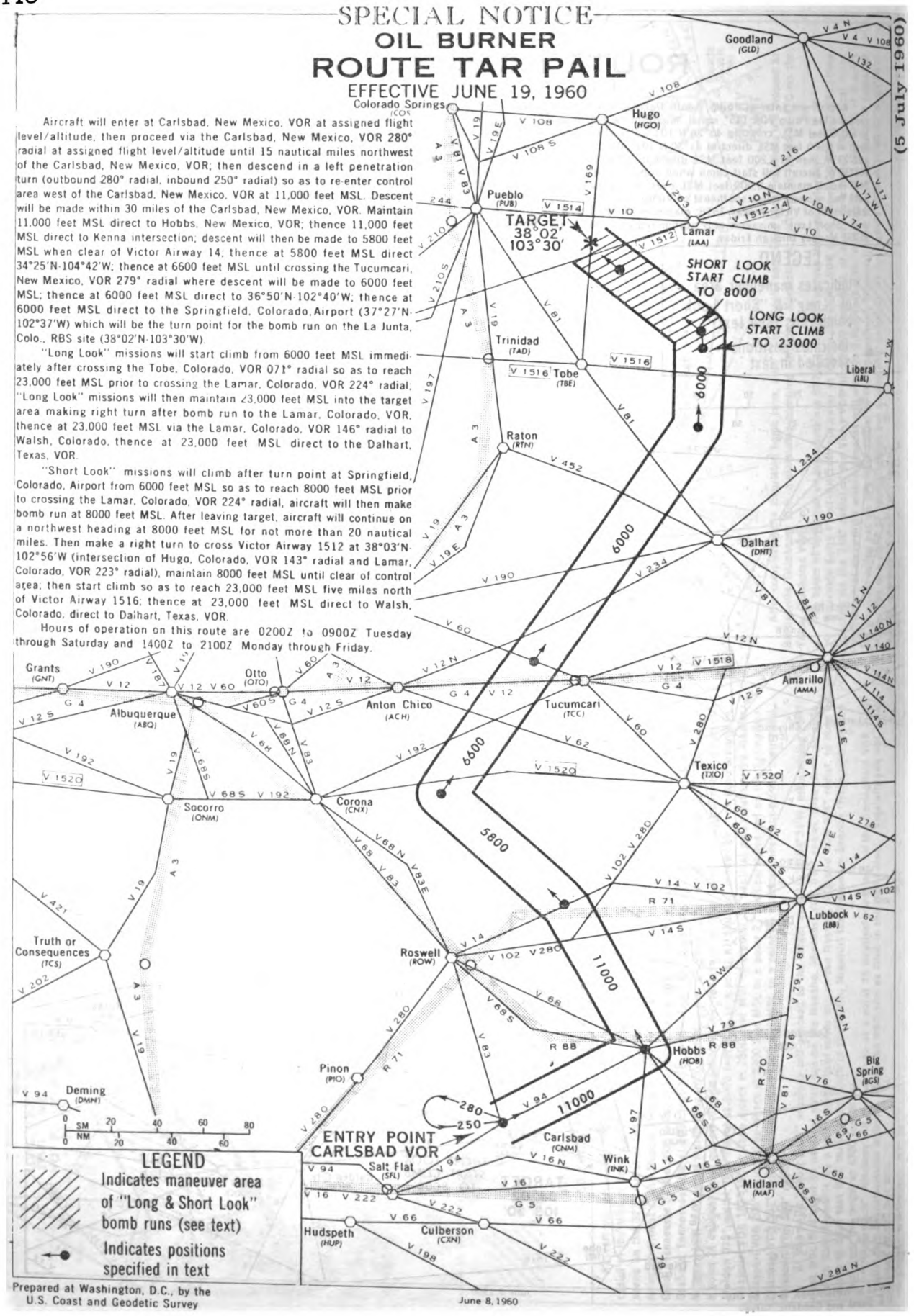
(5 July 1960)

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to re-enter control area west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Tucumcari, New Mexico, VOR 279° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 071° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial; "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N-102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

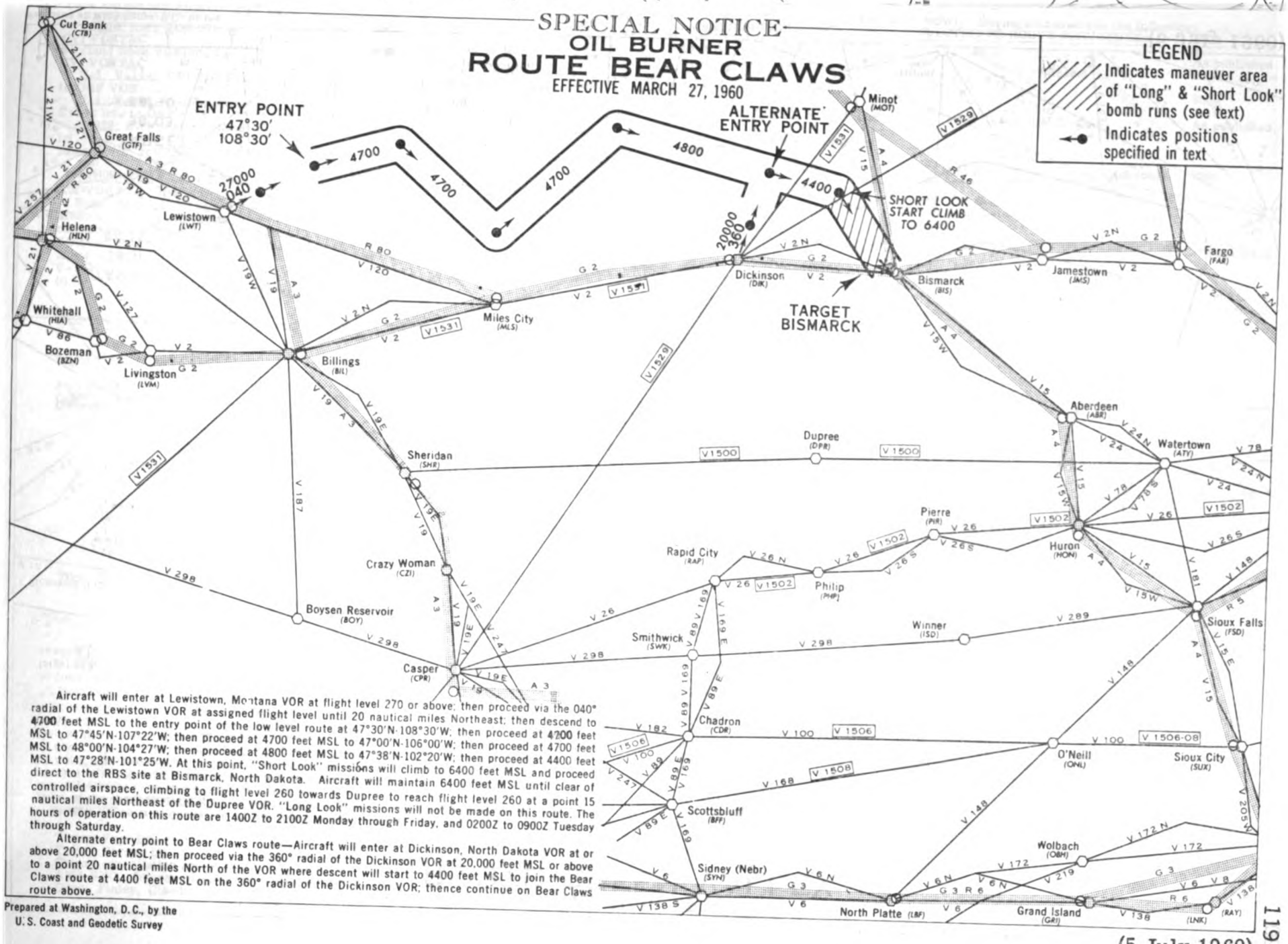
June 8, 1960

SPECIAL NOTICE

OIL BURNER

ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE GREEN VALLEY

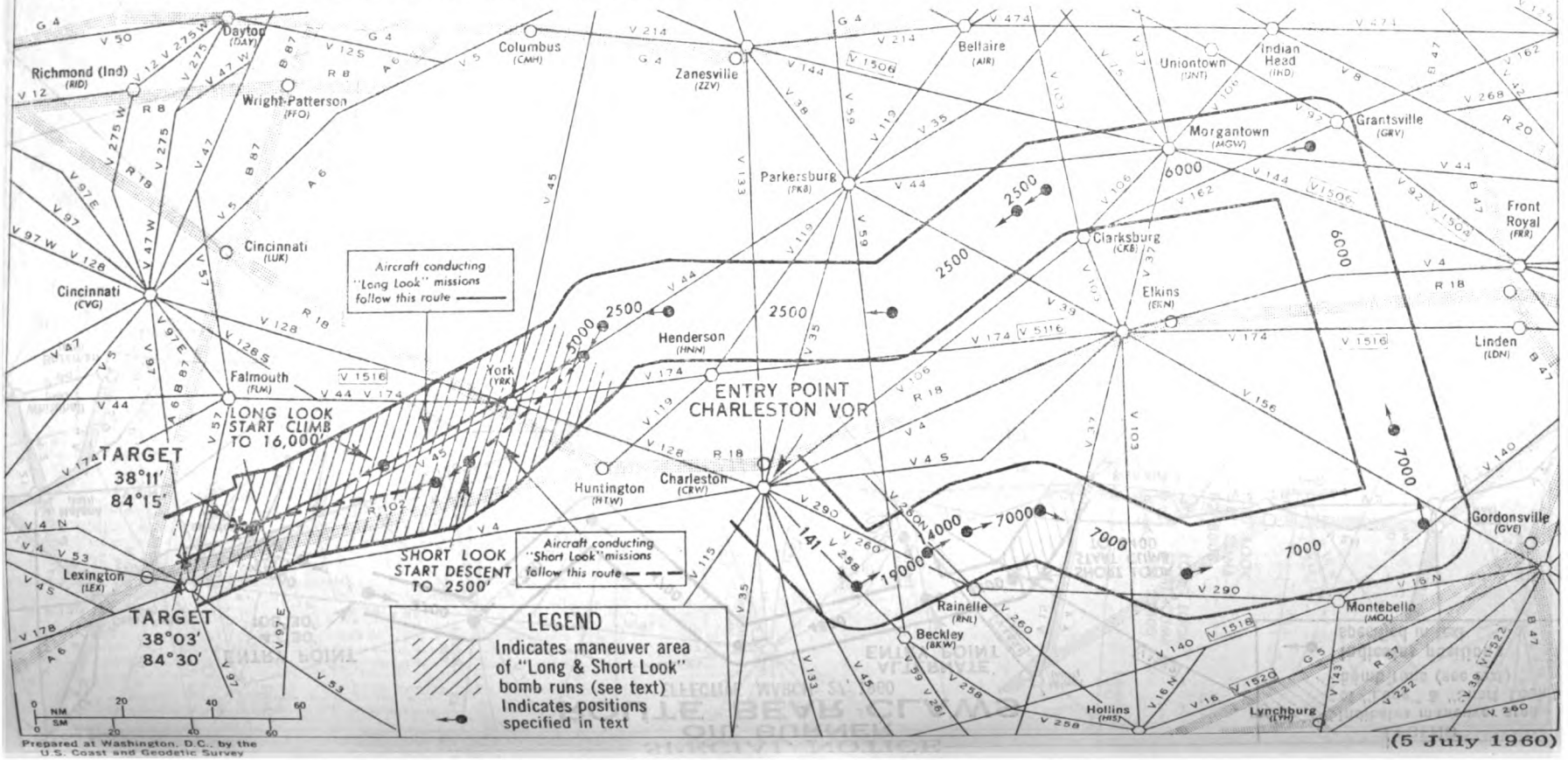
EFFECTIVE JUNE 19, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, descending to cross this point at 19,000' MSL. Aircraft will then proceed to 38°08'N-81°00'W at 19,000' MSL. Aircraft will then continue descent to cross 38°12'N 80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL; then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000' MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W, then at 6,000 feet MSL to 39°33'N-79°10'W; then to 39°25'N-80°27'W at 6,000' MSL, then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL; maintaining this altitude until after crossing Louisville VOR 015° radial, then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

"Long Look" Missions will proceed from 38°49'N-82°38'W; maintaining 5,000' to 38°25'N-83°34'W, then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 332° radial, still at 16,000' MSL; then climb on the Lexington VOR 332° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(5 July 1960)

EXISTING AIRWAYS (CONTINUED)

CVG 121 RMT VOR TO CVG VORTAC	RMT VOR to Scotland Neck VHF Int.	MEA As published
Scotland Neck VHF Int. to CVG VORTAC	Scotland Neck VHF Int. to Temp	3000

EXISTING AIRWAYS (CONTINUED)

VHF Int. via MYK VOR to Crescent Int. to Green VHF Int.	MYK VOR to Crescent	MEA As published

SUBSTITUTE ROUTE STRUCTURE

COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R/FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R/EWN 011	5000
Jackson Int.	RMT 042R/LVL 142R	3000
Oak City Int.	RMT 091/FKN 192R	3000

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6000
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 009° R	5500
V114: AMA-CDS	AMA LFR 293° M inbnd brg CDS 296° R	5000
V140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4800
V15I8: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4800

JET ROUTES

J-58V: ALS VOR-SPS VOR	ALS VOR direct RTN VOR; thence via RTN VOR 111°R and the SPS VOR 288° R to the SPS VOR
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR; thence via TBE VOR 127°R and the ABI VOR 323° R to the ABI VOR
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR
J-78V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR
J-6V: ABQ VOR-DKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR

Tmpry Vega Int.	AMA LFR 078°M inbnd brg, TXO 009°R	6500
Tmpry Borger Int.	AMA LFR 030°M inbnd brg, DHT 100°R	7500

Tmpry cancellation routes V12N TCC-GAG, V114N AMA-CDS, V114S AMA CDS, V140N AMA-SYO. Intersections Dumas, Plant, Bivins, Sam, Tower, West Side, Canyon, Palo Duro, Finley, Claude, Ranch, Pampa.

WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Int. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As published
V-1:	None	----
V-157: ILM VOR to Kinston VHF Int.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 037M crs. to EWN VOR 236R	3000
V-157: ILM VOR to Kinston VOR	ILM Rbn to ISO VOR via ISO 200R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056/FLO 088R	8000
Kenansville Int.	Temp Kenansville Int. EWN 260R/RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R/FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R/143° M crs. to CLB Rbn	5500

EXISTING JET ROUTES	SUBSTITUTE ROUTE STRUCTURE
J-79V: ORF VOR-ILM VOR	ORF VOR direct RMT VOR direct CLB Rbn (191° M radial from RMT VOR and 010° M brg from CLB rbn)
J-77V: GVE VOR-ILM VOR	GVE VOR direct RMT VOR direct CLB rbn (191°M radial from RMT VOR and 010°M brg from CLB rbn)

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
Wilmington, N.C. VOR	Carolina Beach, N.C. HHW

TIDIOUTE, PENNA. VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-184: ERI VOR-FTZ VOR	ERI VOR 120° M radial to pt of Int. FTZ VOR 337° M radial thence via FTZ VOR 337° M radial to FTZ VOR	3500
V-72: YNG VOR-BFD VOR	YNG VOR 073° M radial to pt of Int. BFD VOR 270° M radial thence via BFD VOR 270° M radial to BFD VOR	5000 to Int. BFD VOR 270° M radial 4000 BFD VOR
V-115: EWC VOR-JHW VOR	EWC VOR 039° M radial to Int. JHW VOR 212° M radial thence via JHW VOR 212° M radial to JHW	6000
V-188: JFN VOR-SLT VOR	JFN VOR V-14/V-126 ERI VOR thence via ERI VOR 120° M radial to Int. SLT VOR 288° M radial to SLT VOR	2200 to ERI VOR 5000 to SLT VOR

During period of shutdown, the following substitute reporting point is established:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Cory	ERI VOR 105° M radial JHW VOR 245° M radial	4000

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

Effective upon date of publication in the Federal Register:
(Part 608)

(1) In Section 608.13, (a) Fort Chaffee, Arkansas Restricted Area (R-215) is revoked.

(2) In Section 608.13, (b) Fort Chaffee, Arkansas, Restricted Area (R-215A) is added to read: Description by geographical coordinates - beginning at lat 35-17-30, long. 94-12-17; thence S to 35-14-30, 94-12-15; SW to 35-14-00, 94-13-00; W to 35-14-00, 94-15-00; NW to 35-14-45, 94-16-30; N to 35-18-15, 94-17-00; E to point of beginning. Designated altitudes - surface to 6,000' MSL. Time of designation - From 0500-2200 lcl time, Mon thru Sat., July 1 thru Aug 31. From 0500-1800 lcl time, Sat and Sun., Sept 1 thru June 30. Controlling agency - FAA St. Louis ARTC Center.

(3) In Section 608.13, (c) Fort Chaffee, Arkansas, Restricted Area (R-215B) is added to read: Description by geographical coordinates - beginning at lat 35-17-30, long. 94-12-17; thence E to 35-16-00, 94-01-30; S to 35-11-30, 94-01-30; W to 35-11-30, 94-10-00; N to 35-14-00, 94-10-00; W to 35-14-00, 94-13-00; NE to 35-14-30, 94-12-15; N to point of bebinning. Designated altitudes - surface to 26,000' MSL. Time of designation - From 0500 to 2200 lcl time, Mon thru Sat July 1 thru Aug 31. From 0500 to 1800 lcl time, Sat and Sun., Sept 1 thru June 30. Controlling agency: FAA St. Louis ARTC Center.

(4) In Section 608.22, the Camp Atterbury, Ind., Restricted Area (R-65) is amended by deleting "Continuous." and substituting therefor "Sunrise to sunset."

(5) In Section 608.29, the Camp Edwards, Mass., Restricted Area (R-14) is amended by deleting "Surface to 26,000' ", and substituting therefor "surface to 13,000' MSL."

(6) In Section 608.57, the Volk Field, Wisconsin, Restricted Area (R-468) is amended as follows: In the text delete "Designated altitudes- 12,000'. Time of designation - day and night." and substitute therefor "Designated altitudes - surface to 12,000' MSL. Time of designation - sunrise to sunset, June 1 to Aug 31, annually, and on Fri, Sat., and Sun, Sept. 1 thru May 31, annually, excepting Jan and Feb."

Effective 0001 EST 25 August 1960:

(7) In Section 608.14, the Complex, California, Restricted Area (R-484) is amended as follows: Description by geographical coordinates - In the text delete "thence to lat 35-00-00; long. 118-35-00;" and substitute therefor "thence to lat 34-56-00N., long. 118-21-00W; thence to lat 35-15-00N, long. 118-35-00W.;". Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(8) In Section 608.14, the Camp Irwin, Calif., Restricted Area (R-276) Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(9) In Section 608.14, the Cuddeback Dry Lake, California, Restricted Area (R-447) Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(10) In Section 608.14, the Trona, California, Restricted Area (R-277) Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(11) In Section 608.14, the Muroc Lake, California Restricted Area (R-279) Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(12) In Section 608.14, the Saline Valley, California, Restricted Area (R-485) is revoked.

(13) In Section 608.14, the Bullion Mountains, California, Restricted Area (R-344) is amended as follows: Description by geographical coordinates - In the text delete "thence to lat 34-31-00, long. 116-27-30; thence to lat 34-43-00, long. 116-32-45;" and substitute therefor "thence to lat 34-30-00N, long. 116-26-30W; thence to lat 34-40-30N, long. 116-29-40W; thence to lat 34-43-00N, long. 116-26-20W;". Designated altitudes is amended to read: surface to unlimited. Controlling agency is amended to read: The FAA, Los Angeles ARTC Center.

(14) In Section 608.14, Victorville, California (George AFB) Restricted Area/Military Climb Corridor (R-578) add the following: Description - That area centered on the 242°T radial of the George AFB terminal VOR extending from 5 smi W of the airbase to 30 smi W of the airbase having a width of 2 smi at the beginning and a width of 4.6 smi at the outer extremity. Designated altitudes - 4,900' MSL to 17,900' MSL from 5 smi W of the airbase to 6 smi W of the airbase. 4,900' MSL to 26,900' MSL from 6 to 7 smi W of the airbase. 5,900' MSL to 27,000' MSL from 7 to 8 smi W of the airbase. 6,900' MSL to 27,000' MSL from 8 to 9 smi W of the airbase. 7,900' MSL to 27,000' MSL from 9 to 10 smi W of the airbase. 8,900' MSL to 27,000' MSL from 10 to 11 smi W of the airbase. 9,900' MSL to 27,000' MSL from 11 to 12 smi W of the airbase. 10,900' MSL to 27,000' MSL from 12 to 13 smi W of the airbase. 11,900' MSL to 27,000' MSL from 13 to 15 smi W of the airbase. 12,900' MSL to 27,000' MSL from 15 to 20 smi W of the airbase. 17,900' MSL to 27,000' MSL from 20 to 25 smi W of the airbase. 21,900' MSL to 27,000' MSL from 25 to 30 smi W of the airbase. Time of designation - continuous. Controlling agency - Palmdale Apch Ctl.

(15) In Section 608.27, the Limestone, Maine (Loring AFB), Restricted Area/Military Climb Corridor (R-584) add the following: Description - That area centered on the 353° T radial of the Loring AFB TACAN extending from 5 smi N of the airbase to 32 smi N of the airbase having a width of 2 smi at the beginning and a width of 4.6 smi at the outer extremity. excluding that portion which lies outside of the United States. Designated altitudes - 2,750' MSL to 15,750' MSL from 5 smi N of the airbase to 6 smi N of the airbase. 2,750' MSL to 24,750' MSL from 6 to 7 smi N of the airbase. 2,750' MSL to 27,000' MSL from 7 to 10 smi N of the airbase. 6,750' MSL to 27,000' MSL from 10 to 15 smi N of the airbase, except that portion outside the United States. 10,750' MSL to 27,000' MSL from 15 smi N of the airbase northward to the United States/Canadian Border. Time of designation - continuous. Controlling agency - Loring AFB Apch Ctl.

(15) In Section 608.38, the Wrightstown(McGuire AFB), New Jersey, Restricted Area/ Military Climb Corridor (R-539) is amended to read: Description - That area centered on the 226°T radial of the McGuire TVOR extending from 5 smi SW of the airbase to 32 smi SW of the airbase having a width of 2 smi at the beginning and a width of 4.6 smi at the outer extremity. Designated altitudes - 2,100' MSL to 15,100' MSL from 5 smi SW of the airbase to 6 smi SW of the airbase. 2,100' MSL to 24,100' MSL from 6 to 7 smi SW of the airbase. 2,100' MSL to 27,000' MSL from 7 to 10 smi SW of the airbase. 6,100' MSL to 27,000' MSL from 10 to 15 smi SW of the airbase. 10,100' MSL to 27,000' MSL from 15 to 20 smi SW of the airbase. 15,100' MSL to 27, 000' MSL from 20 to 25 smi SW of the airbase. 19,100' MSL to 27,000' MSL from 25 to 32 smi SW of the airbase. Time of designation - continuous. Controlling agency - McGuire AFB Apch Ctl.

(16) In Section 608.40, the Rome (Griffiss AFB), New York., Restricted Area/Military Climb Corridor (R-544) is amended to read: Description - That area centered on 138°& 318°T radials of the Griffiss TVOR extending from 5 smi NW of the airbase to 32 smi NW of the airbase having a width of 2 smi at the beginning and a width of 4.6 smi at the outer extremity. Designated altitudes - 2,500' MSL to 15,500' MSL from 5 smi NW of the airbase to 6 smi NW of the airbase. 2,500' MSL to 24,500' MSL from 6 to 7 smi NW of the airbase. 2,500' MSL to 27,000' MSL from 7 to 10 smi NW of the airbase. 6,500' MSL to 27,000' MSL from 10 to 15 smi NW of the airbase. 10,500' MSL to 27,000' MSL from 15 to 20 smi NW of the airbase. 15,500' MSL to 27,000' MSL from 20 to 25 smi NW of the airbase. 19,500' MSL to 27,000' MSL from 25 to 32 smi NW of the airbase. Time of designation - continuous. Controlling agency - Griffiss AFB Apch Ctl.

(17) In Section 608.40 the Westhampton Beach, New York (Suffolk AFB), Restricted Area/ Military Climb Corridor (R-545) is amended to read: Description - That area centered on the 039°T radial of the Suffolk TVOR extending from 5 smi NE of the airbase to 32 smi NE of the airbase having a width of 2 smi at the beginning and 4.6 smi at the outer extremity. Designated altitudes - 2,100' MSL to 15,100' MSL from 5 smi NE of the airbase to 6 smi NE of the airbase. 2,100' MSL to 24,100' MSL from 6 to 7 smi NE of the airbase. 2,100' MSL to 27,000' MSL from 7 to 10 smi NE of the airbase. 6,100' MSL to 27,000' MSL from 10 to 15 smi NE of the airbase. 10,100' MSL to 27,000' MSL from 15 to 20 smi NE of the airbase. 15,100' MSL to 27,000' MSL from 20 to 25 smi NE of the airbase. 19,100' MSL to 27,000' MSL from 25 to 32 smi NE of the airbase. Time of designation - continuous. Controlling agency - Suffolk AFB Apch Ctl.

✓ WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-35: SYR VOR-ELM VOR	SYR VOR direct DLM VOR	3500
V-252: GEE VOR-BGM VOR	GEE VOR direct BGM VOR	3500

During period of shutdown, the following substitute reporting points have been temporarily established:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Dundee	ELM VOR 004° M radial GEE VOR 128° M radial	3500

✓ CAPE CHARLES, VIRGINIA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: ORF VOR-SBY VOR	ORF VOR direct SBY VOR	1500
V-286: Tappahannock VHF Int.-CCV VOR	None	
V-156: Harcum VHF Int-CCV VOR	None	

During period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Sharps	HPW VOR 054° M radial BRV VOR 138° M radial	1500
Gwynn	None	
Mathews	None	

(5 July 1960)

By Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons 10 or over Cuba in private

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
PRELLEZO, Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651

LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

✓ LIST OF NAMES

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ALPIZAR-Perez, Evelio	11-27-33	Student S616495
ASHLEY, Otis H.	12-1[illegible]-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3-1 -31	Flight Instructor Certificate 1356448
BLANCO, - Navarro, Manual Angel	9-27-25	
BLAND, Virginia L. (female)	8-4 -22	Comm. ASEL & S, & Instrument 1244358
BROOKLEY, William Quitman	12-24-26	
BROWDER, Edward	6-22-17	30362
CAMACHO-Porro, Cesar Ricardo	12- 7-36	
CHEVALIER, S. Eugene, Jr	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS- Blanco, Roberto Raul	12-19-19	
DE LEON, De Leon, Gilberto	2-27-27	
DIAZ-Lanz, Pedro	11- 8-26	
FERNANDEZ-Miranda, Roberto	6- 7-22	
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
GERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
HERNANDEZ Martinez, Jose	9-20-31	
HERNANDEZ-WAYBERT, Gerardo P. F.	5-16-25	Cuban lic. 721
HERNANDEZ-WAYBERT, Gilberto A. C.	2- 2-27	Cuban lic. 355
HERRERA-Cabrer, Gonzalo	9-26-26	
HORMEL, Charles W.	2- 2-14	Pvt. 1437835
HUGHES, Paul J.	10- 8-26	
IZQUIERDO Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8- 2-29	Pvt. ASEL 1425471
KOHN, Marvin	5-11-23	Comm. 1164122
LOPEZ-Dominguez, Angel	10-18-34	
LORIE-Valls, Richard Luis	10-13-27	
MEROLA, Joseph R.	10- 9-25	936421
MILLARES de la OSA, Roberto	11- 5-17	
MONNAR-Marrero, Francisco	7-25-39	
MONTERO-Machado, Pedro	4- 2-31	
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Negueruela, Osvaldo	9- 3-35	
PINKSTON, Roy	2-23-25	Pvt. ASEL 1127766
PRELLEZO, Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651
REVUELTA-San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9- 1-37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SAXTON, Gaylord	11-20-22	
SHERGALIS, William J.	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11- 3-25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TRUEBA-Rojas, Humberto	7- 4-25	
VASQUEZ-Coeja, Daniel	3- 4-26	Number unknown
VERDECIA-Perez, Angel Rafael	2- 7-37	Student S363763
VILLARAOS-Flores, Angel Alfonso	8- 2-26	Cuban lic. 929
WALL, William	12-12-25	C-196195
WEIGEMANN, James	10-22-25	
WHITEHOUSE, Edward J.	3-14-14	
WILSON, Raymond L.	12- 8-22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr 1326946
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:

(1) Page 15 add - *Fort Wayne (Baer 111.0 mc).
(2) Page 15 add - *Philadelphia (International 111.0 mc).
(3) Page 15 - add *Salt Lake City (Municipal No. 1, 111.0 mc).

VOR Receiver Check Points:

(1) Page 15 Ardmore, Oklahoma (Mun) - change to: 040°; over water tower, 1 2 mi W.
(2) Page 16 add - Defiance, Ohio (Bryan-Defiance Mem'l): -- 074°; over admin bldg 6.5 nmi from DFI VOR. 1306'.
(3) Page 16 DuBois, Idaho (Site 23, SLC-GTF) - change to: DuBois, Idaho (Municipal).
(4) Page 17 add - Fortuna, California (Rohnerville): -- 128°; over apch end rnwy 11; 1400'
(5) Page 17 Jack's Creek, Tenn (Site DAL-LOU): -- change to: Jackson, Tenn(McKellar Arpt).
(6) Page 20 add - Ardmore, Oklahoma (Mun): -- 045°; adjacent to S end of N-S rnwy
(7) Page 21 delete - Daytona Beach, Florida.

Radar Weather Advisory Service:

(1) Page 31, Radar Weather Advisory Service (STAR GAZER) - See this issue of Airgi page

FAA and WB Telephone Numbers:

(1) Page 40, Spartanburg, South Carolina - change FAA telephone number to: 582-6652.
(2) Page 40, Dallas, Texas - change WB telephone number to: FLeetwood 7-5230*.

Standard Broadcast Stations:

(1) Page 95 delete - Stockton, California KRAK.
(2) Page 106, Littlefield, Texas KUCO - change call letters to: KZZN.
(3) Page 107, Alexandria, Virginia WPIK - change location to: 2 SSW, 38-44-42, 77-06-00; elevation to: 443; and height to: 405.
(4) Page 107, Staunton, Virginia WTON - change power to: 1.00; elevation to: 1638; height to: 192 and coordinance to: 38-08-30, 79-02-33.
(5) Page 107, Olympia, Washington KGY - change power to: 1.00.
(6) Page 108, Elkins, West Virginia WDNE - change power to: 1.00 and coordinance to: 38-55-24, 79-51-44.

Flight Test Areas:

(1) Page 115 - add - Miami International Arpt - See this issue of Airgi page
(2) Page 122 - add - West Point Arpt., Virginia - See this issue of Airgi page

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 15 Number 6 dated 24 May 1960, as follows:

(1) On Request Reporting Points - Established - Effective 30 June 1960:
(a) HOMEDALE, CALIFORNIA should read: HOMEDALE, IDAHO.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point - Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point - Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

POSTDEADLINE DATA - continued from page 102.

VERMONT: ★BURLINGTON MUN ARPT TOWER: July 1, freq 126.20 mc replaced 126.18 mc. Rcvd to late for ANRA Page.

VIRGINIA: ROANOKE, WOODRUM FLD: Rnwy 5-23 & txwy 23 clsd, constr; use rnwy 5 for taxiing only. (6-29)

**WEST POINT ARPT SPECIAL NOTICE: Flgt Test Area described as follows: Beginning at lat 37-34-30, long. 76-43-00 to a point 37-34-30, 76-37-00; 3 mi due E of Churchville, to 37-47-00, 76-46-00, to 37-47-00, 76-47-30, 37-34-30, 76-53-00, 37-34-30, 76-48-00. Hours: 9:00AM to 7:00PM or until official sunset. Altitudes: surface to 5,000' MSL. Users: L. W. Carter and J. E. Tyndall. Expires 19 June 1961. Note: The identical area to be used only until June 12, 1961 involving Druin Turbulent N-417M acft is also assigned individually to Mr. J. E. Tyndall. (6-24)

WASHINGTON: PASCO RADIO: About July 15, VOR will be comsnd. Freq: 108.4 mc. Ident: PSC. Lctd: lat 46-15-49, long. 119-06-55. Elev: 398' MSL. Montrg category (1). Mag var: 20°55' E. Class: L-VOR. (6-29)

★SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: July 1, freq 301.4 mc comsnd at Pendleton, Oregon peripheral site. (7-1)

WISCONSIN: MARSHFIELD MUN ARPT: Caution, men, eqpmt on fld, constr (6-29)

FEDERAL AVIATION AGENCY

FLIGHT PLAN

Form Approved
Budget Bureau No. 04-R072

1 Type of Flight Plan: ☐ IFR ☐ VFR ☐ DVFR
2 Aircraft Identification
3 Aircraft Type
4 Estimated True Air Speed: Knots
5 Departure Time: Proposed Z / Actual Z
6 Initial Cruising Altitude
7 Point of Departure
8 Route of Flight
9 Destination (Airport & City)
10 Altitude Changes En Route
11 Estimated Time En Route: Hours / Minutes
12 Fuel on Board: Hours / Minutes
13 Alternate Airport
14 Remarks
15 Pilot's Name
16 Pilot's Address or Aircraft Home Base
17 No. of Persons Aboard
18 Color of Aircraft
19 Flight Watch Stations (FAA use)

CLOSE FLIGHT PLAN UPON ARRIVAL

Form FAA-398 (2-60)

(5 July 1960)

FLIGHT SERVICE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Station,

FOREIGN EXCHANGE Location	Number	FSS Providing Service
New London-Groton,	GI 3-3245	Providence, R.I.

INTERPHONE Location	FSS Providing Service
Half Moon Bay Arpt., Calif.	Oakland, Calif.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

The locations provided with the above services follows:

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Springs, Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Hollywood, Fla.	JA 4-0163	" "
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
Laredo, Tex.	No. 21 (Rural)	Cotulla, Tex.
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	New York, N.Y. (IDL)
Newark, N.J.	MA 2-0121	" "
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City Utah
Panama City, Fla.	SU 5-6631	Tallahassee, Fla.
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Springfield, Ohio	FA 2-4562	" "
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.

INTERPHONES Location	FSS Providing Service
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Berz Arpt., Birmingham, Mich.	Detroit, Mich.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif.
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
McKinley Arpt., Fraser, Mich.	Detroit, Mich.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

PREFERRED ROUTES

The following preferred routes were effective April 7, 1960. Generally, the route commences and terminates at fixes on or near the perimeter of the terminal area, unless the preferred route essentially overlies the airport and aircraft would normally be cleared directly on course. Terminal area charts should be consulted to determine the normal route between the airport and route starting/terminating fixes. At those locations where radar is utilized, the pilot may receive radar vectors to/from these fixes.

Official location identifiers are used in the route description for VOR's. L/MF facilities are identified by the identifier and type, e.g., HEM/LFR, SRL/RBN. Intersection names are spelled out. Where two facilities or an intersection and a facility follow in succession, the route is direct.

All preferred routes are listed alphabetically under the name of the departure metropolitan area. Where several airports are located within a metropolitan area and each airport requires a different preferred route, such listing is alphabetized in parentheses following the metropolitan area.

NOTE: This list will remain in effect until the next effective date which will be published approximately Sept. 27, 1960. Revisions to this list will be published in intervening issues of the Airman's Guide through Sept. 13, 1960.

	ROUTE
ALBANY-	
Boston	V2
Idlewild	V91 Syosset HEM LDO
La Guardia	V91 V123
Newark	V91 PCU Tuxedo Paterson
ALBUQUERQUE -	
Denver	ABQ V19 SAF V83 PUB V19E IOC
Kansas City	V19 SAF V190 DHT V234
Los Angeles	Arroyo V190 GNT V12 EED V208 TNP V264 Downey Rbn
Phoenix	Arroyo V190
ATLANTA -	
Birmingham	Roopville V18 ANG
Charlotte	Conyers V454 Union
Chicago	V97 Crabapple CSV V51 CGT
Cincinnati	V97E TYE V97
Dallas	Roopville V18 ANB V18N BHM V278 TXK V16 DAL or Roopville V18 ANB V18N MEI V18 MLU V94 GGG V148 DAL
Houston	Roopville V18 ANB V18N MKI V194 MCB V222 LCH V20 BPT V20 N Monument
Idlewild	V454 CLT V143 GSO V20 SBV RIC/ LFR R77 DOV/Rbn MIV/LFR V16 V1
Jacksonville	V51W
La Guardia	Conyers V454 CLT V143 GSO V20 SBV direct RIC/LFR R77 V29 V123
Memphis	Roopville V18 ANB V18N BHM V176N HLI V176S Miller
Miami	V51W AMG V157 LAL V7 FMY V35; or V51W V35 ABY V159W CTY V7 FMY V35
Newark	Conyers V454 CLT V143 GSO V20 SBV direct RIC/LFR R77 V29 V271 V433

	ROUTE
Orlando	V51W AMG V157 OCF V159W
Pittsburgh	V97E TYE V115 CHW V35 PKB V119 HLG
Tampa	V51W V35 ABY V159W CTY V7 V35E
Washington	V18 V454 FML V143 GSO V20 SBV V39 GVE V16 V157
BALTIMORE -	
Idlewild	V123 EWT V166 V276 V1; or V44 V16 V1
Jacksonville	V44 Lisbon V39 GVE V155 FAK V3 SAV
La Guardia	V123 EWT V166 RBV V123
Newark	V123 V433
Philadelphia	V123 V166
Pittsburgh	V268 V8
BIRMINGHAM -	
Atlanta	ANB V18N Temple
New Orleans	V18N MKI V194 MCB V9
Pittsburgh	V115 CHW V35 PKB V119 HLG
BOSTON -	
Albany	V3 V14
Cleveland	V3 V14 ALB V72 V232 V14
Idlewild	Framingham V292 PUT V433 CRW V16 V46 St. James HEM/LFR LDO/ Rbn
La Guardia	V3 V123
Newark	V3 ILT Spring Valley Patterson/Rbn
Philadelphia	V3 V147; or V16 V238 V166
Washington	V3 RVD
BUFFALO -	
Boston	V3 SYR V2E ALB V2 Revere
Detroit	Cayuga V84 V90
Idlewild	V164 ELZ V270 ELM V72 V34 V91 Syosset HEM LDO
La Guardia	V164 V270 V72 V34 West Point HPN/

	ROUTE
	LOM RWC/Rbn V123
Midway	Cayuga V84 V218
Newark	V164 ELZ V270 BGM V252 HUO Tuxedo Paterson
O'Hare	Cayuga V84 V218 V100
Philadelphia	V33 V12 V29 V166
CHARLESTON -	
Cincinnati	V128 HRK V128S
Cleveland	V35 PKB V59 V427 AVR, AVR 355 radial CLE 111 radial Richfield
Columbus	V35 PKB V36 ZZV V214
Pittsburgh	V35 PKB V119 HLG
Louisville	V128 YRK V174
Washington	V45 EKN V174
CHARLOTTE -	
Atlanta	V54 SPA V20N OCR Stone Mountain V20
Cleveland	V37 PSK V59 V427 AVR, AVR 355 radial CLE 111 radial Richfield
Miami	V37 ALD V157 LAL V7 FMY V35
CHICAGO(Midway)-	
Atlanta	V53 EON V171 SCJ V243 CHA V51W
Cleveland	V6 VWV V30 Walter
Dallas	V262 BDF V10 BRL V63 SGF V14 EOS V15 ADM V15W
Denver	V6 API V218 Malta V172 CBH V219 HCT V8
Des Moines	V6 API V218 Malta V172 TNU V161
Idlewild	V6 V170 V276 V1
Indianapolis	V123
Kansas City	V262 BDF V10
La Guardia	V6 V123
Los Angeles	V69 JOT V38 MLI V434 OTM V216 LAA V1512 HEC V210 Barstow V8N V16 or; V6 API V218 Malta V172 LBF V80 AKO V1510 Hawkins V8N V16

	ROUTE
Memphis	V173 SPI V9 MAW V9E
Metro. Wayne Co.	V10 Milan
Miami	V53 EON V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35
Minneapolis	V218 V172 V129 V248 V82
Newark	V6 V30 V433
New Orleans	V173 SPI V9 MAW V9E MEM V9
Omaha	V6 API V218 Malta V172 EOL
Philadelphia	V144 FDY V8 PIT V12 V29 V166
Pittsburgh	V144 FDY V8 AVR V40
San Francisco	V6 API V218 Malta V172 PLL V158 DBQ V100 RKR V6
St. Louis	V191 V426
Tulsa	V262 BDF V10 BRL V63 SGF V14
Washington	V144
Willow Run	V10 LFD V90
CHICAGO(O'Hare) -	
Atlanta	V172 V429 JOT V171 SCJ V243 CHA V51W
Cleveland	V84 PMM V30 Walker
Dallas	V172 V429 V10 BRL V63 SGF V14 ECS V15 ADM V15W
Denver	V172 OBH V219 HCT V8
Des Moines	V172 TNU V171
Detroit	V84 LAN V2 SVM
Idlewild	V84 V2 V116 ERI V170 V276 V1
Indianapolis	V172 V429 JOT V171 EON V128
Kansas City	V172 V429 V10
La Guardia	V84 LAN V2 SVM V116 ERI V170 SEG V6 V123
Los Angeles	V172 OBH V219 HCT V1510 Hawkins V8N V16
Memphis	V172 V429 RBS V173 SPI V9 MAW V9E
Miami	V172 V429 JOT V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35
Minneapolis	V172 V129 V248 V82
New Orleans	V172 V429 RBS V173 SPI V9 MAW V9E MEM V9
Omaha	V172 EOL
Philadelphia	V84 PMM V30 VWV V92 MFD V8 PIT V12
Pittsburgh	V84 PMM V30 VWV V92 AVR V40
San Francisco	V172 PLL V158 DBQ V100 RKR V6
St. Louis	V172 V429 RBS V191 V426
Tampa	V172 V429 JOT V171 SCJ V243 CHA V51W ATL V97 ABY V159W CTY V7 V35E

	ROUTE
Tulsa	V172 V429 V10 BRL V63 SGF V14
Washington	V84 PMM V30 VWV V92
CINCINNATI -	
Atlanta	V97
Charleston	V128
Chicago	V97 CGT
Dayton	V47W
Detroit	V275 V47
Idlewild	V128 YRK V44 MGW V106 JST V12 HAR V162 V276 V1
Indianapolis	V97
La Guardia	V128 YRK V44 MGW V106 SEG V6 V123
Louisville	V47 ABB V51
Miami	V47 ABB V51 CHA V51W ATL V97 ABY V159W CTY V7 FMY V35; or V97 ABY V159W CTY V7 FMY V35
Newark	V128 YRK V44 MGW V106 V30 V433
Pittsburgh	V128 YRK V44 PKB V119 HLG
St. Louis	V47 ABB V44 ENL V4
CLEVELAND -	
Charlotte	Chippewa MFD 064radial V433 V133
Chicago	VWV 126 CGT
Columbus	Chippewa MFD 064radial V433 V43
Dayton	MFD V8 V435 V47
Detroit City	Trout V103 QG
Idlewild	V6 V170 V276 V1
Indianapolis	MFD V8 V14
La Guardia	V6 V123
Metro. Wayne Co.	Pelee V26 Canard
Miami	Chippewa MFD 064radial V433 V133 CRW V35 AVL V185 Dover V157 LAL V7 FMY V35
Newark	V6 V30 V433
Philadelphia	V6 V33 V12 V29 V166
Pittsburgh	AVR V40
Washington	AVR V75 V144
Willow Run	Trout V103 V90
COLUMBUS -	
Charleston	V38 V133
Indianapolis	V12N V210
La Guardia	V12 JST V106 SEG V6 V123
Pittsburgh	APE V12 HLG
St. Louis	V12N V210
Toledo	V38 FDY V47
Washington	V144
DALLAS -	
Amarillo	V114
Atlanta	DAL V278 BHM V18N Temple
El Paso	Joshua V94 ABI V16
Houston	Trinity Fork Navarro LOA Magnolia V15

	ROUTE
Los Angeles	Joshua V94 ABI V16 SFL V94 BXK V16
Midway	V15 Tioga PNX MLC V63 UIN V116 JOT V69 CHI
New Orleans	V114
O'Hare	V15 Tioga PNX MLC V63 UIN V116 JOT V429
San Antonio	Red Oak V15E ACT V17 AUS V17W Spring Branch
Tulsa	V15 Tioga PNX MLC OKM V161; or V15 ADM V161
Washington	V278 TXK V16 BNA V140 MOL V16N GVE V16 V157
DAYTON -	
Chicago	V55 V422 CGT
Cincinnati	V47
Cleveland	V275 FDY V14
Columbus	V12
Indianapolis	V50N
Oklahoma City	V50N IND V210 STL V14 TUL V14N
DENVER -	
Albuquerque	Kiowa V19E PUB V19 LVS V60 OTO V608
Chicago	V172 Holyoke V8N HCT V8 API
Idlewild	DEN V172 Holyoke V8N HCT V8 IOW V38 JOT V92 VWV V6 SEG V170 V276 V1
Kansas City	Kiowa V148 V4
Los Angeles	V207 Hudson V220 RLG V8 MMM V1510 Hawkins V8N V16
Omaha	V172 Holyoke V8N HCT V8
Salt Lake City	V207 Hudson V220 RLG V200 V21
San Francisco	V4N LAR V4 CKW V6 RNO V6N SAC V6
DETROIT (City & Windsor) -	
Ft. Wayne	SVM V170 Leslie V45 JXN V221
Idlewild	V221 ERI V170 V276 V1
La Guardia	V221 ERI V170 SEG V6 V123
Midway	SVM V170 Hickory V218
Milwaukee	SVM V170 PMM V308
Newark	V221 ERI V170 SEG V30 V433
O'Hare	SVM V170 Hickory
Philadelphia	V221 ERI V116 BFD V33 HAR V12 ESR V29 Boothwyn V166
DETROIT (Metro. or Willow Run) -	
Buffalo	V221 Dolphin G2
Cleveland	V133 V6
Ft. Wayne	V116 JXN V221
Idlewild	V221 ERI V170 V276 V1
La Guardia	V221 ERI V170 SEG V6 V123
Midway	V116

(Continued)

	ROUTE
Milwaukee	V116 JXN V45 Leslie V170 PMM V308
Newark	V221 ERI V170 SEG V30 V433
O'Hare	V116 ELX V100
Philadelphia	V221 ERI V116 BFD V33 HAR V12 ESR V29 Boothwyn V166
Pittsburgh	V133 MFD V8 AVR V40
Washington	V133 ZZV V144
EL PASO -	
Dallas	V66 Denton V114
Los Angeles	EWM V94 BXK V16 Downey Rbn
San Antonio	V198
HAVANA -	
Miami	Control 1234 Sable B19 PRR
HOUSTON -	
Atlanta	V20S LCH V20 LFT V70 Banks V134 CSG V241
Dallas	V13W Gulf Coast LOA Trinidad
New Orleans	V20S LCH V20
San Antonio	Andrau V222 Redwood
IDLEWILD - See New York	
INDIANAPOLIS -	
Cincinnati	V128
Dayton	V50
Detroit	V11
Evansville	V11W SCJ V11E
Idlewild	V50 DAY V12 V162 V276 V1
La Guardia	V50 V12 JST V106 SEG V6 V123
Louisville	V53
Midway	V97W V97
Newark	V50 DAY V12 V106 V30 V433
St. Louis	V14N HUF V210
JACKSONVILLE -	
Atlanta	V51E Mt. Vernon Eastman V51 MCD V18S
Idlewild	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 DOV MIV V16 V1 Scotland
La Guardia	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 Dover V29 OOD V123
Miami	V267
Newark	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 DOV/Rbn V29 ENO V271 V433
New Orleans	V22N MAI V22
Norfolk	V3W SBI V3 Ritter V18S CHS V1
Orlando	MYR V213 RMT V189 FKN V267

	ROUTE
Philadelphia	V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 V29 V271 V166
Washington	V51E Baxley V157 FLO V3 RDU V155 LVL V157
KANSAS CITY -	
Los Angeles	V1512 HEC V12 Barstow V8N V16
Midway	V116
O'Hare	V116 JOT V429
St. Louis	V205 BSP V12
LA GUARDIA - See New York	
LOS ANGELES -	
Albuquerque	LGB V64 TRM V432 V264 PRC V1520 SJN V190 V12S Suwanee
Idlewild	LGB V21 MMM V8 IOW V38 JOT V92 VWV V6 SEG V170 V273 V1
Dallas	LGB V64 TRM V432 RCE V264 PRC V1520 TXO V278 BPR V66 Denton V114
Denver	LGB V8
El Paso	LGB V64 BLH V16 BXK V94 SSO V198
Midway	LGB V8 HEC V1512 LAA V216 IOW V6 API
Oakland	Oxnard V27 PRB V113 V107
O'Hare	LGB V8 HEC V1512 LAA V216 IOW V6 API
Phoenix	LGB V64 V16
Portland	V23 FNO V283 UBG PDX
Salt Lake City	LGB V8 MMM V21 SLC
San Francisco	V27 PRB V25
Seattle	V23 FNO V283 Maverick V23E
LOUISVILLE -	
Idlewild	V4 CRW V106 JST V12 HAR V162 V276 V1
La Guardia	V4 CRW V106 SEG V6 V123
Newark	V4 CRW V106 V30 V433
MEMPHIS -	
Atlanta	MEM V176 BHM V18N Temple
Dallas	V16S PBF V16
Midway	V9 JOT V69
New Orleans	V9W GRW V9
O'Hare	V9 JOT V429
Washington	V16S GHM V16 BNA V140 MOL V16N GVE V16 V157
MIAMI -	
Atlanta	V157 AMG V51 MCD V18S
Charlotte	V157 ALD V37
Chicago	V157 AMG V51 MCD OCR V97E TYS V97 CGT

	ROUTE
Cleveland	V157 ALD V37 PSK V59 V427 AVR AVR 355 radial CLE 111 radial Richfield
Detroit	V157 ALD V37 PSK V59 CLE V26 Park V90
Havana	V51 EYW Control 1233 Santa Fe/Rbn; or PRR Leon Control 1434 EYW Control 1233 Santa Fe/Rbn
Idlewild	V295 Bonita Control 1150 ILM V1
Jacksonville	V3E PBI V3
La Guardia	V295 Bonita Control 1150 ILM V1 V29 V123
Newark	V295 Bonita Control 1150 ILM V1 V29 V271 V433
Pittsburgh	V157 ALD V37
Tampa	V97
Washington	V295 Bonita Control 1150 ILM V157 Doncaster
MIDWAY - See Chicago	
MILWAUKEE -	
Chicago	V9; or Taylor V-7E V116
Detroit	V2S MKG V2
Idlewild	V2S MKG V2 SVM V116 BFD V170 V276 V1
MINNEAPOLIS -	
Midway	V2 V97 V177
O'Hare	V2 V97 V177 V100 V429
MONTGOMERY -	
Washington	V154 MCN V56 AGS V155 V157 or V20 SBV V39 GVE V16 V157
NASHVILLE -	
LaGuardia	Freedom V140N LOZ V140 V16N GVE V16 ENO V29 V123
Newark	Freedom V140N LOZ V140 V16N GVE V16 V271 V433
NEWARK -	
Albany	Branchville V39 V91E
Allegheny Co.	SSB V232 V58 Tarentum
Atlanta	SBJ V3 EMI V39 CSN V140 MOL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	SBJ V3 Norris V93
Boston	Branchville V39 V58 V167 V16
Buffalo	STW V153 V36
Cincinnati(Gtr)	SBJ V3 V166 V251 V4 V174 V128S
Cleveland	SSB V232 V14
Detroit City	SSB V232 V184 V116 QG
Indianapolis	SSB V232 V119 V210
Jacksonville	COL Monmouth V1 CHS V18S Ritter V3 SAV V3E

(Continued)

	ROUTE
Louisville	SBJ V3 V166 V251 V4 V174
Metro. Wayne Co.	SSB V232 FTZ V188 V26 V234 V133
Miami	COL Monmouth V1 ILM Control 1150 Snapper Control 1163 VRB V51
Midway	SSB V232 V184 V116 V170 V218
Nashville	SBJ V3 V39 V140
New Orleans	SBJ V3 V39 V140 MOL V16 TYS V115 BHM V18N MKI V194 MCB V9
Norfolk	COL Monmouth V1
Philadelphia	SBJ V3 V147
Pittsburgh	SSB V232 V58
Rochester	STW V153 V39 V34
Syracuse	SAX 153 radial V249 West Exeter V23
Washington	SBJ V3 RVD
Willow Run	SSB V232 FTZ V188 V103 V90
NEW ORLEANS -	
Atlanta	V20N PCU V70 EVR V454 V241; or V20N PCU V70 Banks V134 CSG V241
Birmingham	V9W MCB V194 MKI V18
Dallas	V114N AEK V114 GGG V114S
Houston	Allen V20S LFT V20 BPT V20N Monument
Idlewild	V20N PCU V70 EVR V20 SBV RIC R77 DOV/Rbn MIV/LFR V16 V1
Jacksonville	V240 DOG V22
Memphis	V9W MCB V9 GRW V9E
Newark	V20N PCU V70 EVR V20 SBV RIC R77 V29 V271 V433
Washington	V20N PCU V70 EVR V20 SBV V39 GVE V16 V157
NEW YORK (Idlewild) -	
Albany	BAY ILT V91 POU V91E
Allegheny Co.	STW SSB V232 V58 Tarentum
Atlanta	Woolf V16 GVE V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	Woolf V16 V44
Boston	Fire Island V16 V30 V139
Buffalo	STW V153 V36
Chicago	STW V153 V116 V170 V218
Cincinnati(Gtr)	STW V226 V39 V251 V4 V174 V128S
Cleveland	STW SSB V232 V14
Detroit City	STW V153 V116 QG
Europe	Fire Island V16 V30 Mastic V46S HTO V46
Indianapolis	STW SSB V232 V119 V210
Jacksonville	Woolf V16 V1 CHS V18S Ritter V3 SAV V3E

	ROUTE
Louisville	STW V226 V39 V251 V4 V174
Metro. Wayne Co.	STW V226 V188 V26 V234 V133
Miami	Woolf V16 V1 ILM Control 1150 Snapper Control 1163 VRB V51
New Orleans	Woolf V16 TYS V115 BHM V18N MKI V194 MCB V9
Norfolk	Woolf V16 V1
O'Hare	STW V153 V116 V170 V218 V100
Philadelphia	Woolf V16 V238 V166
Pittsburgh	STW SSB V232 V58
Providence	Fire Island V16 V30 V139
Rochester	BAY ILT V34
Syracuse	BAY ILT V34 V249 W. Exeter V23
Toronto	STW V153 V36
Washington	Woolf V16 ENO G5 ADW/LFR
Willow Run	STW V226 V188 V103 V90
NEW YORK (La Guardia) -	
Albany	ILT V91 V91E
Allegheny Co.	Branchville V39 V226 V58 Tarentum
Atlanta	SBJ V3 EMI V39 CSN V140 MOL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mt. V20
Baltimore	SBJ V3 V93
Boston	BAY V167 BDR V34 V16
Buffalo	Greentown V36
Cleveland	Branchville V39 V226 V188 V14
Cincinnati(Gtr)	SBJ V3 V166 V251 V4 V174 V128S
Columbus	Branchville V39 V226 IPT V58 V232 V119 V214
Detroit City	Greentown V116 QG
Indianapolis	Branchville V39 V226 IPT V58 V232 V119 V210
Jacksonville	St. James V46 V16 V1 CHS V18S Ritter V3 SAV V3E
Louisville	SBJ V3 V166 V251 V4 V174
Metro. Wayne Co.	BCH V116 V14N V188 V26 V234 V133
Miami	St. James V46 V16 V1 ILM Control 1150 Snapper Control 1163 VRB V51
Midway	Greentown V116 V170 V218
Nashville	SBJ V3 V39 V140
Norfolk	St. James V46 V16 V1
O'Hare	Greentown V116 V170 V218 V100
Philadelphia	SBJ V3 V147
Pittsburgh	Branchville V39 V226 V58
Providence	BAY V167 V34 V16 V130 V139
Rochester	Greentown V36 V29 V34
Syracuse	V36 SAX V249 W. Exeter V23
Toronto	Greentown V36

	ROUTE
Washington	SBJ V3 RVD
Willow Run	BCH V116 V14N V188 V103 V90
NORFOLK -	
Charlotte	CVI V194
Idlewild	CCV B23 CTE V29 SBY V1
Jacksonville	CVI V1 CHS V18S Ritter V3 SAV V3E
La Guardia	CCV B23 CTE V29 V123
Newark	CCV B23 CTE V29 ENO V271 V43S
Philadelphia	CCV B23 CTE V29 ENO V271 V16S
Richmond	Harcum V156
Washington	Sharps B56 R77 R30
OAKLAND -	
Chicago	V195 ILA V200 RNO V6 RKR V150S
Denver	V195 ILA V200 RNO V6 V4
Los Angeles	V103 LSN V107
Portland	V137 Bodega V199 UKI V27 OTH V267 UBG PDX
Seattle	V157 Bodega V199 UKI V27 OTH V121 EUG V23 SEA; or V195 V23 SEA
OKLAHOMA CITY -	
Dayton	V14S TUL V14 SGF V190 EVV V11 V12
ORLANDO -	
Atlanta	V159 ABY V97
Jacksonville	V152 DAB V3E JAX
PHILADELPHIA -	
Baltimore	V3 V93
Boston	OCD V140 V16 V30 V139
Buffalo	Reinholds V170 BFD V33
Cincinnati	Reinholds V39 V251 V4 V174 V128S
Cleveland	Reinholds V16 V3 V42 V41 V42
Idlewild	V170 V218 V1
Jacksonville	OCD V239 V1 CHS V18S Ritter V3 SAV V3E
La Guardia	V16 V123
Metro. Wayne Co.	Reinholds V16 V3 V12 V41 V42 V26 V234 V133
Midway	Reinholds V16 V3 V12 V6 V422
Newark	V147 V433
Norfolk	OCD V250 V1
Pittsburgh	Reinholds V16 V3 V12 V42
Washington	ESR V3 RVD
PHOENIX -	
Albuquerque	V130 V128 Suwanee
El Paso	V105 CZG V94 SHO V198
Kansas City	V190 DHT V234
Las Vegas	V105E PRC V105
Los Angeles	V16

	ROUTE
PITTSBURGH -	
Atlanta	V35 CRW V115 TYS V97
Baltimore	Millsboro V92 V44 V35 V2 Revere
Boston	V119 V276 V35 V2 Revere
Charleston	Old Concord V35
Chicago	Power Point V276 V8 Garrett V422 CGT
Cleveland	Power Point V42
Columbus	Claysville V214
Idlewild	V276 V1
Indianapolis	Claysville V214 V433 TVT V210 or Kilgore V210
La Guardia	V276 V106 SEG V6 V123
Newark	V276 V162 V30 V433
Philadelphia	Scottdale V123 JST V12 V29 V16
St. Louis	Claysville V214 V443 TVT V210 or Kilgore V210
Washington	Millsboro V92
PITTSBURGH(Allegheny Co.) -	
Chicago	Kilgore V8 Garrett V422 CGT
Cleveland	Power Point V42
Idlewild	Scottdale V123 JST V12 V162 V276 V1
La Guardia	Scottdale V123 JST V106 SEG V6 V123
Newark	Scottdale V123 JST V12 V162 V30 V433
PROVIDENCE -	
Idlewild	V187 V16 V46 St. James HEM/ LFR LDO/Rbn
La Guardia	V187 V3 V123
Newark	V187 HFD V3 ILT Spring Valley Patterson/Rbn
PORTLAND -	
Los Angeles	V283 FNO V23 BFL V299 GMN V299W FIM V107 Hermosa
Oakland	V23 RBL V25 Geyserville V27 V137 OAK
San Francisco	V23 RBL V25 Geyserville V27 V137 SFO
Seattle	V23
RICHMOND -	
Philadelphia Int'l	R77 V29 ENO V271 V166
ROCHESTER -	
Idlewild	V34 V91 Syosset HEM/LFR Lido Rbn
La Guardia	V147 GEE V252 BGM V34 West Point HPN/LOM RWC/Rbn V123
Newark	V147 GEE V252 HUO Tuxedo FNJ/Rbn

	ROUTE
SALT LAKE CITY -	
Denver	V32 FBR V6 CKW V4
Los Angeles	V32 Stansbury V257 Delta V21 V8N V16
Oakland	V32 BAM V6 RNO V28
San Francisco	V32 BAM V6 ENO V6N SAC V6
SAN ANTONIO -	
Dallas	Elroy AUS V17E ACT V15
El Paso	Guadalupe V222 Hueco
Houston	Clear Springs V198 Eagle Lake V180 Arcola
SAN FRANCISCO -	
Burbank	Pedro V27W PRB V25
Chicago	Golden Gate Richmond Crockett V195 ILA V200 RNO V6 EKO V1506
Denver	Golden Gate Richmond Crockett V195 ILA V200 RNO V6 V4
Idlewild	V150 Crockett V195 ILA V200 RNO V1504 EKO V1506 V1508 SEG V170 V276 V1
Los Angeles	Pedro V27W PRB V25 V12 V107
Seattle	V199 UKI V27 OTH V121 EUG V23 SEA
SEATTLE -	
Los Angeles	V23W PDX V23E Maverick V283 FNO V23 BFL V299 GMN V299W FIM V107 Hermosa
Oakland	V23W PDX V23 RBL V25 Geyserville V27 PYE V137 OAK
Portland	V27 OLM V99
San Francisco	V23W PDX V23 RBL V25 Geyserville V27 V137 SFO
ST LOUIS -	
Cleveland	V12 Wilbur V11 IND V14
Columbus	V12
Dallas	V14 EOS V15 ADM V15W
Ft. Worth	V14 EOS V15 OKM V161
Indianapolis	V12 Wilbur V11 or Kilgore V210
Kansas City	V4
Memphis	V9W FAM V9 MAW V9E
Midway	V9 JOT V69
O'Hare	V9 JOT V429
Tulsa	V14
Washington	V52 EVV V4 EKN V174
SYRACUSE -	
Idlewild	V153 Stevens Point V34 ILT V91 Syosset HEM/LFR Lido/Rbn
La Guardia	V153 Stevens Point V34 West Point HPN/LOM RWC/Rbn V123
Newark	V153 Herrick V252 HUO Tuxedo FNJ/Rbn

	ROUTE
TAMPA -	
Atlanta	V97
Miami	V35
TULSA -	
Chicago	V14 SGF V63 V116 V69
Dallas	V161 ADM V15W
Dayton	V140 FYV V72 MAP V190 EVV V11 V12
Indianapolis	V140 FYV V72 MAP V190 EVV V11
St. Louis	V140 FYV V72 V9
WASHINGTON -	
Atlanta	V140 MCL V143 LYH V222 AVL V35 Clemson V20N OCR Stone Mountain V20
Boston	V123 BAL V44 Price V16 V30 V139
Charleston	V8 V143 V174 V106
Charlotte	V3 RDU V194
Chicago	V8 Garrett V422 CGT
Dallas	V140 BNA V16
Greensboro	V140 MOL V143
Harrisburg	V8 V223
Idlewild	V123 EWT V166 V276 V1; or V123 V44 V16 V1
Jacksonville	V3 SAV V3E
La Guardia	V123 EWT V166 RBV V123
Memphis	V140 V16
Miami	V3 FAK V155 V157 RMT V213 V1W ILM Control 1150 Snapper Control 1163 VRB V51
Nashville	V140
Newark	V123 V433
New Orleans	V140 MOL V16N HSI V16 TYS V115 BHM V18N MEI V194 MCB V9
Norfolk	V3 V236 TPP V213 HPW FKN
Philadelphia	V123 V166
Pittsburgh	V8
WORCESTER -	
Boston	V151 V16
Idlewild	V3 V203 V16 V46 St. James HEM LDO
La Guardia	V3 V123

(5 July 1960)

AIRCRAFT MANEUVERING WITHIN CONTROL ZONES. To reduce the potential for in-flight conflict between aircraft operating in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers and

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making

AIRCRAFT MANEUVERS WITHIN CONTROL ZONES: To reduce the potential for in-flight conflict between aircraft operated in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers considered necessary for the safe and expeditious movement of air traffic within the associated control zones. For this purpose, maneuvers such as operation of aircraft at speeds in excess of the minimum speed consistent with safe operational limitations of an aircraft, formation fly-bys, and unnecessary low passes, will be considered as unusual and will not be approved.

Maneuvers which will be approved, on a traffic permitting basis, include:

1. Normal take-offs and landings including 360° overhead approaches and those conducted in formation.
2. Practice instrument approaches including those conducted with a chase plane.
3. Touch-and-go landings.
4. Flight check activities such as short field take-offs and landings, engine out operations, checking of navigational aids, etc.
5. Simulated forced landing patterns including practice flame-out maneuvers.
6. Low passes for prearranged aircraft test or calibration purposes and visual equipment checks, such as gear checks, provided the flights are not conducted at an excessive speed.
7. Jettisoning of fuel tanks or other external stores.

✓ RADAR WEATHER ADVISORY SERVICE(STAR GAZER) - On page 31 of the Flight Information Manual Volume 13 dated December 1959, Radar Weather Advisory Service(Star Gazer) will be discontinued on August 1, 1960, in the geographical area bounded by the following coordinates: 41-25N, 120-47W; NW to 40-00N, 121-50W; N to 45-50N, 121-50W; NE to 46-30N, 121-00W; N to a point on the U.S.-Canadian Border at 121-00W; thence E along the U.S.-Canadian Border to a point 113-25W; S to 42-00N, 113-25W; W to 42-00N, 119-25W; SW to the point of beginning.

✓ PROHIBITED AREA REVOKED: Effective immediately the Clinton Engineering Works, Oak Ridge, Tenn., Prohibited Area (P78) (Chattanooga and Nashville Charts) is revoked.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE - On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE - On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Aberdeen	Kansas City	Wichita
Boston	Salina	Boston Local
Des Moines	Sioux City	WAC 264

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

WAC 138	6-24-60	WAC 186	6-24-60	WAC 308	6-15-60
WAC 139	6-24-60	WAC 193	6-20-60	WAC 407	6-15-60

Instrument Approach Procedure Charts - Radio Facility Charts released since June 13, 1960

AL 50 ADF/ILS R5
AL 125 ADF/ILS R9
AL 162 ADF/ILS R29
AL 236 ADF/ILS R30
AL 316 RNG/VOR/ADF/ILS R25R
AL 346 VOR
AL 454 ADF/ILS R33/VOR
AL 459 ADF-1/ILS R34/ADF-2/VOR
AL 608 ADF/VOR
AL 609 VOR/ILS R28
AL 631 ADF/ILS R25
AL 671 RNG/VOR R1
AL 788 VOR
AL 852 VOR
AL 5018 ADF
AL Revision Notice No. 18-60 Eastern and Western
Low Altitude - RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 129/130, 131/132, 132A
High Altitude - RF 301/302, 303/304, 305/306, 307/308
RF LF/VOR Terminal Area - Boston, Chicago, Dallas-Ft. Worth, Philadelphia
RF L/MF Terminal Area - Los Angeles-Burbank, Pensacola
RF/VOR Terminal Area - Albany, Atlanta, Birmingham, Charlotte, Columbia(S.C.) Columbus, Des Moines, Fort Wayne, Greensboro, Indianapolis, Kansas City-Topeka, Las Vegas(Nev.), Little Rock, Los Angeles-Burbank, Milwaukee, New Orleans, Orlando, Pensacola, Phoenix, Portland, Raleigh-Durham, Richmond, Sacramento, Salt Lake City, San Antonio-Austin, San Francisco-Oakland, Wichita-Hutchinson
RF Oil Burner Route Charts - Bear Claws, Ivory Towers
RF Dates of Latest Prints

Birmingham Airport, Alabama
Duluth Airport, Minnesota
Fresno Air Terminal, California
Long Beach Airport, California
Pendleton Airport, Oregon
Reno Airport, Nevada
Sheppard AFB/Mun Arpt., Texas
New Hanover Co. Arpt., North Carolina
Hulman Field, Indiana
Moisant Intn'l Arpt., Louisiana
Fort Smith Arpt., Arkansas
New Haven Arpt., Connecticut
Raleigh Co. Memorial Arpt., W. Va.
Kanawha Co. Arpt., W. Va.
Tafuna Arpt., American Samoa

NEW CHARTS

AL 19 ILS R3 - Amarillo, Texas - Amarillo AFB/Mun Airport
AL 346 ILS R16 - Reno, Nevada - Reno Airport
AL 709 VOR R31 - Champaign, Illinois - University of Illinois Airport
AL 5026 VOR - Andover, New Jersey - Aeroflex-Andover Airport
AL 5027 ADF-1/ADF-2 - Cleveland, Ohio - Cuyahoga County Airport
RF LF/VOR Terminal Area - Cleveland, Miami, Minneapolis, Pittsburgh
RF Oil Burner Route Charts - Green Valley, Rough Wood, Tar Pail

DISCONTINUED CHARTS

AL 610 ILS R22R - New York, New York - New York International Airport (Procedure cancelled - effective 6-16-60)
RF/LF Terminal Area - Cleveland, Miami, Pittsburgh
RF/VOR Terminal Area - Cleveland, Miami, Minneapolis, Pittsburgh

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AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

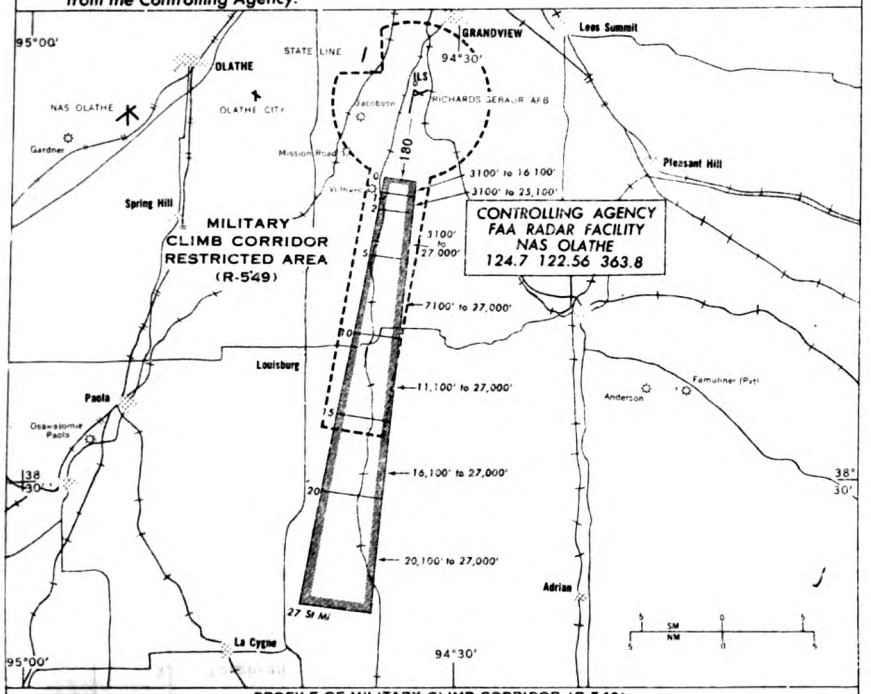
SPECIAL NOTICE

MISSOURI
GRANDVIEW (RICHARDS-GEBAUR AFB) MILITARY CLIMB CORRIDOR

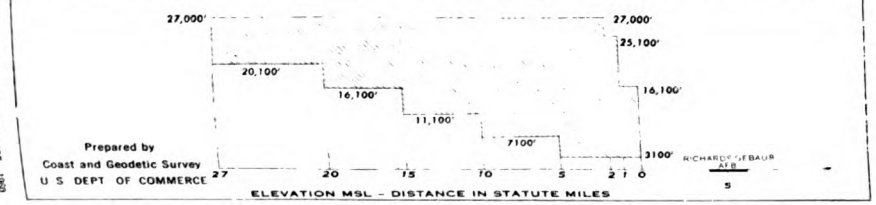
EFFECTIVE 0001 E.S.T. JULY 28, 1960

(This Special Notice will not normally be revised or reissued,)
Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.



PROFILE OF MILITARY CLIMB CORRIDOR (R-549)



Prepared by
Coast and Geodetic Survey
U S DEPT OF COMMERCE

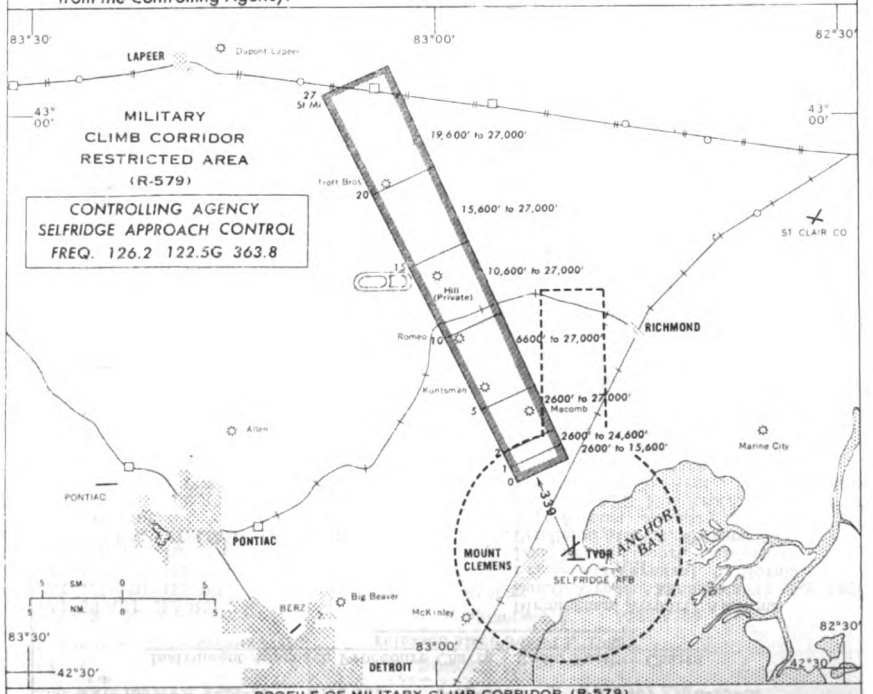
SPECIAL NOTICE

MICHIGAN
MOUNT CLEMENS (SELFRIDGE AFB) MILITARY CLIMB CORRIDOR

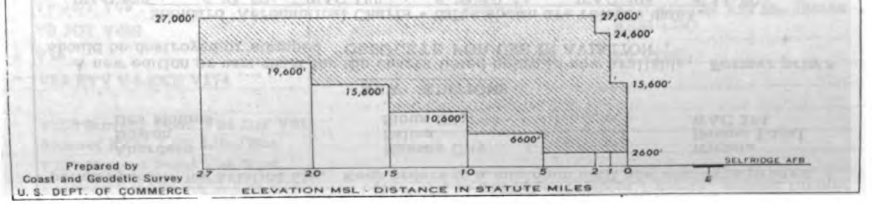
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PROFILE OF MILITARY CLIMB CORRIDOR (R-579)



Prepared by
Coast and Geodetic Survey
U. S. DEPT. OF COMMERCE

U.S. GOVERNMENT PRINTING OFFICE : 1960

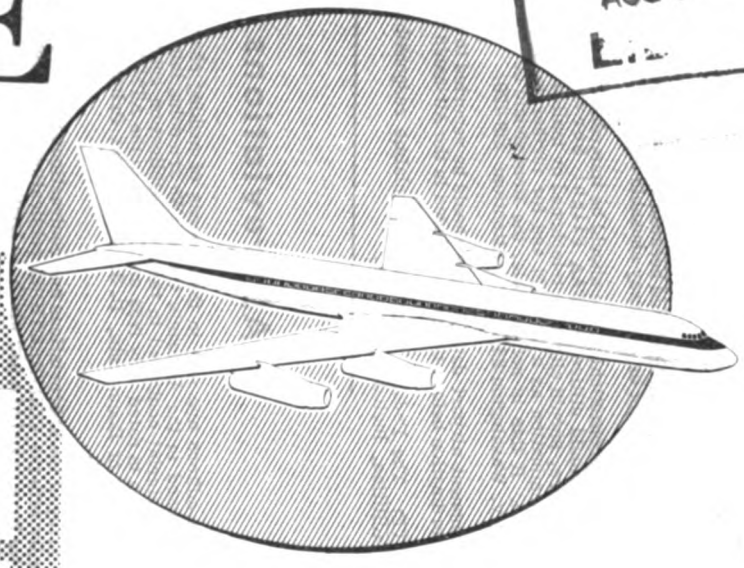
Depository

VOL. 15, NO. 10

JULY 19, 1960

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
AUG 3 1960



special notices

Retain Airman's Guide Issues: Vol 15, #9, 10

List of Persons - Cuba p. 34

LFR Ident Assignments p. 35

Navwarning - Oil Burner Charts pp. 38-49

F.I.M. Corrections p. 57

Preferred Routes Corrections p. 57

Revision Notice - Corpus Christi p. 58

AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

NOTAMS page 3

Special Notices page 29

FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 35 cents.

NOTAMS

LEGEND

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: BIRMINGHAM MUN ARPT: Due to comsng apch lgt system rnwy 5, ILS minimun day & ngt rnwy lowered to 200'-1/2.

BIRMINGHAM MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2mc.

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples. TACAN shut down eqpmt installation. (7-12)

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; Lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy & facils: h30-B*L 4; Rmks: * Unattended. Trees E. (4-7)

FORT MORGAN ARPT: Clsd, constr of paved rnwy. (6-27)

**MOBILE, BATES FLD: Sequence flashers serving rnwy 14, lctd stns 10 thru 30 comsnd & flt checked. (6-22)

MOBILE, BATES FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

MOBILE, BROOKLEY AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookely Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr.

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (6-29) DMET operg test basis; channel 80. (7-10)

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

**MONTGOMERY, DANNELLY FLD: * Sequence flashers serving rnwy 9, operg on stns 1 thru 22 flt checked & comsnd. (6-23)

*MONTGOMERY-MAXWELL AFB RADIO: USAF LF rng decmsnd. (7-13)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-5)

OZARK, BLACKWELL FLD: Clsd, constr rnwy paving. (6-15)

ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)

ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE (132°T) at lat 30-13-54, long. 87-55-41. (4-18)

*SELMA, CRAIG AFB RADIO: CM twr hrs and apch ctl avbl 0600-2400. (7-7)

**TALLADEGA MUN ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 33-36, long. 86-07; 33-30, 86-27; 33-18, 86-21; 33-28, 86-07; 33-36, 86-07. Hours: dalgt. Altitudes: To 4000'. User: Rotorwing Acft Company. Expires 9 June 1962. (6-10)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503' (962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

WETUMPKA, ELMORE FLD: E/W rnwy clsd, paving.

ARIZONA: BENSON SPECIAL NOTICE: * Pilots cautioned to avoid flying over or near Apache Powder Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)

BUCKEYE RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 23-reconstr and freq chgs: 110.6 mc/ channel 62. (5-20) Durg this period, following route structure & MEAs in efct: Unusable Awys: V16N BLH-BXK. Unusable Reporting Points: Big Horn

ARIZONA: Int. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V16-1522 BLH-PHX via BLH R079° & PHX R258°, MEA BLH-Buckeye Int 10,000; V461 GBN-Buckeye Int via GBN R332°. Usable Reporting Points: Buckeye Int -PHX R258° & GBN R332°; Cactus Int-PHX R325° & GBN R025°, MRA 8000'; Indian Int- PHX R168° & GBN R060°; Knob Int- PHX R350° & GBN R029°, MRA 10,000'; Perryville Int-PHX R258° & GBN R005°; Rock Springs Int- PHX R325° & GBN R008°; Cave Creek Int- PHX R325° & GBN R016°.

CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DOUGLAS, BISBEE-DOUGLAS INTL ARPT: Rnwy 17-35 clsd, reconstr; intersecting rnwys except rnwy 8-26 will be progressively clsd durg period of reconstr. (7-6)

DOUGLAS RADIO: About Aug 22, VOR will be shut down until aprx Sept 1 -reconstr & freq chg to 110.0 mc. (6-8)

DRAKE RADIO: June 30, VOR shut down- freq chg to 110.4 mc and class chg to L-VORW. durg shutdown, following route structure & MEAs in efct: Unusable Awys: V12-1518 EED-INW; V291 DRK-Canyon Int.; V12S PRC-INW. Unusable Reporting Points: Canyon, Cornville, Mt. Hope, Perkins, and Sheridan Ints. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V257 PRC-BCE via PRC 348° radial & BCE 168° radial; MEA PRC-Floyd Int. 11,0000' N, 10,000'S. V105E PRC-PGS via PRC 359° radial and PGS 113° radial; PRC-Drake Int. 13,000' N, 8000' S MCA PRC 12,000' N; Drake Int-PGS 13,000' MEA. V12S-1520 EED-PRC MEA 10,000'; V62-1520 PRC-Clints Well Int, 12,000' MEA; V105 PRC-Hackberry Int, 11,000'; V95 Clints Well Int-INW, 12,000' S, 9000' N MEA. Usable Reporting Points: Anita Int-PRC 348° radial & TBC 241° radial; Clints Well Int- PRC 080° radial & INW 210° radial; Drake Int- PRC 359° radial & PGS 113° radial; Floyd Int- PRC 348° radial & PGS 081° radial.

*FT. HUACHUCA, LIBBY AAF: Delete freq 126.3 mc from CM twr. (7-13)

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils: 40-S5-. Fuel: F3.

GILA BEND-YUMA SPECIAL NOTICE: The U. S. Army will be conducting hi speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Hauchuca, Ariz. Flts will average three per month for next two yrs and will be conducted under VFR conditions only. Alts in use will be variable and speed will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6-13)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

**MARICOPA SPECIAL NOTICE: CAUTION-DO NOT MISTAKE FOR LNDG AREA. Space surveillance Stn at lat 33-06-31, long. 112-01-46 aprx 4 mi N. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt.

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation # 421 apply within the following area: G5 & V16 W of Phoenix btn 112°-10'W and 112°-35'W. (6-1)

PHOENIX, AIRHAVEN: Caution rnwy ruf, soft spots. (6-3) Clsd all acft over 6000 lbs gross wt. (6-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: High Density Jet Traffic: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area at an alt above 19,000' MSL. Hi- density jet tfc operg at and above 20,000' MSL within the area from Douglas VOR to Cochise VOR to the Cortaro Int. to the Robles Int. to the Kinsley Int. to the Douglas VOR. Hrs of opern. cont daily. (6-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vcnty San Pedro, Arizona thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tuscon rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6-17)

ARIZONA: TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA. (2-24)

WINSLOW RADIO: About July 19, VORTAC and DME will be shut down until aprx Aug 4- freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. Durg this period following route structure & MEAs in efct: Unusable Awys: V12S Cornville Int-ZUN; V12N INW-ZUN; V95 Ranch Int.-FMN. Unusable reporting points: Castle, Chevelon, Clints Well and Milky Ints. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518 Perkins Int-ZUN via DRK R067° & ZUN R261°, MEA Perkins Int, Winslow Int, 15,000'; Winslow Int-ZUN 13,000'; MCA Winslow Int, 15,000' W-bnd. V62 Milky-Zun, 12,000'. Usable Reporting Points (Tmpry redesignated): Salt River Int-SJN R233° and 339° brg to INW LF rng; Winslow Int-ZUN R261° and TBC R145°, MRA 13,000'. (7-15)

YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch end of rnwy 21R lctd at int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain-type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator. (6-1) Rnwy lgts installed rnwy 8-26. (7-2)

★YUMA MCAAS RADIO: CM twr freq 126.18 mc chgd to 126.2 mc. (7-7)

ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Clsd for constr. (5-16)

★ELDORADO RADIO: DMET operg test basis; channel 19. VOR 034° radial rough and scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27) July 12 VOR freq changed to 108.2 mc. July 15, H facil decmsnd. (7-16)

FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy & ramps. N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16) 233'(666'MSL) lgtd twr being erected 9.2 nmi N(16°T) at lat 35-05-34, long 90-43-06. (6-30)

FT. SMITH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

FT. SMITH RADIO: About July 19, TACAN will be shut down until aprx July 29-eqpmt installation. (7-15)

HELENA, THOMPSON-ROBBINS ARPT: 180.5'(573.5'MSL) lgtd twr being erected 9.8 nmi NNW(344°T) at lat 34-43-12, long. 90-23-25. (6-9)

**LITTLE ROCK, ADAMS FLD: Hi-intensity apch lgts sequenced flasher, flt checked and comsnd. (7-1)

LITTLE ROCK, ADAMS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-4)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A&P rprs; 80 oct fuel avbl. (3-24)

NORTH LITTLE ROCK MUN ARPT: Clsd, constr. (5-20)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd aprx 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)

TEXARKANA MUN ARPT: Men, eqpmt on fld; flagmen stationed where vehicles cross rnwys.

CALIFORNIA: AGNEW RADIO: VOR MRA V110 btn Mission and Livermore Ints increased to 6000' - acct scalloping. (4-9)

ARCATO RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000';040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excp tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19)

★ BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until July 29, relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (6-29) July 7, freq 126.18 mc chgd to 126.2 mc.

BAKERSFIELD RADIO: June 13, TACAN shut down -reconstr. (6-13)

**BASS LAKE, WISHON ARPT: Closed. (7-15)

BIG SUR RADIO: DMET operg on test basis; channel 87. (2-23)

CALIFORNIA: BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow at any time.

BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)

BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15)

CAMARILLO RADIO: All LF rng courses have multiples. (6-17)

CARLSBAD, PALOMAR ARPT: Caution, men & eqpmt working on rnwy & txwys. (6-28)

CHINO ARPT: Caution hvy acft intermittent flt tests on rnwy 3-21. (4-12)

CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)

CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed, indefinite. (6-7)

COALINGO ARPT: Men & excavating eqpmt operg 100' from W edge NE 1200' NE/SW rnwy.

CONCORD, BUCHANAN FLD: Caution, end rnwys 32 & 24 constr vcnty ctl twr. (7-8)

CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn 2.5 NW. One oil strip 2000' x 40'. No lgtg fuel: F3. Attended 0800-1700. P-line W Minor rprs. (3-21)

**DAGGETT GENTRY ARPT: Abandoned. (7-6)

DAVIS, UNIVERSITY ARPT: Men, eqpmt on rnwys dalgt hrs, clsd rnwys mrkd by X. One rnwy will remain open at all times. (7-19)

EL CENTRO RADIO: About July 28, VORTAC will be shut down until aprx Aug 12-freq chg to 108.2 mc/channel 19. During this period, following route structure & MEAs in efct: Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V66 Campo Int via 068° brg to ELC LFR to ELC LFR, then via 256° brg to ELC LFR and YUM VOR R255° to YUM; V117 ELC LFR via LFR N course & TRM VOR R107° to TRM. Usable Reporting Points: Brawley Int-YUM R266° & 165° brg to ELC LFR. Campo Int-068° brg to ELC LFR & 330° brg to JLI H facil. Coyote Wells Int-TRM R156° & 068° brg to ELC LFR. Wister Int - TRM R107° & ELC LFR N course. (7-8)

FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FELLOWS RADIO: About July 20, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870' MSL. Montrg category (3). Class: M-VORW. (5-26)

FILLMORE RADIO: VOR usable 285°-315° 25 nmi, from 315°-355° 30 nmi. TACAN montrg category (3).

FORT JONES RADIO: About Aug 1, VOR will be shut down until aprx Aug 16- freq chg to 109.6 mc. Durg this period, following route structure & MEAs in efct: Unusable Awys: V23 RBL-Talent Int; V23E FJS-Klamath Junction Int. Unusable Reporting Points: Montague and Pinehurst Ints.

FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.

★ FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) July 12, ILS LMM and MM relctd to 0.68 smi from the apch end of rnwy. About Aug 10, freq 278 kc will be discontd, concurrently freq 251 kc (Voice on LMM) will be comsnd. (6-23) July 5, freq 126.18 mc chgd to 126.2 mc.

FRESNO RADIO: DMET operg test basis; channel 76. (4-25)

★ FRIANT RADIO: July 16 VOR comsnd. Freq: 115.6 mc. Ident: FRA. Lctd at lat 37-06-16, long. 119-35-42. Mag. var.: 16° 23'E. Elev: 2350' MSL. Montrg category (1). Class: M-VORW. (7-16)

FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution, acft parked close proximity all txwys. Caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe grass area btn rnwy & S parallel txwy durg summer months acft restricted to rnwy and txwy. (6-4)

GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)

GORMAN RADIO: VORTAC shut down until aprx Aug 1-freq chg to 116.1 mc/TACAN channel chgd to 108. (7-14) Durg this period, following route structure & MEAs in efct: Unusable Awys: V137 Cuyama Int-PMD; V299 Chatsworth Int-BFL; V299W FIM-GMN. Unusable Reporting Points: Castaic, Grapevine, Whitman, Sandberg, Shafter and Victory. Usable Awys (Tmpry redesignated as follows with published MEAS and MCAs unless otherwise indicated): V23 Saugus Int-BFL, MEA 9000'.

**GRASS VALLEY, LOMA RICA ARPT: First 3200' of rnwy paved and remaining 800' dirt. Acft land to the E and tkof to the W. Maj servicing avbl, no storage. (7-14)

HAYWARD MUN ARPT: All VFR flts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area, twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)

[redacted]: ★ONTARIO INTL ARPT TOWER: July 12, ILS lclzr lctd 1000' W of inst apch rnwy. Lat 34-03-26, long. 117-37-33. Elev: 943.7'MSL. MM and LMM lctd lat 34-03-26, long. 117-35-11; 0.6 smi E of E end inst apch rnwy. Elev: 932.0' MSL. OM and LOM lctd lat 34-03-38, long. 117-27-45; 7.2 smi E of E end inst apch rnwy. Elev: 1010'MSL. Lclzr course width: 4°. Mag. var.: 15°11" E. Soon, ILS glide slope will be lctd at lat 34-03-35, long. 117-36-10; 425' off N edge, 740 W of E end of inst apch rnwy. Elev: 926.5'MSL. July 1, freq 118.6 mc chgd to 118.5 mc. Freq 126.18 mc chgd to 126.2 mc. (7-7)

OXNARD, VENTURA CO. ARPT: Rgt tfc rnwy 7. Inbound VFR acft are encouraged to make initial ctc with Ventura apch ctl on 124.7 mc or 319.2 mc. 20 mi out or as soon as practical thereafter. Apch ctl will provide lndg info, issue tfc advisories and advise pilot when to change to twr freq. Caution, extsv hi-performance jet acft operns conducted from NAS Pt. Mugu and Oxnard AFB. Exercise extreme caution when flying through the Oxnard area due to simulated and actual instrument apchs from seaward to Oxnard AFB and tfc patns at NAS Pt. Mugu, Oxnard AFB, and Ventura Co Arpt. (6-20)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12 and G4 btn Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

★PALMDALE ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc. (7-4)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

RED BLUFF RADIO: July 12, TACAN shut down until aprx Aug 11 - reconst. (7-12)

RIALTO, MORROW FLD: Caution - 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

★RICE RADIO: June 28, VORTAC comsnd. TACAN channel 124. Class: H-VORTACW. Coverage unusable beyond 10 mi at MOCA 100° clockwise thru 150°. (6-28)

RIVERSIDE SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg (hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Manning FM 9,000' MSL and below; at and below 7000' MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR, 11,000'MSL & below btn a pt 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bdnry of Green 5 & S bndry of V 8/21.

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013°-033° and 064°-077°. (3-18)

SACRAMENTO, CAPITAL SKY PARK ARPT: Abandoned. (7-2)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000' MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

**SACRAMENTO MUN ARPT: Sequence flasher apch lgt lane comsnd, 16 lgts starting 1000' from the end of the rnwy and extending to 2500' from end of rnwy. (6-27)

SALINAS RADIO: VORTAC coverage 150°-210° 30 nmi 10°-80° at 20 nmi. (6-13)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500' MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25) Instv mil jet acrobatic and familiarzation trng being conducted off awys btn 24,000' and 45,000' in area bounded on W by Blue 14 projected upward to 45,000' btn Julian LF Rbn S to int with J2V, on N by Red 65 and Victor 64 btn Julian LF Rbn and Blythe VOR projected upward to45,000' on E by Victor 135 btn Blythe VOR and Yuma VOR projected to 45,000' and on S by J2V btn Yuma VOR and its int. with Blue 14 projected upward to 45,000'. (6-8)

SAN DIEGO,LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

★SAN DIEGO, LINDBERGH ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc. (7-6) July 12, freq 363.1 mc discontd.

[redacted]: ★ SAN DIEGO-MIRAMAR NAS RADAR AIR TRAFFIC CONTROL: July 1, freqs 132.3, 134.64 & 126.18 mc deemsnd; freq 126.2 mc comsnd.

**SAN FRANCISCO ARPT: Pescadero revg twr lctd 37-14-09, long. 122-23-57 completely dismantled. (7-7)

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt operg. Apch lgt termination bar not operg. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft, but is for dust suppression only. Load brg portion improved txwys is 75' wide and bounded by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4'wide at base, painted international orange, set up on perm basis on Concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. 1R-19L clsd daily 1430-2400Z Mon thru Fri. Men, eqpmt & crane 65' hi working N end; crane mrkd. Deep excavation all along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Men & eqpmt working turf areas adjt N & S shoulders of rnwy 10L-28R, mrkd. Caution when taxiing acft on txwy B behind turbojet acft in tkof position on rnwy 10R. (6-16) Apch lane lgts off the N end of rnwy 1R-19L inop indefinitely. (7-15)

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. About Oct 1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13)

★SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. VHF DF and UHF DF out of tolerance and unusable at 30 nmi clockwise 020°-075° below 8000'; 075°-160° below 7000'; 160°-220° below 6000'; 220°-295° below 5000'; 295°-325° below 4000'; 325°-020° below 5000'. Freq 132.3 mc deemsnd. (7-6)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR-NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-18)

SANTA ANA, ORANGE COUNTY ARPT SPECIAL NOTICE: Goodyear blimp N4A will be moored and operate in Los Angeles, Long Beach, & Santa Ana area June thru Sept day & ngt flts will be conducted. (6-14)

**SANTA BARBARA MUN ARPT: 120' lgtd antenna erected 14.9 nmi NW(334°T) at lat 34-39-00, long. 119-57-30. (7-5)

SANTA BARBARA RADIO: About July 28, LF rng and Z mrkr will be perm discontd.

SANTA MONICA MUN ARPT: Due to obstns twr unable to observe gnd tfc S of rnwy 3-21 SW of FAA hangar. All acft use txwy only. (4-16)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn, near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facils avbl; Remarks: Warning, a rise at the NE end of the rnwy. (9-14)

★STOCKTON MUN ARPT TOWER: July 5, freq 126.18 mc chgd to 126.20 mc.

SUNSET BEACH ARPT: E W rnwy usable only by prior authorization of arpt. mgr.

THERMAL RADIO: VOR unusable 350° clockwise to 065° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

**THOUSAND OAKS, CONEJO VALLEY ARPT: Abandoned. (7-14)

UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constrin progress W end of E/W rnwy.

★VAN NUYS ARPT TOWER: UHF DF coverage lmtd to above 11,000' at 290° thru 320°. (7-6) July 11, freq 121.9 mc chgd to 121.7 mc. About July 18, twr freq will be chgd to 281 kc.

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V12 and G-4 arwys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V-117 on V-8 awy; (4) at or below 12,000' MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

CALIFORNIA: ★HAYWARD MUN ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc. (7-5)
HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)
HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000'MSL.
LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trenching & conduit installation. (6-2)
LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld. be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)
LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)
★ LONG BEACH ARPT TOWER: About Aug 1, dptr ctl svc will be implemented, utilizing radar separation standards for purpose of expediting tfc; svc will be cont. (6-29) July 8, freq 126.18 mc chgd to 126.2 mc.
LONG BEACH RADIO: About July 18, TACAN will be shut down until aprx Aug 18 - reconstr. (7-13)
★ LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Radar advisory unavbl civil jet acft ctl 1316, 1176, 1177 LAX to 150 nmi W of LAX. (5-4) About July 23, enroute Radar ATC svc on cont basis will be inaugurated, within aprx 80 nmi radius of lat 35-23-44, long. 120-21-37 and within Los Angeles ARTCC area. (6-18) July 12, freq 125.4 mc decmsnd; freq 119.6 mc comsnd Bakersfield peripheral site. Freq 125.6 mc decmsnd; 133.55 mc comsnd and 123.8 mc decmsnd; freq 134.95 comsnd Barstow peripheral site.
LOS ANGELES INTL ARPT: Rnwy 7R-25L open from new threshold lctd 600' W of E end to all acft with following exceptions-no pure jet E tkofs or E lndgs at any time. No pure jet W tkofs rnwy 7R-25L from 1400 to 0030 GMT Mon thru Fri unless holidays and from 1400 to 2230 GMT on Sat. Usable length aprx 9400'. No W overrun this rnwy acct constr. Men & eqpmt working on 2000' extsn. Caution advised acct unlgtd twrs lctd on rnwy 25L cntrline btn RR tracks & easterly rnwy end and rnwy constr work in progress of 2000' extsn W end rnwy 25L. E tkofs permitted on rnwy 7R under same conditions as above. Sequence flashers and threshold lgtg rnwy 25L and westerly extsn under constr. Constr 8' blast wall in progress threshold rnwy 25L. Portions rnwys 7R-25L avbl for taxiing ctc ctl twr for instrns. Rnwy 6-24, 8925' long clsd, maint avbl emgcy freq from SR-SS under VFR to the following types acft: all single and twin eng proptrype acft, Electras and Viscounts, Durg periods when rnwys 7L-25R are clsd or acft emgcy conditions exists rnwy 6-24 avbl in both directions to all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas W end this rnwy, normal operns limited to lndg toward E and tkof to W only. Use caution men eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non-visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. Rnwy 7L threshold lgts removed red flashers lgts mark end rnwy 7L. Rnwy 7L has rnwy ident strobe lgts lctd both sides threshold 7L operated at req of ctl twr. All acft making low passes over or taking off rnwy 25R or lndg on rnwy 7L shall maint a course along the extended cntrline this rnwy to the shoreline, all acft are to remain S of the flashing green bcn site lctd on the dunes aprx 1.0 mi beyond the W end. 8' blast wall erected threshold rnwy 25R. Rnwy 16-34 avbl dalgt hrs only on 20 min notice when N or S wind component exceed 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754', Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unavbl for lndg and 16 unavbl for tkof due to hi terrain and p-line along S arpt bndry. Use extreme caution unmrkd ditches and ruf ground along edges rnwy. No rnwy markings. Men, eqpmt working N edge txwy K from tunnel to rnwy 16-34. Hi intensity apch lgts installed rnwy 25L.
★ LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300'; visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R. July 13, freq 118.5 mc chgd to 118.6 mc. (7-13)
LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual beats cont on LAX VOR' also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)
LOS ANGELES, VAN NUYS ARPT: Rnwy 8-26 clsd, work in progress. (6-29) Caution depression W 50' off W N/S txwy taxi with caution. (7-6)

CALIFORNIA: MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)
MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400-0800Z wk days. Jets climbing and descending W of awys Amber 1 & V23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)
MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)
MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
MONTEREY, PENINULA NAF RADIO: Soon, Navy H facil & Z mrkr will be decmsnd.
MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500', Due to hvy jet tfc acft operg vcnty Moffett Fld ctl zone in VFR or VFR on top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)
MOUNTAIN VIEW-MOFFETT NAS RADIO: Navy LF rng courses displaced beyond tolerance Use for homing only. (5-1)
NEEDLES RADIO: May 9, TACAN shut down until aprx July 22 - reconstr. (7-15)
OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay if frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing the proximity of Hayward Arpt. (4-26)
★ OAKDLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17) June 27, freqs 121.2, 380.3 mc comsnd; freqs 125.15, 379.2 mc decmsnd San Jose peripheral site; freqs 125.15, 322.5, 379.2 mc comsnd; 121.2, 380.3 mc decmsnd Angels Camp peripheral site; freqs 125.8, 385.4 mc comsnd; freq 322.5 mc decmsnd Mountain View peripheral site.
OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (7-19)
★ OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30) About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. (6-14) Soon, freqs 125.3 & 323.2 mcs will be comsnd. (6-27) Soon freq 121.1 mc will be comsnd; twr will transmit on VOR freq 116.8 mc. (6-29) Freq 126.18 mc chgd to 126.2 mc. (7-6)
OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)
OAKLAND RADIO: No auto change over equipment provided for TACAN (6-15) July 6, TACAN shut down until aprx July 22 - reconstr. (7-13)
OCEANSIDE RADIO: June 21, TACAN shut down until aprx July 21 - reconstr.
ONTARIO CHINO SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing following area within which hi-density jet & reciprocating tfc is operg: from over Pacific Airmotive Arpt via a 135° M heading to Fallbrook, Calif. alts 11,000' MSL & below to the S edge of V-64; 4,000'MSL & above S of V-64 to Fallbrook. Hours of operation continuous daily. (6-4)
**ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Unlgtd distance marker 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25) Configuration A apch lgts system comsnd, consisting of 30 units at 100' intervals starting at apch end of system. (7-13)

CALIFORNIA: WARNER SPRINGS ARPT: [illegible] (2-1) VOR coverage [illegible] 2500' radial restricted to FL 200 at 25 mi, excluding [illegible] (4-4)
COLORADO: AKRON RADIO: About July 18, FSS will be relctd to new quarters in Akron

CALIFORNIA: ARCADIA MEMORIAL ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc. (7-7)
FRESNO, DEUNCHAM RANCH ARPT: Newly approved 25 mile ENE from Firebaugh, Los Angeles County arpt, one NE-SW dirt rnwy, 4000', no lgts. (4-7)

CALIFORNIA: WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200'-acct scalloping. (4-6)

COLORADO: AKRON RADIO: About July 18, FSS will be relctd to new quarters in Akron-Washington Co. arpt. No interruptions to svc. (6-2)

**AKRON, WASHINGTON COUNTY ARPT: Medium intensity rnwy lgts installed. (6-28)

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and lcl fld conditions. (6-2) First 1000' rnwy 35 clsd. (6-22)

COLORADO SPRINGS, PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only.

COLORADO SPRINGS RADIO: July 11, VORTAC shut down until aprx July 26-freq chg to 112.5 mc channel 72. (6-8) Durg this period, following route structure & MEAs in efct: Unusable Awys: V108S COS-HGO. Unusable Reporting Points: Orday Int. & HNR H facil. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated:) V81 COS Int-DEN VOR via DEN R160°, MEA 10,000', MCA at COS Int N bnd 10,000'; V81, 83 COS Int-PUB via PUB R334, 9000'; V83 COS Int-IOC via IOC R191, 9000'; V108 COS Int-HGO, MEA as published. Usable Reporting Points:(tmpry redesignated): Spur, Colo-DEN R160° and IOC R227°; Vincent, Colo- DEN R160 & IOC R216; Peyton, Colo.- IOC R169, HGO R262, PUB R350; Rush, Colo.-IOC R154 & HGO R262; Colorado Springs Int-IOC R191, PUB R334, HGO R262 and DEN R160, MRA 10,000'; Parker, Colo.- DEN R160 and IOC R260°. (6-9)

DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgr hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion.(10-9) Rnwy 8R-26L clsd to all operns. (6-10) Due constr or hvy tfc arriving and departing delays in excess of 15 mins may result durg peak tfc periods. (6-15) Apch lgt system shut down for modernization & installation of flasher system. (7-15)

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500'. 154°-180° and below 16,000'; 181° thru 243°. VHF/DF brgs reliable in these areas. (12-4)July 8, ILS glide slope shut down until aprx Oct 15-reconstr. (7-13)

GARDEN RANCH RADIO: H facil brngs unreliable from 220° clockwise thru 260°. (9-9)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.

★GUNNISON RADIO: June 8, VOR shut down indef-reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo. Int.to Pueblo, Colo. Unusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. (5-5) VOR class chgd to M-BVOR.

HANOVER RADIO: H facil brngs unreliable beyond 25 nmi in shadow area of Pikes Peak.

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kansas VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)

MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)

MEEKER RADIO: About July 25, VORTAC will be shut down until aprx Aug 9 -freq chg to 111.8 mc/channel to 55. (7-18)

PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (5-25)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. Caution in apch lane and first 1000' rnwy 8, apch lgts system constr, men & eqpmt in apch lane. Threshold of rnwy mrkd by flags days & lgts ngts. (7-7)

COLORADO: ★PUEBLO MEMORIAL ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc.(7-7)

TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Aminas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)

**WRAY MUN ARPT: Rnwy lgts installed and operating off a photo-cell. (6-24)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3) About July 25, LF rng will be shut down until aprx July 30-freq chg to 400 kc. (6-20)

GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.

MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)

WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)

WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within zone rnwy. Arresting barriers on rnwys 6 and 24 for mil use only.

★WINDSOR LOCKS, BRADLEY FLD TOWER: July 1, radar dptr ctl svc inaugurated. Hrs: Continuously. Soon, freq 126.18 mc will be chgd to 126.20 mc.

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.

FT MILES SPECIAL NOTICE: Anti-acft firing will be conducted at South Range (near Bethany Beach) July 25 to 29 and Aug 8 to 12 inclusive btwn hrs 1200-1800 EST. (7-6)

GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy & cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11) Caution low flying mil acft over arpt dalgt hrs July 18 thru 22 and Aug 3 thru 5. (7-5)

MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)

NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.

WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle LMF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (7-11)

★ WILMINGTON, NEW CASTLE CO ARPT TOWER: July 18, freq 136.8 mc decmsnd.

DIST OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 30.

★WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped acft on 382.2, 326.2, 318.2, 378.8, 385.4 mc only in Washington Metropolitan Area. (6-27) July 6, freq 380.3 mc comsnd Bucks Elbow, Va. peripheral site. Freq 363.0 mc at Rocky Mount, N.C., peripheral site inop. (7-6) July 6, freq 285.5 mc comsnd Raleigh-Durham, N.C. peripheral site. July 7, freq 126.4 mc comsnd Bucks Elbow, Va. and Rocky Mount, N.C., peripheral sites: freq 119.6 mc comsnd Green Bay, Va. peripheral site. (7-7) July 12, freq 119.4 mc comsnd Dunn Loring, Va. peripheral site. July 12, freqs 125.2, 121.0, 285.4, 338.6 mc comsnd Falls Church, Va. peripheral site. July 16, Bedford, Va. ARSR comsnd. Lctd lat 37-30-51, long. 79-30-41. Elev: 4224' MSL. Call Washington ARTCC.

WASHINGTON(CHANTILLY, VA), DULLES INTL ARPT: All lndgs prohibited, arpt under constr.

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifierstrobe bcns operg rnwy 15 comsnd. (1-21)

★WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°, 26 nmi; 325°-040°; 10 nmi 040°-150°; 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) July 1, freq 134.64 mc decmsnd. (7-13)

WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt.

WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA. Channel 17. (1-20)

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each wk. The route will be designated "Fireball Eight Oscar". Route follows: Acft will bescend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W;26-19N, 82-08W; start climb to 5,000' or 20,000' direct 25-42N, 81-21W;to 25-23N,81-06W.

BROOKSVILLE MUN ARPT: 250'(253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)

FLORIDA: CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emerg lndgs at Patrick AFB down-range aux bases; Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayaguez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at military bases without prior approval is in violation of CAR and Air Force regulations (Reference AFR 55-20). Also, frequent reports of civil acft flying into Restricted Area R-162 and Warning Areas 497-A, B, and C lctd in the vicinity and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute violation of CAR. (5-26)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. Use caution E end. (6-20)

★CRESTVIEW ARPT TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

**CRYSTAL RIVER-HOMOSASSA ARPT: Name change formerly carried as Crystal River, West Citrus County Arpt. (7-12)

DAYTONA BEACH MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

FT. LAUDERDALE, BROWARD CO. INTL ARPT TOWER: About Aug 2, freq 121.3 mc will be chgd to 119.3 mc. (7-18)

GAINESVILLE, STENGEL FLD: 85' (160' MSL) lgtd rdo twr being erected adj S bndry of arpt at lat 29-38-59, long. 82-22-58.

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes.

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in or across Control 1150 are requested to make Gateway and Azalea positions to JAX Center on following freqs: Gateway: 121.2 mc or 326.2 mc. Azalea 121.2 mc or 318.2 mc. About Aug 7, freq 125.1 mc will be changed to 120.1 mc Charleston, S. C. Peripheral site. (7-6)

JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots flase identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution adbised apchg this area. (1-26)

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1) About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-23)

LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

MARIANNA RADIO: July 11, VOR inop until aprx July 20. (7-15)

MELBOURNE-EAU GALLIE ARPT: 135' (153'MSL) water tank being erected 1.5 nmi NNW (348°T) at lat 28-07, long.80-38. (6-30)

MIAMI SPECIAL NOTICE: Effective May 16, 1960 0459Z ARTC dptr ctl svc for acft departing Miami and Homestead areas, enroute ATC svc utilizing radar separation standards and civil jet radar flt following svc S of a line thru La Belle and West Palm Beach not avbl until July 1960.

MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to engry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR opern in this area should be equip with additional freq: apch ctl 118.1 mc, 123.7 or 123.9 dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc UHF freq apch ctl 263.0 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)

MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving & constr men eqpmt off NE corner run up pad 27L. All constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoid hazardous prop wash & turbulence durg hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc dptr delays in excess of 15 min may result. IFR flts are reqd to ctc twr 5 min prior to starting engs to determine taxi time and preferably absorb delays at the gate. SE txwy from S trml ramp tmpry open. Use with caution, men eqpmt on N side. Refer daily to teletype notams concerning lcl fld conditions. (6-20)

★MIAMI-INTL ARPT TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

MIAMI RADIO: July 13, transcribed wea bcst on H facil (365kc) operg test basis until aprx Aug 13. Bcst will oper cont & will contain warning to lgt acft, special aviation forcast, winds aloft forecast, pilots reports & wea observations from selected lctns within 400 mi.

**NAPLES-AMERICA ARPT: 250' (258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21) 660'(670'MSL) lgtd twr erected 6 nmi SE (142°T) at lat 26-03-09, long. 81-42-08.

FLORIDA: OKEECHOBEE-COUNTY ARPT: 200' (231'MSL) lgtd twr being erected 3.8 nmi E (98°T) at lat 27-15-21, long. 80-47-22. (7-2)

ORLANDO MUN ARPT: Rnwy 4-22 clsd to tkofs & lndgs. (7-5)

★ORLANDO MUN ARPT TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

ORLANDO RADIO: DMET operg test basis; channel 59.

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men eqpmt on fld days. (9-1)

PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Navy Saufley (NUN) VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 134.1, 263.6 mc. (7-8)

PENSACOLA SPECIAL NOTICE: Pensacola Mun arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760'MSL. Extsv helicopter trng operns at Ellyson Fld to 650'MSL. EXERCISE EXTREME CAUTION.

PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)

PENSACOLA MUN ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2mc.

**PENSACOLA-SHERMAN FLD NAS RADAR AIR TRAFFIC CONTROL: July 7, freqs 132.3, 134.64, 137.88, 136.8 mc discontd. (7-8)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227' (240'MSL) lgtd concrete bldg being constrd 0.4 nmi SE at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

**SEBASTIN MUN ARPT: Unicom 122.8 mc; maj svc and stoarge. (7-14)

SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S (187°T) at lat 27-17-45, long. 81-21-14. (5-12)

**SKY HAVEN ARPT: Name change (formerly carried as Lake City Arpt). (7-12)

**TALLAHASSEE, DALE MABRY ARPT: 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW (251°T) at lat 30-21-29, long. 84-36-39. (5-16) 669'(909'MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(2149'MSL). (4-26) Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360' N of rnwy 18. (10-23)

TALLAHASSEE, DALE MABRY ARPT TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-25)

TALLAHASSEE MUN ARPT: New arpt under constr, aprx 2.5 mi SSW, lat 30-23, long 84-21; elev: 60'; unusable.

TAMPA-INTL ARPT: Rnwy 14-32 open, threshold lgts relctd 1000' NW, usable length 6000'. Caution when taxiing on ramp; vehicular tfc daily. NE/SW perimeter txwy btn rnwys 18 & 14 and end of rnwy 9 partially obscured from ctl twr view. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dlagt hrs only. Caution, soft when wet. (5-9)

TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

★TAMPA-INTL ARPT TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

**TITUSVILLE, CANANVERAL AVIATION CORPORATION: Name change formerly carried as Titusville-Cocoa Arpt). (7-7)

UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)

VENICE MUN ARPT: 250' (255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE (151°T) at lat 26-51-46, long. 82-18-46. (4-21)

VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt training not permitted without Port Authority approval. (1-14)

WEST PALM BEACH, PALM BEACH INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

GEORGIA: ALBANY ARPT: Bndry lgts inop.

(19 July 1960)

GEORGIA: ATLANTA AIRWAY SPECIAL NOTICE: Effective immediately apch utilizing Atlanta VOR No. 2 (IAZA) to runway 27 authorized as follows: Transitions: Atlanta VOR to LOM, direct, 2200', MDU VOR to LOM, direct 2300' (final); Stone Mt. Int. to LOM, direct,

GEORGIA: MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Instv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays; also wkends & holidays

GEORGIA: ATLANTA ARPT SPECIAL NOTICE: Effective immediately apch utilizing Atlanta ILS No. 2 (IAZA) to rnwy 33 authorized as follows: Transitions: Atlanta VOR to LOM, direct, 2200'; MDU VOR to LOM, direct 2300' (final); Stone Mt. Int. to LOM, direct, 2700'; Fort Tucker Int. to LOM direct, 3000'; Fulton Int. to LOM, direct 3000'. Procedure: turn E side SE crs. 148° outbnd, 328° inbnd, 2300' within 10 mi alt at glide slope inter - ception inbnd 2300'. Alt of glide slope and dist to apch end rnwy at OM, 2257'-4.5 mi; at MM 1186'-0.5 mi. Ceiling and visibility minima; tkof day and ngt, 2-eng or less, 65 knots or less 300-1, 2-eng or less, more than 65 knots, 300-1; more than 2-engs, more than 65 knots, 200-1/2. Circling day and ngt, 2-eng less than 65 knots, 400-1; 2-eng, more than 65 knots, 500-1; 4-eng, more than 65 knots, 500-1-1/2. Straight-in day and ngt rnwy 33, all acft 200-1/2, 400-3/4 required when glide slope not utilized. Alternate day and ngt, all acft, 600-2. Missed apch: turn left, climb to 3000' and proceed to Chattahoochee Int. or, when directed by ATC, climb to 4000' and proceed to Fulton Int. Radar transition alts and caution notes are the same as all other ATL apchs. This Notam cancelled upon publication of apch in appropriate regulations and AL charts. (6-15) Runway visual range 2600' minimum authorized for tkof and lndg rnwy 9 provided components of the ILS, hi-intensity rnwy lgts, apch lgts, condenser discharge flashers, middle and outer compass locators and all related airborne eqpmt are in satisfactory operating condition. Descent below 1224'MSL shall not be made unless visual ctc with the apch lgts has been established or the acft is clear of clouds. This notam cancelled upon publication of revised procedure. (6-1)

**ATLANTA ARPT: Sequence flasher No 2 serving rnwy 33 & operg btn stn 5 & 30 comsnd. Arriving acft make initial ctc with ATL apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 123.7 mc or 338.2 mc (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way communications on the above freqs tsmt 122.7 mc and listen on appropriate freqs for direction of flt. (4) Calls should be made at least 25 mi out. (6-30)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzr. (2-17)

ATLANTA ARPT TOWER: About July 18, freq 126.17 mc will be chgd to 126.2 mc. (4-27) ILS unusable above 8000' MSL. (6-29)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & taxiway on N side adjoining, not visible from twr acct constr of perm bldg. (6-6)

ATLANTA, FULTON COUNTY ARPT: Due to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access txwy leading to & from T hangars E of Hills ramp & that portion of NW/SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

★AUGUSTA, BUSH FLD TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

BAINBRIDGE, COMMODORE-DECATUR ARPT: Sod ruf, use rnwys and txwys only. (6-20)

BRUNSWICK RADIO: About July 28, VOR will be shut down until aprx Aug 2 - freq to 109.8 mc class chg to L-BVOR. (5-26)

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

★COLUMBUS, LAWSON AAF RADIO: Army MH facil comsnd. Freq: 407 kc. Ident: LSF. Lctd lat 32-19-40, long. 85-00-35. (7-13)

**GAINESVILLE MUN ARPT: UNICOM 122.8 mc operg durg dalgt hrs. 80/100 oct fuel avbl.

MACON MUN (COCHRAN FLD): Sequence flashing lgts comsnd on test basis pending flgt check, lgts established at stn 3 thru stn 30. (7-14)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MACON RADIO: About July 28, VORTAC will be shut down until aprx Aug 2 - Class chg to M-BVORTAC; freq chg to 114.2 mc/ Tacan channel to 89. (5-26) Durg this period, following routings apply: V35 Eatonton Int via 195° course to MCN LFR, MEA as published. MCA LFR via 200° from MCN LFR to Int. V70, as published. V56 Gibson Int to Milledgeville Int via AGS 237°R, 4000'; Miledgeville Int via 242° crs to MCN LFR, as published; MCN LFR via 261° crs from MCN LFR to Junction City Int, as published. V154 Lotts Int to Dublin Int via SAV 285°R, MEA 5000'. Dublin Int via 286° crs to MCN LFR, as published. V52 Coffee Int via 306° crs to MCN LFR, as published. V5 AMG VOR via AMG 320° R to Eastman Int; Eastman Int via 319° crs to MCA LFR; MCN LFR via 328° crs from MCN LFR and MDU 148°R to MDU VOR, as published. V35W Ellaville Int. via ABY 008°R & MCN ILS lclzr to MCN LMM, as published. Jeffersonville Int tmpry designated VNA 033° R and 086° course. from MCN LFR. (7-7)

GEORGIA: MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Instv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays xcpt by prior approval. (4-21)

ROME RADIO: LR rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.

SAVANNAH-HUNTER AFB RADAR APPROACH CONTROL: About July 18, freq 126.18 will be chgd to 126.2 mc. (5-16)

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flt advisory serv.

**SAVANNAH, TRAVIS (CHATHAM) FLD: Due non-visibility twr unable to ctl gnd tfc on airline trml loading ramp. Transmissometer comsnd. (3-11) Ceilometer vcnty ILS MM.

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000' - acct interference. (9-27) About July 18, freq 126.18 mc will be chgd to 126.2 mc. About Jul 25, ILS lclzr and glide slope will be shut down until aprx July 29 - lclzr modification. (6-20)

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)

**WARNER ROBINS, ROBINS AFB SPECIAL NOTICE: Flt Test Area described as follows: from a point lat 32-40, long. 83-37; NE to 32-51, 83-12; NE 33-15, 82-30; E 33-15, 82-05; S 32-50, 81-52; S 32-40, 81-44; SW 32-26, 81-58; W 32-35, 82-48; W 32-41, 83-11; W 32-35, 83-36; N 32-40, 83-37. Hours: 0730-1700. Altitudes: all above 5000'. User: Warner Robins Air Materiel Area. Expires June 20, 1962. (6-23)

**WINDER, 4 ATL-LGA ARPT: 1017' (2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-39-24, long. 83-37-45. (2-17)

IDAHO: **BOISE AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. Rnwy 7-25 clsd to all tfc excpt taxiing.

★BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi. July 5, freq 126.18 mc chgd to 126.2 mc.

BOISE, GEM HELIPORT: Lctn: 4.0 NW, elev: 2620', one 2600' strip, maj repairs, Unicom 122.8 mc, fuel: F4. Remarks: Tfc patn, alternating left and rgt, keep north of river.

IDAHO FALLS RADIO: About Aug 1, VOR will be comsnd. Freq 108.2 mc. Ident: IDA. Lctd lat 43-31-09, long. 112-03-47. Elev: 4727'MSL. Montrg category (1). Class: L-BVOR.

MULLAN PASS RADIO: About Aug 15, VOR/DME will be shut down until aprx Aug 30 - reconstr & freq chgs to 116.2mc/channel 82. LFR-courses many multiples & spread outward with dist.

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northen Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'MSL)- not mrkd or lighted. About Jul 1, constr will begin on an 80' AGL(785'MSL) lgtd steel rdo twr 0.8 mi SSE, lat 41-46-54, long. 88-19-52. (6-13)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Extsv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CARBONDALE, SOUTHERN ILLINOIS ARPT: About 28 July, 305(706'MSL) lgtd twr will be erected 3 nmi SSE(160°T) at lat 37-43-55, long. 89-13-17. (7-6)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs and one ant pole extending 30'AGL(775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due to non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.

CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook. VOR. (5-1)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612'MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

**CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

ILLINOIS: **CHICAGO-MIDWAY ARPT: Rnwy 9L-27R perm clsd for lndg and tkof. Open for taxiing. (6-29) Rnwy 18R to rnwy 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary.

★CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) July 12, freq 126.18 mc chgd to 126.2 mc. About July 18, ARSR & IFF bcn will be shut down until aprx July 22-improvement project. (6-24) About Aug 1, ILS lclzr & glide slope (rnwy 13R) will be shut down until aprx Aug 22-major maintenance.

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use caution all times acct extsv constr all areas. Threshold lgts rnwy 32L tmpry relctd 838' NW, efctv length or rnwy 8000'. (6-13)

★CHICAGO-O'HARE INTL ARPT TOWER: Apr 25, ILS lclzr and glide slope, (rnwy 14R) shut down-relctn power & control cables. July 12, freq 126.18 mc chgd to 126.2 mc. ILS MM lctd on projected centerline & 3700' (0.70 smi) from apch end rnwy 14L. LMM freq 379 kc. Ident: HA. (7-15)

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO HEIGHTS RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 29.

COMPTON, BRESSON ARPT: 180'(1139'MSL) lgtd twr being erected 5.9 nmi ENE(68°T) at lat 41-48-13, long. 88-58-32. (6-14)

DANVILLE, VERMILION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)

DeKALB MUN ARPT: 200'(1082'MSL) lgtd twr being erected 5.5 nmi ESE(132°T) at lat 41-52-48, long. 88-37-48. (6-14)

DIXON MUN ARPT: 200'(1013'MSL) lgtd twr being erected 5 nmi WNW(310°T) at lat 41-53-12, long. 89-31-58. (6-14)

FLORA MUN ARPT: Rnwy under constr. (7-18)

GILBERTS SPECIAL NOTICE: June 14-July 27 Flt Test Area described as follows: bgng at town Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72, E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'.

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)

JOLIET SPECIAL NOTICE: Until Aug 19, within a radius of 75 mi acft maintg 500' AGL, towing by cable a detector element performing airborne radiation measurement survey, durg dalgt hrs under VFR conditions. (5-25)

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

JOLIET RADIO: Soon, VHF/DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

MARION, WILLIAMSON CO ARPT: Caution, N/S txwy under constr; men, eqpmt crossing rnwys. (5-21)

MOLINE, QUAD CITY ARPT TOWER: July 11, ILS glide slope shut down until aprx July 19-modernization. (7-14)

MOLINE RADIO: TACAN 180° radials unusable. (5-18)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Rnwy 18 clsd to sked air carriers ngt lndgs. E one third of N trml ramp and E txwy from rnwy 8 to N ramp clsd to civil operns due parking ANG jet acft. ANG ramp clsd to all operns durg constr. (3-29)

★PEORIA, GREATER PEORIA ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc. ILS LMM and LOM unusable beyond 10 mi. (6-28) ILS glide slope alt over MM 883'; over OM 2332' MSL. (7-1)

PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.

QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown pt.

ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (5-26)

SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)

SPRINGFIELD, CAPITAL ARPT SPECIAL NOTICE: Procedure No. ILS-4, Amdt. 4, eff. 16 Apr 1960. Correct transition to read: "From Int. R-097 SPI-VOR & 250°-070° brg SPI LOM." Correct A-dn mins for more than 2-eng acft to read 600-2. (6-3)

ILLINOIS: SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patn to rnwy 4-22 are flown 2300'.

STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.

**WAUKEGAN MEML ARPT: Caution, constr in progress. Ctc UNICOM 122.8 mc prior to lndg. 3500' NE/SW rnwy open, and paved. (7-13)

WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW & NW/SE rnwys usable with caution, men & eqpmt on rnwy. Ctl twr under constr. Use UNICOM 122.8 mc prior to lndg. (6-9)

**WILMINGTON SPECIAL NOTICE: Flt Test Area described as follows: Wilmington to 13 S Joliet; SW along RR to Dwight; E along RR to Reddick, Ill; NE along RR to Symerton, Ill; W along paved road to Wilmington. Hrs: dalgt. Alt: from surface to and including 5,000'. July 7 to Aug 20, 1960. (7-7)

INDIANA: ANGOLA, TRI-STATE ARPT: Clsd, constr. NE/SW rnwy being hard-surfaced.

AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.

**CROWN POINT ARPT: Delete; private fld. (6-24)

EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress; men & eqpmt on fld. Rnwys 3-21 and 18-36 clsd intermittently. (3-20) Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.

EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

FT WAYNE BAER FLD SPECIAL NOTICE: Extreme caution passing in the vcnty of fld jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice flame out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above and visibility is 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame out apchs. (5-23)

FORT WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop.

FT WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold. Soon, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

FT WAYNE RADIO: June 20, TACAN shut down until aprx Sept 20-modernization. (6-20)

**GREENFIELD, POPE FLD SPECIAL NOTICE: Flt Test Area described as follows: SE of Greenfield, Ind. lat 39-46-30, long. 85-45-00; thence to 39-46-30, 85-39-00; to 39-44-30, 85-35-00; to 39-39-00, 85-35-00; to 39-42-00, 85-45-00; to pt of bgng. Time: dalgt hrs. Alt: surface to 2000' above gnd. Used by: Ralph R. Denien. Expires 8-30-60.

HUNTINGBURG ARPT: E/W rnwy under constr, fld clsd for ngt opern, ctc Huntingburg UNICOM 122.8 mc for fld notams. (6-14)

★INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: July 12, VHF/DF freq 126.18 mc chgd to 126.2 mc. June 27, London, Ohio ARSR-1 and IFF bcn shut down until aprx Aug 5-improvement project. (6-27) July 18, ARSR-1 & IFF bcn shut down until aprx Aug 1-improvement project. (7-6) About Aug 10, freq 119.30 will be chgd to 124.40 mc. (7-13)

INDIANAPOLIS, WEIR COOK ARPT: 219'(979'MSL) lgtd twr being erected 7.2 nmi E (92°T) at lat 39-43-30, long. 86-08-50. (6-14) Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hispeed exit. Experimental sys terminates at end of hi-speed exit, avble on req. Apch lgts & sequence flashers on rnwy 4 will be shut down Aug 9, for installation of 3 phase regulator substation & modification of threshold lgts, & apch lgts system. (7-13)

★INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. July 12, freq 126.18 mc chgd to 126.2 mc.

INDIANAPOLIS RADIO: June 20, TACAN shut down until aprx July 25-modernization. (6-20)

KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy. (3-25)

[redacted]: **KNOX, STARKE CO. ARPT: 228' AGL (938'MSL) lgtd & mrkd Guyed rdo twr erected 0. 7 mi N. At lat 41-17-46, long. 86-37-20. (7-13)
KNOX RADIO: DMET operg test basis; channel 118. (8-26)
KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)
LAFAYETTE, PURDUE UNIV. ARPT: NW/SE sod strip clsd, new rnwy under constr. 140' (850'MSL) lgtd water tank being erected 3 nmi NNE(28°T) at lat 40-27-34, long. 86-54-37. (6-23)
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
**MUNCIE, REESE ARPT SPECIAL NOTICE: Flt Test Area described as follows: S Selma, Ind., lat 40-11, long. 85-17; thence to Farmland 40-11, 85-08; to Modoc 40-03, 85-08; to Losantville 40-02, 85-11; to 40-06, 85-17. Time: dalgt hrs. Altitude: surface to 2000' above gnd. Used by: Charles T. Scott. Expires 8-30-60. (6-30)
RENSSELAER, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)
SOUTH BEND, ST. JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. (2-17)
SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable-due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: SW rnwy clsd daily for tkofs and the NE rnwy clsd daily for lndg, bgng July 24 btn the hrs of 1200 to 2130 GMT until Feb 8, 1961, due to extension constr on the SW rnwy. Threshold lgts on the NE rnwy inop. (6-24) ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun & Mon 1415-2245Z. Transient parking extremely limited, no tie down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbdn corridors 230° and 030° brg from Rbn at 2000' & 3000' MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone. (4-11)
★ TERRE HAUTE, HULMAN FLD TOWER: July 12, freq 126.18 mc chgd to 126.2 mc.
WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)
[redacted]: CEDAR RAPIDS MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp N of hangars. (9-4)
CEDAR RAPIDS RADIO: About Aug 15, VOR will be shut down until aprx Aug 24-freq chg to 117.6 mc. (7-14) Durg this period, following substitute route Structure & MEAs in efct: V67 ALO VOR via ALO R141° - *Temp Vinton, Iowa Int (ALO R141 & TNU R060), 2500'. (*Flag 3200'). Temp Vinton, Iowa Int via ALO R141° - Temp Cedar Rapids Iowa Int (ALO R141 & 261° brg CID 'H facil), 3000'; V172 TNU VOR via TNU R078 - Temp Cedar Rapids, Iowa Int. (ALO R141 & TNU R078), 3000'; Temp Cedar Rapids, Iowa Int. *via CID H facil brg 082° & PLL R-265 - Charlotte Int., 3000'. (*Changeover point from CID H facil to PLL remains unchanged. V233 Temp Cedar Rapids, Iowa Int (ALO R141 & 261 brg CID H facil) - Big Rock Int. *via CID H facil brg 092° and CVA R275, 3000'. (*changeover point remains unchanged). (5-26) July 11, TACAN shut down until aprx Aug 30 - Channel chg to 123. (7-15)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
★ DES MOINES MUN ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc.
**DESMOINES, NORTH FLD: Rnwy lgts sunset to 2400. (6-29)
DES MOINES RADIO: About July 25, VOR will be shut down until aprx Aug 15 - modernization chgs. See page 52 for substitute route structure & MEAs durg shutdown. (7-1)
ESTHERVILLE MUN ARPT: Constr of new rnwy in progress, men, eqpmt on fld. Fld open days only, rnwy lgts inop. (6-20)
FT. DODGE MUN ARPT: 130' (1126'MSL) lgtd water tank being erected 2.5 nmi S(194°T) at lat 42-31-17, long. 94-12-26. (6-20)
GRAND MOUND, GRAND FLD: 200' (1005'MSL) lgtd twr being erected 8 nmi SW(229°T) at lat 41-43-06, long. 90-48-20. (6-10)
IOWA CITY RADIO: DMET operg on test basis; channel 123.
[redacted]: LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy - 1600'; rmks: Bldg W. Fuel-80 oct avbl on req.
MECHANICSVILLE, McVILLE ARPT: 180'(980'MSL) lgtd twr being erected 13 nmi SSE (169°T) at lat 41-42-21, long. 91-15-05. (6-10)
SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2800' MSL. Tetrahedron not controllable. Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions, above the twr or 360° overhead apchs to all rnwys. (5-4)
★ SIOUX CITY MUN ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc. July 8, ILS LOM freq chgd to 414 kc and class chgd to MHW. Ident: SU. About Aug 8, ILS lclzr and glide slope will be shut down until aprx Aug 22 - narrow course width to 4°, modernization of Glide slope detector antennas. (7-15)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgtd lctd 86' out from end all rnwys. (4-13)
★ WATERLOO MUN ARPT TOWER: July 1, ILS (rnwy 12) comsnd. Lclzr freq 109.9 mc. Ident: ALO. Lctd 1000' from SE end rnwy. Elev: 864' MSL. Glide slope freq: 333.8 mc. Lctd 400' NE of centerline & 650' from apch end rnwy. Elev: 869' MSL. Glide slope angle 2.8°. Alt over MM 1060'; over OM 2239' MSL. MM lctd on projected centerline and 3250' (0.62 smi) from apch end rnwy. Elev: 871' MSL. LMM freq 201 kc. Ident: LO. OM lctd 230' NE of projected centerline & 27,445' (5.20 smi) from apch end rnwy. Elev: 881' MSL. LOM freq 382 kc. Ident: AL. (6-10)
★ WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R 275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V67 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161W use for that portion from Union, Iowa Int to Waterloo, Iowa VOR - 15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°. July 1, MHW facil decmsnd.
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)
WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; Fuel F2. (3-10)
[redacted]: ARKANSAS CITY ARPT: About 1 Aug., 169'(1252'MSL) lgtd twr will be erected 2.8 nmi N (18°T) at lat 37-02-45, long. 97-00-55. (7-11)
DODGE CITY RADIO: July 18, VOR/DME shut down until aprx Aug 8 - retuning and modernization. (7-18) See page 52 for substitute route structure & MEAs.
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar and 120' from E edge of ramp area, fenced and lgtd.
**GREAT BEND MUN ARPT: 305' (2266' MSL) lgtd twr erected 5.5 nmi ENE (75°T) at lat 38-22-08, long. 98-45-48. (6-28)
HAYES MUN ARPT: New arpt reported. Lat 38-51-00, long. 99-16-30, lctd 3.0 ESE; elev: 1998'. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450 x 250'. Rnwy lgts on 16-34 SS-SR, rotg bcn, clear and green; 100/130 oct fuel, maj repairs, unicom. Useable durg dry wea. Old Mun Arpt clsd, abandoned. (5-2)
IOLA MUN ARPT: 500'(1500' MSL) lgtd twr being erected 4.3 nmi NNW (352°T) at lat 37-56-02, long. 95-23-25. (6-29)
KANORADO, WINTER ARPT: 142.9' AGL (4052.9' MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)
★ KANSAS CITY, FAIRFAX MUN ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc.
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679' (3536' MSL) lgtd twr being erected 7.3 nmi WSW (266°T) at lat 39-49-48, long. 100-42-04. (8-13)

KANSAS: OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface-12,000'MSL within ctl zone 1300-2230Z daily Mon-Fri. (5-12)
★OLATHE NAS RADAR APPROACH CONTROL: July 6, freq 132.3 mc chgd to 134.1 mc.
OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)
OTTAWA, HILL HOUSE ARPT: New arpt reported; lctd 2.0 mi SW; elev 1100'; one sod strip NE/SW 2000' long; fuel 80/87; NE blkd.
OTTAWA MUN ARPT: Bcn inop. (4-5)
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution, work in progress on all rnwys; NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)
STAFFORD ARPT: Rnwy lgts inop. (5-2)
SUBLETTE FLYING CLUB: N/S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Hvy B-47 jet tfc 0800-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft dptg VFR within the above area maintain visual flt at or above 3500'MSL. Forbes tfc pat altitutde 2600'MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)
TOPEKA, PHILIP BILLARD MUN ARPT: Due non-visibility, twr unable to ctl tfc on portion of ramp and parking areas to N, E, S, and W of twr; also portions of taxi routes from all hangars to main ramp and N/S txwy. Use rnwys and txwys only. Sod areas unusable. (4-28)
★TOPEKA, PHILIP BILLARD MUN ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc. July 11, ILS glide slope shut down, modernization. (7-14)
**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg d ays. Stay on concrete surfaces, sod unsafe. (1-12)
WICHITA MUN ARPT TOWER: Soon, ILS glide slope will be shut down, modernization. (7-13)
WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)
WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys and txwys, days. (4-4)
KENTUCKY: ALBANY ARPT: New arpt reported; elev 1000'; one turf rnwy 2000'; 80 oct fuel avbl. (7-7)
BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)
CARROLLTON, BUTLER MEML STATE PARK: New arpt reported; elev 480'; one turf rnwy 2400'; no svc. (7-7)
CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)
FT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky.) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON,BLUE GRASS ARPT: 500' of rnwy 4 clsd for lndg to the NE. Open ditches, men and eqpmt SW of SW end. Threshold lgts relctd 400' from NE of SW end and set outside rnwy edges each side. 10' red obstn lgts at SW end. Unusable portion of rnwy mrkd for taxi and tkof only. (7-5)
LEXINGTON, BLUE GRASS ARPT TOWER: About July 25, ILS glide slope will be shut down until aprx Oct 10, arpt constr. Lclzr may be shut down intermittently durg same period when men & eqpmt in critical area. (6-10)
★LOUISVILLE, BOWMAN FLD TOWER: Freq 126.18 mc chgd to 126.20 mc. (7-1)
**LOUISVILLE STANDIFORD FLD: Sequenced flashing lgt system comsnd rnwy 1; the system operate in conjunction with configuration A apch lgtg system consist of 26 units at 100' intervals starting at the apch end of the system. (7-1)
★LOUISVILLE, STANDIFORD FLD TOWER: Freq 126.18 mc chgd to 126.20 mc. (7-1)
LOUISVILLE RADIO: July 13, TACAN shut down until aprx Aug. 12. - modernization. (7-13)
MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)
NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)
PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.
**WEST POINT AIRPARK: Abandoned. (4-13)
LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip - sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A & P mechanic days. Remarks: P-line N end of strip and lake S. (11-24)
BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21) 203' (259'MSL) lgtd twr being erected 1.5 nmi WSW (255°T) lat 30-26-52, long 91-08-14. (6-29) Constr on ramp, cntr txwy and new txwy lctd 300' S of and parallel to rnwy 13 and 31 SE and NW of cntr int. Trucks cross

LOUISIANA: 500' of apch end of rnwys 4 & 35. Eqpmt & trucks cross ramp N of trml bldg. Lgtd eqpmt parked S of rnwy 13-31 clear of all rnwys. Rnwy 17-35 clsd S of cntr int. 2700' of rnwy 17-35 N of cntr int open dalgt hrs. Men & eqpmt working up to the edge of rnwys 4-22 and 13-31 at the int of rnwy 13-31. 400' E side of ramp & cntr txwy open. 100' W side of the ramp clsd & barricaded. S txwy btn rnwy 4 and 35 clsd to acft DC-3 and higher. A narrow section on the W edge of S txwy to rnwy 4, S of hangar line is not visible from twr, pilots in this area are responsible for avoiding other acft & vehicles. (5-18)
BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-28)
FRANKLINTON AIRSTRIP: New arpt reported. Lctd 5.5 mi SSW; Lat 30-46, long. 90-10; one sod strip E/W-2600' x 150' (2-23)
JENNINGS ARPT: About July 1, bcn & rnwy lgts will be inop, due constr of hi-way. (5-16)
KAPLAN MUN ARPT: 359' (367'MSL) lgtd twr being erected 7.8 nmi S(183° T) at lat 29-52-30, long. 92-16-30. (5-16)
★LAKE CHARLES-CHENNAULT AFB RADAR APPROACH CONTROL: Freq 126.18 mc chgd to 126.20 mc. (7-1) July 8, freq 124.5 mc comsnd.
LAKE CHARLES, CHENNAULT AFB / MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.
MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 375' MSL. About Aug 1, ILS will be shut down until aprx Aug 13 - modernization. (7-11)
NEW ORLEANS ARPT: 446'(446' MSL) lgtd twr being erected 7 nmi S(188°T) at lat 29-54-04, long. 90-02-28. (6-2)
NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. First 150' of rnwy 31 obscured from ctl twr view by 40' hangar. Tfc uncontrolled in blind area, pilots tkof rnwy 31, do not use blind area unless necessary. (3-7) All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. (5-27)
NEW ORLEANS ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.
NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31) The following areas not visible from ctl twr lndg ramp areas; W side of N concourse below ctl twr, S side of W concourse, E side of old trml bldg txwy W of Pan American hangar to Taca hangar, txwy S side of Eastern hangar, txwy E side of old trml bldg; twr cannot assume responsibility for movement of tfc in these areas. (6-10) Durg dalgt hrs two 50' dragline booms markd with orange flags operg 1000' W of apch end to rnwy 10 btn the rnwy & txwy. (6-21)
NEW ORLEANS, MOISANT INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)
PATTERSON, WILLIAMS MEM'L ARPT: 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long. 91-12-30. (4-26) 365'(365'MSL) lgtd twr being erected 10.2 nmi E(106°T) at lat 29-39-52, long 91-07-41 (6-17)
SHREVEPORT, BARKSDALE AFB SPECIAL NOTICE: Due to extsv trng vcnty recommend all VFR acft cross the NW and SE 12 mi apch corridors and E tfc patn at 2500'MSL or above, or ctc Barksdale twr 126.2, 236.6 mcs for tfc advisory. (7-6)
SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. - 053° BAD H facil & E course of SHV LFR; Forbing Int. - 233° BAD H facil & S course SHV LFR. (6-6)
SHREVEPORT-DOWNTOWN ARPT: Due non-visibility, twr unable to ctl tfc along those portions of N txwy btn rnwys 14 & 18 obscured by hangar. (6-27)
**SHREVEPORT, GREATER SHREVEPORT ARPT: Sequence flasher flt check & comsnd, working in conjunction with configuration A apch lgts, rnwy 13. (7-1) Due non-visibility twr unable to ctl tfc on txwy E side of fld connecting United Gas ramp and main E/W txwy.
THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)
WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-47. (6-2) 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long. 92-49-03. (6-2)
WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)

(19 July 1960)

MAINE: HANDY AIRPORT SPECIAL NOTICE: VOR station test signal unreliable. (1-19)
HANDY, DOW AFB SPECIAL NOTICE: Extensive jet and 4 and propeller operns being conducted off rwys. Additional caution should be exercised in the following areas: (a) W of

MASSACHUSETTS: BEVERLY MUNI: NDW facil exception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-20)
★ BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: ARSR 1 and IFR ben shut down until

[redacted]: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-10)
BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 end propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N. H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline; (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc ptn 1400'MSL. Low apchs initiated from Bar Harbor 4000'MSL and below to rnwy 15 in area 10 nmi NW of fld. (6-30)
BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-16)
BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.
EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. (6-29)
LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only; Not to be used below 2500'. (4-17)
LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green I to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren. Left turn at Van Buren descending to 4000 direct to Presque Isle omni then left turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88. (6-7)
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' poles parallel to and 150' off edge of rnwy. Rnwy & bndry lgts 16-34 inop.
★MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA. (4-7) July 13, VOR voice feature comsnd. Montrg category (1). Class: chgd to M-BVOR.
NORRIDGEWOCK MUN ARPT: Clsd Aug 27, 28 and Sept 10, & 11, sport car racing. (6-17)
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)
PERU, LINNELL'S ARPT: Inactive.
PRESQUE ISLE MUN ARPT: USAF prohibits low flying over missile sites at N end of arpt. Use rgt tfc patn rnwys 10 & 19, left tfc patn rnwys 1 & 28. (6-22)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd July 24; Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29)
WISCASSET ARPT: New arpt reported. Lctd. 3.0 mi SE; elev: 62'; one turf strip 2400'; Rmks: Soft when wet. (7-1)
[redacted]: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load and unload stops only at Pier C avbl for 3 min. Acft reqrg customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo-jet or turbofan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men & eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors. (6-6)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown- acct roughness.
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
ELKTON, LOVETT ARPT: Glider operns dalgt hrs VFR conditions - air tow. Sundays, parachute jumping alt up to 3000'. (6-17)
FORT MEAD ARPT: New airfield under constr, all lndgs prohibited; Lctn: lat 76-45 W, long. 39-05 N. (6-7)
GRANTSVILLE RADIO: DMET operg on test basis; channel 53. (7-8)
HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.
OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1-NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)
[redacted]: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

[redacted]: BEVERLY RADIO: MHW facil reception limited to 20 nmi from 215° clockwise to 185°; 15 nmi from 185° clockwise to 215°. (11-25)
★BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: ARSR-1 and IFF bcn shut down until aprx July 31- modernization. (6-1) About Aug 25, 124.8 mc will be chgd to 127.8 mc.Rome, NY peripheral site. Jul 19, 118.4, 301.4 mc comsnd Rome, NY peripheral site.
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid jet tfc patn. All acft terminating Hanscom enter tfc pant at following alts: 900'MSL for acft with patn speed below 110 mph; 1300'MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800'MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc pant. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) Neon apch lgts lane shut down due constr, till aprx Oct 10. (6-30)
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 20- arpt constr.
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun area NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Turbo-jet acft lndgs & tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 prohibited. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders usable. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bats spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2-1/2 inches max depth at int rnwy 22R and taxiway A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. No transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd, lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline rnwy 15-33 & 600' from cntrline rnwy 9-27 ESE of int or rnwy 15-33 & 9-27. (4-28) Men & eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to limited taxiing clearance evacuation & obstns. (6-8)
★BOSTON, LOGAN INTL ARPT TOWER: July 1, freq 126.18 mc changed to 126.2 mc. (7-5)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)
CANTON RADIO: Private H facil unreliable from 90° to 120°. (7-15)
HYANNIS, BARNSTABLE MUN ARPT: Aeph area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution ctc UNICOM. (6-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
MARTHA'S VINEYARD ARPT SPECIAL NOTICE: Effective upon commissioning date on or about 24 June 60, the following tmpry TerVOR-33 instr apch procedure is authorized pending publication in Federal Register: arpt elev: 68', facil VOR, ident: MVY, procedure no. TerVOR-33, original. Transition from Jessey Int to MVY-VOR, direct, 2000'. Procedure turn E side of crs 157° outbnd, 337° inbnd, 1300' within 10 mi. Min alt over facil on final apch crs., 1068'. Crs and dist from int rnwy centerline extended and final crs to apch end of rnwy, 326°-.43 mi. Missed apch: if visual contact not established upon descent to authorized lndg mins or if lndg not accomplished within 0 mi, make right climbing turn to 1300', intercept and hold on 090° radial VOR 1 min patn left turns. Ceiling and visibility mins: tkof, day and ngt, two-eng, 300-1; more than two-eng, 200-1/2. Circling day and ngt, two-eng, 1000-1; more than two-eng, 100-1-1/2. Straight-in day and ngt-rnwy 33, all acft, 1000-1; alternate day and ngt, all acft, not authorized. Note: alternate wea mins of 1000-2 authorized for those who have an approved arrange-

MASSACHUSETTS: ment for wea svc at the arpt. Information Note: ceiling of 1000-1 required pending modification of ctl zone to accommodate mins of 500-1 which will then be authorized by appropriate amdt. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (6-24)

MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 70-58; elev: 61'; one sod strip E/W-3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl.

NANTUCKET MEML ARPT: 55' tmprv unlgtd ant pole 400' W of lndg area. Caution, maj constr with excavation work near Westerly shoulders of first 1,000' rnwy 6 and W of adjt taxi strip. Hazardous areas will be flagged days & obstn lgtd ngts. Exstv fld work in progress until Nov 1. (6-29)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.

ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)

WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. Rnwy lgts on 15-33 inop, rnwy restricted to dalgt operns only. (7-14)

★WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21) July 1, freq 126.18 mc chgd to 126.2 mc. (7-6)

MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area until Jan 1, 1961. estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' msl. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (7-5)

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

ALPENA SPECIAL NOTICE: Activation of temporary ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collins Arpt and extending 2 mi either side of 005-185°T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N, 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr call sign "Collins Twr". Hrs of opern 1100Z to 0300Z daily. Operating freqs primary mil 236.6 and 126.18 mcs. Lcl ctl 351.2 mcs. Gnd ctl 275.8 mcs. Emgcy 243.0 and 121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Rcvg 120.1 and 122.5 mcs. Acft without rdo comms will be ctld by standard lgt gun signals. UHF/DF hrs of opern 1100Z to 0300Z daily, call sign "Collins DF homer", operating freq 305.4 mcs. Request UHF/DF svc thru Collins twr. Durg those periods of un-manned twr, acft flt planning for Phelps-Collins arpt, Alpena, Mich. should use extreme ctn in vcnty of arpt. (5-20)

ANN ARBOR MUN ARPT: About Jul 24, constr will begin new txwy parallel to NW/SE rnwy N side, NW-SE rnwy widened, rnwy lgts inop. Caution men, eqpmt & stakes in area.

BATTLE CREEK, KELLOGG REGIONAL AIRFLD: Constr in progress on the overrun on the apch to rnwy 22. The overrun on the NE end of rnwy 4-22 is being extended from 830' to 1,000' in length, & the grade is being lowered; eqpmt on overrun from 0700-1730 Mon thru Fri, constr area mrkd & lgtd. (7-5)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi: 145°-155° clockwise-due scalloping and/or roughness. June 14, TACAN shut down indef - modernization. (6-14)

BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

CADILLAC MUN ARPT: Open to ngt operns. (5-19)

CLARE MUN ARPT: Two 184'(1060'MSL) lgtd twrs being erected 2 nmi S (188°T) at lat 43-48-15, long. 84-45-55. (6-21)

DETROIT AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 8, LaGrange, Ind ARSR will be comsnd. Enroute radar air tfc ctl svc will be provided by ARTCC utilizing radar separation standards and will be applied as necessary for expediting tfc. Svc will be cont with Detroit Center Area along the following awys: V30, 170, 116, 10, 84, 55 and 30S within an 80 nmi radius of LaGrange, Ind site. (6-28)

DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29) Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd constr in progress. (7-15)

★DETROIT, CITY ARPT TOWER: July 12, VHF/DF freq 126.18 mc chgd to 126.2 mc. (7-15)

DETROIT, METROPOLITAN WAYNE CO. ARPT: Bldg constr in front of and along side main trml bldg. Aprx July 20, apch lgts & sequence flashers on rnwy 3L will be shut down for installation of 3-phase regulator substation & modification of threshold lgts and apch

MICHIGAN: lgt sys. (7-13) Constr work in progress on txwy and parallel to rnwys 3R-21L and 3L-21R SW from rnwy 9-27, obstn lgts on constr eqpmt lctd inside SW bndry fence midway btn rnwys 3L & 3R. (7-18)

★DETROIT, METROPOLITAN WAYNE CO. ARPT TOWER: July 5, ILS lclzr and glide slope shut down until aprx July 26, major maintenance. July 12, freq 126.18 mc chgd to 126.2 mc.

★DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due intef-ference. July 12, VHF/DF freq 126.18 mc chgd to 126.2 mc. About Aug 10, freq 142.74 mc will be decmsnd. (7-8)

**DOWAGIAC, CASS CO MEMORIAL ARPT: 168'(928'MSL) lgtd twr erected 1.8 nmi E(100°T) at lat 41-59-35, long. 86-05-10. (6-25)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.

GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)

GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)

GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26) Apch lgt lane shut down until aprx Aug 8, installation of flahser. (7-7)

HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of apprx 500'. (5-4)

JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway. Constr in progress on trml bldg & ctl twr, lctd E of W, N/S txwy and N of S, E/W txwy and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under const at trml site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS glide slope unusable from MM to touchdown. (6-28)

MARQUETTE-COUNTY ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16) Caution hvy constr eqpmt crossing rnwys dalgt hrs. (7-11)

MASON, JEWETT ARPT: N/S strip clsd all operns; deep ruts at int of N/S and E/W strip, use caution. (5-26)

MT. CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.

MUNISING, HANLEY FLD: Constr of new rnwy in progress, men & eqpmt on fld. Old rnwy usable. (6-15)

★MUSKEGON ARPT TOWER: ILS glide slope alt over MM 821' MSL (208' above ground); alt over OM 1835'MSL (1212' above ground). (7-7)

MUSKEGON RADIO: About Aug 8, TACAN will be shut down until aprx Sept 19 - modernization.

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg on test basis; channel 96, not synchronized with VOR ident. About Aug 8, VOR will be shut down until aprx Aug 22 - freq chgd to 114.0 mc.

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9 Caution, lndg on E/W rnwy. (6-15)

PLYMOUTH, METTETFL ARPT: Caution lndgs S, clear auto tfc on road at N end.

PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)

ROGERS CITY, PRESQUF ISLE CO ARPT: Closed.

SAGINAW, TRI CITY ARPT: Use rnwys only. Rnwy lgts on request. Constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd & lgtd. (6-15)

SAULT, STE. MARIE ARPT: Caution, constr in progress on NW/SE rnwy durg dalgt hrs rnwy surfacing, duration Aug 25. (6-28)

STURGIS, KIRSCH MUN ARPT: Use NE/SE rnwy only. (6-17)

TRAVERSE CITY MUN ARPT: 254'(1290'MSL) lgtd twr being erected 4.6 nmiW(292°T) at lat 44-46-11, long. 85-41-22. (4-25)

MINNESOTA: BARNESVILLE MUN ARPT: Closed due to soft fld. (4-23)

MINNESOTA BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)

COOK MUN ARPT: NE/SW rnwy clsd. (5-20)

**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.

★DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7) July 12, freq 126.18 mc chgd to 126.2 mc.

DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)

ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)

EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)

HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)

ISABELLA, DUNCAN AIRFLD: 265'(2270'MSL) lgtd twr being erected 2 nmi ENE(70°T) at lat 47-37-30, long. 91-22-30. (6-11)

MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. (3-16)

**MINNEAPOLIS, CRYSTAL ARPT: 295' twr lctd 6 nmi SE dismantled. (7-6)

MINNEAPOLIS, ST PAUL INTL(WOLD CHAMBERLAIN) FLD: Rnwy 4-22 clsd to all flt operns due to maj constr along both sides of rnwy immediately SW of 4-22 & 11L-29R int. Work will be in progress 24 hrs daily excp Suns til aprx Sept 10 and rnwy will be avbl for use durg this period only when wind or wea conditions preclude use of other rnwys. Day & ngt mrkd. Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Hvy rock blasting thru area 0700-1700C daily excp Suns. Bldgs being erected btn rnwys using 130' cranes obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. Due non-visibility twr unable to ctl tfc first 500' apch end rnwy 11L int 4-22 11R and associated txwys. First 1000' NE end rnwy 4-22 clsd to non-mil acft. Tkof permitted when wind conditions dictate in interest of safety, may be used for taxiing and overruns for NE lndgs. (7-15)

★MINNEAPOLIS-ST PAUL INTL(WOLD CHAMBERLAIN) FLD TOWER: July 12, freq 126.18 mc chgd to 126.2 mc. May 6, ILS lclzr and glide slope (ident MSP) shut down until Jan 15, 1961- lclzr modification. (5-6) July 5, ASR-2 shut down until aprx Sept 5-modernization. (7-5)

MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.

MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW SE rnwy soft-1800' usable.

NODINE RADIO: DMET operg on test basis; channel 126.

REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)

ROCHESTER, LOBB FLD MUN ARPT: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. Green flashg code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)

ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.

ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10)

STANTON, CARLETON ARPT: 320'(1530'MSL) lgtd twr being erected 8 nmi S(183°T) at lat 44-20-38, long. 93-01-03. (5-13)

STANTON RADIO: About July 21, MHW will be discontd. (6-10)

WINONA RADIO: VOR unusable beyond 14 mi-course instability. (3-20)

MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E(93°T) at lat 33-09-33, long. 90-08-53. (5-13)

BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intsv jet & conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.

CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)

COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)

★COLUMBUS AFB RADIO: USAF LF rng decmsnd. (7-6)

GREENVILLE AFB SPECIAL NOTICE: Extsv jet VFR trng being conducted 7000' MSL & below in an area on V1522 btn Moorhead, Miss. & a pt 51 nmi W of base at the Saline Riv. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible ctc Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)

GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 2200-0600 daily. (5-12)

GREENWOOD MUN ARPT: 167'(299'MSL) lgtd twr being erected 1.2 nmi NNE(34°T) at lat 33-31-15, long. 90-10-43. (6-17)

GREENWOOD RADIO: Feb 9, VOR class tmpry chgd to M-BVOR. (2-12) About Aug 8, VOR will be shut down. Durg this period, use following: J52V TXK VOR-GRW VOR-BHM VOR substitute TXK VOR thence via 082° radial TXK VOR to 266° radial UBS VOR to UBS VOR direct BHM VOR. Change over point btn TXK VOR & UBS VOR-crossing 161° radial LIT VOR. (7-14)

GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.

GULFPORT AFB RADIO: USAF H facil operg June-Aug. Freq: 269 kc. Ident: GFM.

**JACKSON, HAWKINS FLD: 158'(498'MSL) lgtd twr erected 2.2 nmi N(12°T) at lat 32-22-01, long. 90-13-26. (6-28)

JACKSON, HAWKINS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-27)

JACKSON RADIO: About Aug 15, TACAN will be shut down until aprx Aug 25-eqpmt installation. (7-14)

LAUREL MUN ARPT: 130'(365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)

**MADISON, CAMPBELL FLD: UNICOM 122.8 mc. All rnwys clsd, rnwy lgts inop. Constr on fld; mrkd NE/SW sod strip 2400' W side fld 20-1 slope open to tfc. (7-7)

**MERIDIAN, KEY FLD: Rnwy 9-27 clsd. Rnwy 14-32 perm discontinued. (7-2)

MERIDIAN RADIO: July 22, TACAN will be shut down until aprx Aug 1-eqpmt installation.

MERIGOLD ARPT: 341'(488.6'MSL) lgtd twr being erected 21 nmi E(92°T) at lat 33-50-05, long. 90-18-58. (5-13)

OXFORD, UNIVERSITY-OXFORD ARPT: Caution parking area under constr, hvy eqpmt on fld. (6-27)

PICKENS, PRESLEY'S ARPT: 266'(590'MSL) lgtd twr being erected 7 nmi WSW(258°T) at lat 32-52-14, long. 90-06-07. (6-30)

RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (4-1) 278.5'(652'MSL) lgtd twr being erected 17.9 nmi WNW(309°T) at lat 32-29-05, long. 90-41-31. (6-30)

TUNICIA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S(196°T) at lat 34-30-34, long. 90-25-58. (5-12)

YAZOO CITY, BARRIER FLD: 191'(548'MSL) lgtd twr being erected 10.1 nmi SSE(170°T) at lat 32-42-26, long. 90-22-16. (6-30)

MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)

BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)

CAPE GIRARDEAU MUN ARPT: 1677'(2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (5-4) NW SE sod strip clsd. (9-8)

COLUMBIA MUN ARPT: Constr, men & eqpmt on fld durg dalgt hrs. (7-11)

★COLUMBIA RADIO: VOR name changed to Hallsville. (7-7)

**CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500' MSL to 4500' MSL. Expires 9 Sept. 1960. (6-6)

DOGWOOD RADIO: About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield. (6-15)

GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extsnsive jet trng 24 hours daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)

JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)

MISSOURI: **KANSAS CITY MUN ARPT: UNICOM 122.8 mc comsnd. (7-9)
★KANSAS CITY MUN ARPT TOWER: July 12, freq 126.18 mc chgd to 126.2 mc.
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng.
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI Clsd to all operns, constr. (2-17)
MAPLES RADIO: DMET operg on test basis; channel 89.
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ROLLA-MEMORIAL ARPT: 148'(1080'MSL) lgtd twr being erected 4.8 m mi SW (231°T) at lat 37-56-41, long. 91-48-40. (6-9)
ST JOSEPH SPECIAL NOTICE: Caution- TWA conducting extsv flgt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edg V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)
ST. JOSEPH, ROSECRANS MEML ARPT TOWER: About July 20, ILS lclzr & glide slope will be shut down until aprx Aug 3- chg lclzr course width to 4° & antenna modernization.
ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Soon, freq 307.9 mc will be chgd to 269.6 mc at St Charles peripheral site. (6-2)
ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: First 700' apch end rnwy 6 and txwy C clsd, duration aprx Sept 16. Men & eqpmt on rnwy and txwy. Constr in progress last 2000' apch zone of rnwy 6; constr areas flagged and flared. Two silos 65' AGL lctd aprx 1600' from end rnwy 30 & 300' N of cntrline rnwy 30 unlgtd. Due non-visibility twr unable ctl tfc on ramps and txwys SE of new admn bldg, air freight trml bldg, TWA & Young Aviation hangars. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' rnwy 6, constr area mrkd. Shoulders soft; rnwy apchs ruf and unusable; grass area clsd. Bright mercury vapor lgts on highway 70 aprx 3000' from apch end of rnwy 6 may be mistaken for rnwy when breaking clear of overcst from lake apch durg hrs of darkness. (6-28)
★ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution- lclzr courses subject to minor oscillations dur dalgt hrs due hvy constr machinery operg vcnty, (11-1) July 12, freq 126.18 mc chgd to 126.2 mc. June 20, ILS lclzr glide slope & DME shut down until arpx Sept 20- relctn. (6-20)
**SEDALIA-COMMERCIAL ARPT: Perm clsd to public, private fld. (7-11)
★SPRINGFIELD MUN ARPT TOWER: July 1, ILS (rnwy 1) comsnd. Lclzr freq: 109.9 mc. Ident: SGF. Lctd 1000' from NE end of rnwy. Elev 1251.4 'MSL. Glide slope freq 333.8 mc, lctd 400' E-SE of cntrline & 750' from apch end rnwy. Elev 1261'.
Glide slope angle 3.0° Alt over MM 1465'; over OM 2436'MSL. MM lctd on projected centerline 3150' (0.60 smi) from apch end rnwy. Elev 1284.6'MSL. LMM freq 230 kc. Ident: GF. OM lctd 75' WNW of centerline & 21,735' (4.11 smi) from apch end rnwy. Elev 1292' MSL. LOM freq 290. Ident: SC (6-3)
VERSAILLES MUN ARPT: N/S and NE/SW rnwys clsd. (6-9)
VICHY RADIO: June 20, TACAN shut down until aprx Aug 1-modernization.
MONTANA: BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)
BUTTE RADIO: VOR/DME restricted to awy radial use and trml apch use only. (3-22)
CHESTER ARPT: Clsd -constr, bcn remain lighted. (4-5)
DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)
DILLON RADIO: July 5, TACAN shut down until arpx Aug 5- reconstr.
★GREAT FALLS INTL ARPT TOWER: July 6, freq 126.18 mc chgd to 126.2 mc. (7-7)
GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
MEADOW CREEK USFS ARPT: Caution, soft and not usable after hvy rains. (6-22)
MILES CITY RADIO: June 27, TACAN shut down until aprx July 27-reconstr (7-13)
MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U. S. Forest Service practice areas- alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02; 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09, Ninemile Creek 47-05, 114-22.
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd, rnwy 2-20 clsd, rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs. (8-7)
WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR & LF rng.
NEBRASKA: ★ALLIANCE RADIO: July 1, state owned L-VOR clld from Scottsbluff FSS. Montrg category (1) 0600-2100 and (3) 2100-0600. Rcvrs remoted to Scottsbluff FSS.
BROKEN BOW MUN ARPT: Caution, constr work in progress on arpt apron and txwy. (7-1)
**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thruthis area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.
COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)
HAYES CENTER RADIO: TACAN brg info unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (7-2)
HOLDREGE MUN ARPT: Caution, constr; men, eqpmt working on shoulder adjt to N/S rnwy; lgts inop N/S rnwy. (7-9)
**OMAHA, EPPLEY AIRFLD: E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adj to trml area. (7-5) Hi-intensity sequence flashers in conjunction with configuration A apch lgt system comsnd rnwy 14L; flush type lgts 300 and 400' from rnwy threshold not installed. (6-3)
★OMAHA, EPPLEY AIRFLD TOWER: July 12, freq 126.18 mc chgd to 126.2 mc. ILS glide slope unusable from MM to touchdown- due glide slope roughness. (5-3)
ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)
★SIDNEY RADIO: July 15, VOR freq chgd to 115.7 mc; class chgd to M-BVOR.
WOLBACH RADIO: DMET operg on test basis; channel 111.
NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 nmi at MOCA.
**FALLON SPECIAL NOTICE: Intsv mil jet hi speed low level bombing flts being conducted daily in accordance VFR btn surface and 8000' MSL NW within an area bounded by coordinates 39-42, 118-55; 32-22, 118-51; 39-24, 118-56; 39-24, 119-00; 39-40, 119-04. These operns considered hazardous to non participating acft and in the interest of safety acft are requested toavoid this area below 8000' MSL. (6-29)
FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearance should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000'MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop.
LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6) Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR, direct to the NE corner of Caution Area C436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-48 N, 114-15 W to 35-58 N, 115-30W. Suggested arrival & departure route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB 5 mi control zone at or below 7000' MSL. (6-1)
LAS VEGAS RADIO: VORTAC coverage restricted to awy radials and trml apchs use only.
LOVELOCK RADIO: About July 18, TACAN will be shut down until aprx Aug 17-freq chg to & channel chg to 112. About Aug 2, VOR will be shut down until aprx Aug 17-freq chg to 116.5 mc. About Aug 10, DME channel will be chgd to 85. (5-27) Durg VOR shut down following route structure & MEAs in effect: Unusable Awys: V1500-02 RNO-LOL; V1585 LOL-SDO; V6N LOL-DAM. Unusable Reporting Points: Churchill & Yerington Intss.

(Continued)
(TP Jan 1966)

NEVADA: LOVELOCK RADIO: Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless other wise indicated): V6, V1504-31 RNO-BAM via RNO R039° and BAM R231°; MEA 18,000'; V105 OAL-RNO, MEA 12,000'.

MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in vcnty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)

★ MORMON MESA RADIO: June 15, VOR/DME shut down-freq chgs to 114.3 mc/Channel 63. Durg shutdown, following route structure & MEAs in efct: Unusable Awys: V8, Searchlight Int-MMM; V21E LAS-MMM; V237 White Hills Int-MMM; V21, V21W, V1508 V1529 MMM-MLF; V8N MMM-Gunlock Int. Unusable Reporting Points: Willow Beach, Temple, Mead & Lakeview. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated): V105E LAS-PGS, 9000'; V8N, V21E, V1508, V1510, V1529 LAS-MMM Int., 15,000' NE,6500' SW; V8, V21E, V1510 MMM Int-Hurricane Int., 15,000' V8N Gunlock Int-BCE, 16,000' MEA. Usable Reporting Points: Boulder City Int-LAS 105° & 244° brg to Goodsprings H facil; Gunlock Int-BCE 239° & SW course ENP LF rng (MRA 16,000'); Mormon Mesa Int- BCE 225° & PGS 318° (MRA 15,000') Class of VORTAC is M-VORTACW. This corrects Airgi Vol 15, No. 9 dated July 5, 1960.

NELLIS AFB SPECIAL NOTICE: Hby jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' ann d 40,000' from 1200 to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng. (5-17)

RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°.

TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs. (9-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700 Mon-Fri (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord Rdo).

CLAREMONT MUN ARPT: Rnwy lgts inop.

CONCORD RADIO: DMET operg test basis; channel 113. (3-30)

LEBANON RADIO: VOR unusable 110° clockwise to 115°, beyond 35 nmi. (6-28)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)

NEW JERSEY: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri. The route will be from ACY helicopter pad (lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050° M to bndry of Idlewild arpt, (lat 40-38-20, long. 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long. 73-46-46). Direct Mineola, direct Glencove Rbn thence track out brg of 020° M until intercepting brg of 141° from Westchester Co. LMM/LMM/PN 260; thence 315° M to threshold of rnwy 34 Westchester Co. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thence heading 102° to intercept 232° radial of BDR VOR thence 052° M to Bridgeport pad (lat 41-10-00, long. 73-07-30.

**ATLANTIC CITY (POMONA)NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution extsv fld maint. RAE visual glide path indicator operated 24 hrs daily on test basis; consists of short bars of lgts each side rnwy 13, 750' & 1250' from threshold; when below correct glide path all lgts appear red, when above glide path all lgts appear white, on glide slope indication shows near lgts white and far lgts red; system is adjusted to conform to ILS glide slope until aprx Aug 5. Lgtd 163' radar reflector erected 3600' SW of arpt at lat 36-26-37, long. 74-35-51. (7-12)

★ ATLANTIC CITY (POMONA) NAFEC ARPT TOWER: Soon, freq 132.30 mc will be decmsnd. Freq 126.18 mc chgd to 126.20 mc. (7-1)

ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd.

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: NEW JERSEY: 3 mi either side of a line from arpt at lat 40-52, long. 74-17. 340°M to a point at lat 40-58, long. 74-22; thence 315° M to the Delaware River. Time: Sunrise-Sunset. Alt: sea level to 9000'. User:Curtiss-Wright Corp.,Caldwell,NJ. Expires Aug 15.

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (6-16)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° at MOCA. (4-18) DMET operg on test basis; channel 98. (6-2)

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

DOVER SPECIAL NOTICE: Picatinny Arsenal, July 5, 1960 - July 4, 1961 a moored balloon with streamers attached to cable will be raised dalgt hrs, with 3 mi visibility, 1000' (1700'MSL).

LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 369 kc (NEL) on req and durg IFR. No approved apch for homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wind acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev 1250' E of threshold lgts mrkd by red & white panels & Obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended; men, eqpmt on fld. 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg. (6-9)

★ NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° About July 25, ATCRB svc will be shut down until aprx Oct 12- relctn. About July 25, VHF/DF will be shut down until aprx Aug 26 - relctn. July 10, dptr ctl freq 353.90 mc comsnd in place of 338.60 mc. (7-15) About July 27, PAR will be shut down until aprx Aug 10 - relctn & modernization. (7-12) July 1, freq 126.18 mc chgd to 126.20 mc. (7-5)

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.

READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on wk-ends from gnd to 7000'.

RED BANK ARPT: VOR rcvr gnd check pt unusable. (9-3)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc-careful tuning required.

SOLBERG RADIO: TACAN operg test basis; channel 94. (7-13)

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

STILLWATER RADIO: About Aug 23, VORTAC freq will be chgd to 111.6 mc/channel 53.

TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil & mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; cons tr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200'x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men, eqpmt on fld daily. New 60'unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo eqpd acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (6-10)

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution, extsv jet operns durg VFR & IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000; within 7 mi radius of arpt & 5 mi both sides of cntrline from Mc Guire LFR (WRI) to, & 10 mi beyond Medford (MFX)bcn. All VFR tfc rqrd to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be eqpd to tsmt apch ctl on 122.5 mc & rcv on 134.1mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit(AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (3-28)

NEW MEXICO: ALAMOGORDO MUN ARPT: New arpt reported. lat 32-51, long. 105-59; elev: 4200; one 7000' rnwy, rotg bcn, unicom 122.8 mc. 100 oct fuel avbl.

ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700M-1000M daily except Sat & Sun. These ctld firings are conducted only durg VFR wea conditions & lctd aprx 8 mi SSE Kirtland AFB lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

NEW MEXICO: ** ALBUQUERQUE, KIRTLAND AFB SPECIAL NOTICE: VFR operg rules within Albuquerque/Kirtland AFB hi-density trml area: (1) All E & W bnd tfc flying over ABQ advised to remain on awys V12, G4, V1518 acct high volume VFR jet tfc dptg ABQ maintg mag tracks from Rio Grande Rvr of 300° & 190° & not above 9000'MSL till cleared of E/W awys thence climbing rapidly paralleling the E/W awys till such time cruising alt is reached. (2) VFR jets with intent for VFR apchs maint level flt till such time that descent can be made off the E/W awys V12, G4, V1518. (3) Recommended alt for VFR re-entry onto E/W awys is below 10,000'MSL. (4) Jet acrobatics, hvy conventional & jet VFR instr apchs & trng being conducted all quads within 100 mi radius of ABQ hi-density area. Regular jet acrobatic area SW quad area of ABQ LFR above 16,000'MSL. Jet lcl VFR descent area is triangle bounded by V19, V68 and V68S. (6-18)

**ALBUQUERQUE, KIRTLAND AFB: Unlimited delay on any maint other than minor not applicable to VIP and air evac acft. Rnwy 17-35 clsd to all acft in excess of 33,000 lbs GWT. Kirtland ASR mins rnwy 8 are 700' and 1 pending further flt check; possible severe down-draft on apch. (6-11)

ALBUQUERQUE, KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM. Lctd lat 36-29-30, long. 104-52-18. Mag. var.: 13°10'E. Elev: 6547'MSL. Montrg category (1). Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

**ENGLE SPECIAL NOTICE: CAUTION -DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23; txwy from W taxiing int to end of rnwy 7-25 clsd for aprx 30 days; caution, constr in progress on other txwys; taxiing rnwy 7-25 authorized W of W taxiing int only. Tkofs on rnwy 7 from W txwy int authorized for acft smaller than DC-3. Continuation of apch to touchdown prohibited when rnwy occupied. (6-23)

FT. WINGATE(GALLUP) SPECIAL NOTICE: Hvy demolition in progress thru 12 Aug daily Mon-Fri 0730M to 1600M in 4 square mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long. 108-36, on S by lat 35-26, and on W by long. 108-38. (6-27)

★HOBBS, LEA COUNTY ARPT TOWER: Freq 126.18 mc chgd to 126.2 mc. (7-7)

**LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

★ RATON RADIO: July 15, VOR perm decmsnd.

**ROSWELL MUN ARPT: 90'(3720'MSL) lgtd twr erected 6 nmi N(14°T) at lat 33-30-32, long. 104-31-01. (6-28)

SANTA FE-COUNTY MUN ARPT: Due non-visibility twr unable to ctl tfc on E-W parking and loading area SE of twr. (6-10)

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

★ TAOS RADIO: July 13, VOR ident chgd to TAS. (7-18)

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

ZUNI RADIO: About Aug 1, VORTAC will be shut down until aprx Aug 16-freq chg to 113.4 mc/channel 81. Durg this period, following route structure & MEAs in efct: Unusable Awys: V12N, INW-ZUN: V12S INW-Suwanee Int; V62 Chevelon Int-Cactus Int; V192 ZUN-Acoma Int. Unusable Reporting Points: Hickman & Milky Ints. Usable Awys (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518 INW-GNT via INW R079° and GNT R254°, MEA; INW-Zuni Int., 13,000', Zuni Int-GNT, 16,000'; V421 SJN-FMN via SJN R345° and FMN R192°, MEA SJN-Zuni Int, 13,000' N-bnd; 9,000' S bnd, MCA SJN, 10,500' N; Zuni Int-FMN 20,000' MCA Zuni Int, 20,000' NE bnd. Usable Reporting Points: Acoma Int - GNT R160° and ONM R276°; Chevelon Int-INW R153° and SJN R263°; Zuni Int - SJN R345° and INW R079°. (7-18)

NEW YORK: ALBANY MUN ARPT TOWER: About July 18, ILS lclzr & glide slope will be shut down until aprx July 28 - modernization. (6-2)

BATAVIA AIRPARK: (Private use arpt) Parachute jumping at alt up to 12,000' dal gt hrs VFR conditions with ceiling from gnd level 2200' up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. (7-11)

**BATAVIA ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 43-08, long. 78-01; 43-12, 78-17; 43-04, 78-22. Hours: dalgt only. Altitudes: btn 1000 and 5000'. User: C. Warren Crowe. Expires June 14, 1961. (7-5)

NEW YORK: BATAVIA ARPT: Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)

BETHPAGE, GRUMMAN ARPT: Men, eqpmt on all rnwys daily from 2030Z til dark. (7-15)

**BINGHAMTON, BROOME CO ARPT SPECIAL NOTICE: Flt Test Area describedas as follows: lat 42-30, long. 75-49; 42-19, 75-56; 42-23, 75-44. Hours: dalgt only. Altitudes: btn 2000 and 10,000' MSL. User: Navigation Devices, Inc. Expires July 14, 1961.

BINGHAMTON, BROOME CO. ARPT TOWER: June 13, ILS lclzr and glide slope shut down until aprx July 28 - modernization. (6-13)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.

BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr. (8-25)

★ BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relct to hangar roof on NW corner arpt; new lctn 3900' NW of present twr on trml bldg. July 1, freq 126.18 mc chgd to 126.20 mc.

CALVERTON, PECONIC RIVER ARPT TOWER: About Aug 22, ILS LMM will be comsnd. Freq: 222kc. Ident: IC. Lctd lat 40-53-58, long. 72-49-26. Elev: 58' MSL. (7-13)

CICERO ARPT: Closed transient acft, constr. (6-27)

COOPERSTOWN ARPT: Caution, all rnwys under constr.

DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.

FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus. only, hrs opern, Mon-Fri 1200-2130Z.

GLEN FALLS, WARREN CO ARPT: All txwy and ramp lgts inop. (7-13)

GLEN FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.

**HILTON ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 43-22, long. 77-52; 43-25, 77-59; 43-19, 77-55. Hours: 0900 and one half hr before sunset. Altitudes: between 1000 and 3000'. User: Lloyd A. Feary. Expires June 1, 1961. (7-5)

ISLIP, MCARTHUR FLD SPECIAL NOTICE: ILS Procedure-Rnwy 6, Amdt. 5, efctv 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstns in apch area.

ITHACA MUN ARPT: Men, eqpmt on fld thru July 26;arpt will be clsd all day July 27.(7-7)

ITHACA, TOMPKINS CO ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface. N/S rnwy clsd. Men, eqpmt on fld. (6-10)

LAKE PLACID: Not a seaplane base; facil for land plane avbl at Lake Placid Arpt.

LIDO RADIO: H facil unusable beyond 12 mi-acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extsv gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt, all alts from surface to 12,000'. (8-29)

NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK AREA SPECIAL NOTICE: Extreme caution-hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L. I. & Warning Area W-106 on heading 140°outbnd(320°inbnd)crossing V-30, V-16 & G-5, ctl area 1169, cont durg VFR dalgt hrs.

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 5, freq 124.9 mc will be decmsnd; Sayre, Pa. peripheral site; freq 120.1 mc will be decmsnd and freq 118.8 mc will be comsnd Millville, N. J. peripheral site. (6-20)

NEW YORK, FLUSHING ARPT: Constr work 400' S; aprx 80' obstn crane & pile driver. Caution lndg N, tkof S over this area. Apartment bldg aprx 90'MSL will be constrd. (6-2)

NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80x80'; elev: 7'. 91/100 oct fuel. Two way rdo(unicom) rqrd with 30 min notice. Remrks:Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.

(19 July 1960)

NEW YORK: NEW YORK INTERCITY AIRWAYS SPECIAL NOTICE: Pilots are cautioned to avoid flying in the Beach Marine Obstacle Clearance Area (OCA) of Idlewild ARTCC Zone between 0700 & midnight EDT, through September 5, 1960. (6-13)

NEW YORK, INTERCITY AIRPORT: Surface detection equipt (ASDE) lctd lat 40-38-37, according to published procedures. All acft etc Plattsburgh AFB twr prior to

**POTSDAM, DAMON FLD: 306' twr erected 3 nmi SW(237°T) at lat 44-38-50, long. 75-01-15.

ROCHESTER, HYLAN ARPT: Runway 13-31

NEW YORK: NEW YORK INTL (IDLEWILD) ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (lctd 4 nmi E of Lido NDB) between 8pm & midnight EDT, through September 6, 1960. (6-13)

NEW YORK, INTL (IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. Due non-visibility twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn txwys S and T; txwys I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwys I and O btn I and N and including txwy M btn O and I to the outer periphery of txwy O. Constr eqpmt working 1200' off apch end rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd and flagged. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.

NEW YORK-INTL (IDLEWILD) ARPT TOWER: ILS glide slope (rnwy 22L) unusable below 300' MSL - acft roughness.

NEW YORK LA GUARDIA ARPT SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twrs aprx 390' MSL. (12-3)

NEW YORK, LA GUARDIA ARPT: Last 500' apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and or visibility less than 1000' of 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-25) Rnwy 4-22 clsd exp for taxiing via designated txwys to and from N A F. Txwy I and W run-up area also marked, txwy lgts inop. (4-21) Constr all areas, hvy eqpmt operg daily. Acft follow all centerlines due current chgs; txwys max wing span 125', greater wing span unsafe. Rnwy 13 reletd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of Domestic trml bldg ramp, btn hangars 1 and 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmls; vehicle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area F of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at waters edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2 & 4. 3 inch deep water puddles all depressions in paved surfaces, during and after rain. (5-13) Constr at int rnwy 13 and 22; men, eqpmt working dalgt hrs vcnty of int; eqpmt mrkd day and ngt; E bndry rnwy 22 across rnwy 13 mrkd by red obstn lgts on 4' stanchions across full width of rnwy 13. Rnwy 13-31 usable 4900' x 150' with overrun of 420' on NW end.

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl gnd ctl & PAR. ILS glide slope and DME inop. About Aug 15, ILS substitute lclzr lctd on pavement of clsd rnwy 4-22; lat 40-46-18, long. 73-52-56; 1120' NE of SW end of rnwy pavement will be removed from svc. Concurrently, the lclzr lctd lat 40-46-05, long. 73-52-29; 187' NE of end rnwy 22 will resume opern brg 043° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. About Aug 29, VHF DF will be shut down until aprx Sept 29 - reletn. About Aug 29, PAR will be shut down until aprx Sept 16 - modernization. (7-14)

NEW YORK RADIO: About July 21, Idlewild TACAN will be shut down aprx Aug 20 - modernization. (6-16)

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 n mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area

NEW YORK: according to published procedures. All acft ctc Plattsburgh AFB twr prior to entering Plattsburgh AFB ctl zone. (7-1)

**POTSDAM, DAMON FLD: 406' twr erected 3 nmi SW(237°T) at lat 44-38-50, long. 75-01-15.

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' extsn on W end rnwy 10-28 under constr; 4800' rnwy 10-28 usable. Last 200' of W end clsd, mrkd with barricades & flags days & tmpry battery operated threshold lgts ngts. Txwy 4 clsd W of rnwy 1-19. Men, eqpmt off W end rnwy 28 days xcpt Sat. & Sun. (5-5)

ROCHESTER-MONROE CO. ARPT TOWER: ILS lclzr and glide slope inop dalgt hrs Mon - Fri until aprx Aug 1 - men & eqpmt vcnty lclzr. About Aug 19, ILS LMM will be decmsnd. Concurrently University MHW facil will be comsnd. Freq 379 kc. Ident UNI. Lctd lat 43-07-27, long. 77-37-42. Elev: 547' MSL. (7-13)

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Closed all operns. (10-5)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT: Rnwy 6-24 closed. (2-10)

SYRACUSE, HANCOCK ARPT TOWER: July 6, ILS lclzr and glide slope shut down - eqpmt modernization. (7-6)

THOUSAND ISLAND ARPT: New arpt reported. Lctn. 1.0 SW of the Thousand Island Bridge on the St. Lawrence River. One 2400' NE-SW turf strip. Hi tension wires SW end of fld. Fld open summers only, June 1 - Oct 1. (6-6)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.

**WALDEN, NEWBURG-WALDEN ARPT: Perm clsd.

WATKINS GLEN RADIO: About Aug 8, VOR will be shut down until aprx Aug 13 - freq chg to 108.4 mc. See page 52 for substitute route structure & MEAs durg this period.

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)

★ASHEVILLE RADIO: June 30, VORTAC comsnd. TACAN channel 71. Class: M-BVORTAC.

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable usually unable to lgt full length of rnwy. (3-4)

**CHARLOTTE, DOUGLAS MUN ARPT: 60'(773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. Sequence flashing lgts used with hi-intensity apch lgts on ILS apch to rnwy 5 flt checked and comsnd. Rnwy 11-29 clsd to all operns. (7-5)

CHARLOTTE, DOUGLAS MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

CHARLOTTE RADIO: About July 18, TACAN will be shut down until aprx July 28 - eqpmt installation. (6-16)

CHERRY POINT MCAS RADIO: Navy H facil (freq 245 kc) shut down for reletn to former rng site. (6-14)

COFIELD RADIO: About July 28, VORTAC will be shut down until aprx Aug 3 - freq chg to 113.7 channel 84. See page 51 for substitute route structure & MEAs. (5-25) About Aug 3, VOR class will be M-BVORTAC. (5-26)

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (6-15)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

**GREENSBORO-HIGHPOINT ARPT: Sequence flashers in conjunction with ILS comsnd. (7-1)

GREENSBORO-HIGHPOINT ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

JACKSONVILLE ARPT: Clsd to all tfc, no svcg avbl. (6-9)

LIBERTY RADIO: Soon, VOR will be comsnd, freq 111.2 mc. Ident: LIB. Lctd lat 35-48-18, long 79-37-21. Montrg category (I). Ctlg FSS-Raleigh-Durham. Class: L-BVOR. (6-3)

LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

NORTH CAROLINA: MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW(247°T) at lat 34-45-37, long. 79-26-19. (5-13)
MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)
RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE(116°T) at lat 35-50-00, long. 78-42-40. (5-6)
★RALEIGH-DURHAM ARPT TOWER: July 18 freq 126.18 mc chgd to 126.2 mc.
RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)
SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734'MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)
WILMINGTON RADIO: July 14, TACAN shut down until aprx Aug 14-class chg to H-BVORTAC/TACAN channel chg to 117. VOR will be shut down freq chg to 117.0 mc.
See page 51 for substitute route structure & MEAs durg shutdown. (7-14)
**WINSTON-SALEM, SMITH REYNOLDS ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 36-33, long. 80-16; NE to 36-47, 80-02; N to 37-03, 80-03; W to 37-05, 80-30; SW to 37-00, 80-38; SE and closing to 36-33, 80-16. Hours: dalgt. Alts: min terrain clearances to 20,000'. User: Piedmont Airlines. Expires 23 July 1960. (5-2)
★WINSTON-SALEM RADIO: July 15, LF rng perm decmsnd.
★WINSTON-SALEM, SMITH REYNOLDS ARPT TOWER: ILS lclzr back course unusable. (6-3) July 18, freq 126.18 mc chgd to 126.2 mc.

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
DAVENPORT, SCHROEDER ARPT: New arpt reported: lat 46-42, long. 97-07; elev: 920'. One N/S turf strip 2600'. 80 oct fuel avbl. (6-9)
FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25)
FARGO, HECTOR FLD TOWER: Soon, ILS lclzr & glide slope will be shut down until aprx Nov 20-lclzr relctn. (6-29)
GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)
GRAFTON MUN ARPT: N/S and E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (fone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)
KINDRED, HAMRY FLD: 91'(1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)
MINOT INTL ARPT: Use calm wind rnwy 12 when wind is six knots or below. (7-13)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: **AKRON, CANTON ARPT: Twr unable to observe Air Guard ramp on W side of arpt and txwy from T hangars to hangar line txwy NE side of arpt. Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior to entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Portion of ctl zone and tfc patn E of arpt not visible from ctl twr due constr. 110' lgtd boom operg dalgt hrs, trml bldg under constr. (6-15) Sequence flashg lgt system comsnd rnwy 1; operates in conjunction with existing configuration A apch lgt system and consists of 21 units at 100' intervals starting at apch end of system. (6-22)
★AKRON-CANTON ARPT TOWER: ILS glide slope operg test basis; unusable below 200' AG acct roughness. (6-16) July 1, freq 126.18 mc chgd to 126.2 mc. (7-5)
AKRON MUN ARPT: Tetrahedron unctlbl. Obstn lgts inop SE hill apch rnwy 32; stadium E bndry obstn lgts inop excp one lgt on N corner. (4-20)
AKRON MUN ARPT TOWER: About July 25, freq 120.10 mc will replace 119.50 mc. (6-3)
★AKRON RADIO: July 9, LF rng decmsnd, concurrently HW facil comsnd. Freq: 362 kc. Ident: AKR. Lctd: lat 41-04-10, long. 81-23-15. (7-9) DMET operg on test basis; channel 21. (3-14)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 38-58-09, long. 81-55-29. (6-29)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-20)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface.
OHIO: CINCINNATI, GREATER CINCINNATI ARPT: Rnwy 36 under constr. Minimums of 400-1 will apply. (5-12)
★CINCINNATI, GREATER CINCINNATI ARPT TOWER: April 25, ILS glide slope shut down indef- arpt constr. (4-24) May 6, ILS MM and LMM shut down rnwy constr. (5-9) July 1, freq 126.18 mc chgd to 126.2 mc.
★CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: July 11, freq 134.25 mc comsnd Warren, Pa. peripheral site. About Aug 25, freq 125.8 mc will be decmsnd; freq 127.9 mc will be comsnd Defiance peripheral site. (7-12)
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods of low visibility. (1-24)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (6-8) Constr site on old S hangar line in front of Flying Tiger hangar; lgtd ngts, flagged days. (7-7)
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757'MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (5-16) About Aug 22, ILS lclzr & glide slope will be shut down until aprx Aug 31-eqpmt modernization. (7-13)
COLUMBUS SPECIAL NOTICE: Box-type kites aprx 5-10 feet in diameter being flown under VFR conditions and durg dalgt hrs within 3 mi radius of Hilliard FM, W crs Columbus LFR. Alt of kites will vary from surface to 10,000'. Kites made of lgt wood frame covered with aluminum colored paper, suspended by nylon cord. (12-2)
COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)
COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy.
DAYTON SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)
DAYTON MUN ARPT TOWER: July 15, ILS glide slope shut down for relctn. (7-15)
DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)
DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)
DAYTON, WRIGHT-PATTERSON AFB SPECIAL NOTICE: Extreme caution-extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17; to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target- Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)
FINDLAY RADIO: DMET operg test basis; channel 19. (4-29)
GREENVILLE MUN ARPT: Ceiling reports measured at point aprx 1500' S of end rnwy 36 when ceiling is 1500' or less. (7-14)
HAMILTON ARPT: Caution, constr E end E/W rnwy being extended and black topped; when using ctc arpt on UNICOM 122.8 mc. (6-3)
MANSFIELD MUN ARPT TOWER: About Aug 5, CS/T will discontinue voice on LF 278 kc.
**MANSFIELD MUN ARPT: Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots discretion. (4-14) Tetrahedron unlgtd, uncontrollable. (5-12) Rnwy 9-27 permly converted to txwy. (6-23)

OHIO: MARION MUN ARPT: Gliders operg Sat and Sun 0800-1900. (8-28)
NAVARRE RADIO: VOR unusable acct roughness on V75 btn stn and Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling. (3-29)
★NEWCOMERSTOWN RADIO: July 12, VOR montrg category chgd to (l); class to L-BVOR. Voice and montrg from Zanesville FSS. (7-12)
PORT CLINTON MUN ARPT: 1600' of 2900' E, W rnwy graveled, width 60'; remainder is sod which is wet, ruf and unreliable; gravel is loose but rnwy is usable. Caution, parking and taxiing due constr of new hangar and trml bldg; men, eqpmt and structures in area.
RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Cntd firing for demolition purposes, when wea permits, durg regular working hrs, Mon-Fri within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long 81-04-22; W long 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better and visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt (telephone No. STadium 4-1246). (2-10)
**SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flt test area described as follows: bounded by a line extending from lat 40-10, long 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning; time dalgt hrs; altitude to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. Expires Nov 18, 1960. (11-27)
**THOMPSON, SIDLEY FLD: Private fld; delete from records. (6-27)
TOLEDO MUN ARPT: Clsd Sun, 0800-1800E to all excp local base acft; drag races in progress. (5-4)
★TOLEDO-EXPRESS ARPT TOWER: July 2, freq 126.18 mc chgd to 126.2 mc. (7-5)
WATERVILLE RADIO: About July 21, TACAN will be shut down until aprx Aug 20, station modernization. (6-16)
WILLOUGHBY LOST NATION ARPT: NE/SW rnwy clsd; men, eqpmt on rnwy. (8-31)
YOUNGSTOWN MUN ARPT TOWER: About July 25, freq 119.50 mc will replace 119.00 mc. About July 27, freq 118.00 mc will replace 125.50 mc. (6-3)
ZANESVILLE, RIVERSIDE ARPT: Reported reactivated; lat 39-59, long 82-00; lctn 1 mi N; elev 700'; 1 sod rnwy 4000' in length; 80 oct fuel; minor rprs and storage avbl; open Mon-Fri 1630-2000, wk-ends 0900-2000; Fee to commercial users only. (6-13)
ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)
OKLAHOMA: ALVA MUN ARPT: Men, eqpmt on fld 0800-1900C, constr and hvy eqpmt S third of rnwy 17-35, ctc UNICOM for information. (7-18)
BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)
BRISTOW MUN ARPT: 200' (995'MSL) lgtd twr being erected aprx 1 nmi E (90°T) lat 35-49-39, long 96-23-33. (5-26)
CLINTON MUN ARPT: 120' (987'MSL) lgtd twr being erected 7.3 nmi N (4°T) lat 41-56-59; long 90-20-09. (6-16)
ENID SPECIAL NOTICE: Mon-Fri durg dalgt hrs, VFR student trng conducted within a 75 nmi radius of Vance AFB from 2000'MSL to flt level 260 off awys, and from 20,000'MSL to flt level 260 on awys. Instv VFR student jet tfc durg same period, from gnd to 10,000' MSL within 5 nmi radius of Vance AFB and Kegelman Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommended that VFR tfc within 15 nmi of Vance and Kegelman Aux remain at or below 2300'MSL. Ctc Vance Twr on 121.3 or 126.2 mc for tfc advisory. (6-24)
GAGE MUN, 13, AMA-MKC ARPT: Clsd to all operns. (7-7) 400' (2626.5'MSL) lgtd twr being erected 21.5 nmi NNW (345°T) lat 36-38-02, long 99-53-47. (6-30)
**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978' (1828'MSL) lgtd twr erected 9.5 nmi W (288°T) lat 34-02-29, long 96-48-04. (3-)
NORMAN, GOLDSBY FLD: 150' AGL (1303'MSL) obstn painted and lgtd oil derrick under constr at lat 35-09-00, long 97-27-42, SE of arpt. (5-16)
NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)
OKLAHOMA CITY, WILL ROGERS FLD: N 7400' rnwy 17-35 open for all operns; new 2400' S extsn rnwy 35 and E txwy clsd all operns. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (5-11)
OKLAHOMA CITY, WILL ROGERS FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
SHAWNEE MUN ARPT: 120.5AGL (1211.5'AMSL) lgtd elevated water storage tank under construction E side of arpt. (7-10) 200'AGL (1281.8'MSL) lgtd church steeple under constr adj E side of arpt lat 35-21-39, long 96-57-00. (5-16)
**STILLWATER, SEARCY FLD SPECIAL NOTICE: Flt test area described as follows: lat 36-27, long 97-00; thence S to 36-18, 97-00; thence W to 36-18, 97-10; N to 36-27, 97-10; E to 36-27, 97-00. Time dalgt hrs; altitudes between 1500-5000' above terra.. (2500-6000'MSL). User: Aviation Technology Dept., Oklahoma State University, Stillwater, Okla. Expires July 31, 1960. (4-14)
STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld; fld open dalgt hrs only.
TULSA MUN ARPT TOWER: July 5, ILS glide slope shutdown, arpt constr. (7-1)
TULSA MUN ARPT: Caution, due non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2) Soon, tfc rnwys 17R and 21R will be rgt hand, clockwise. Flashg amber lgt not installed. (6-2)
★WOODRING RADIO: VOR comsnd; freq 109.0 mc; ident ODG; lctd lat 36-22-24, long 97-47-16; montrg category (l); ctld and montrd from Ponca City FSS; class L-BVOR. (6-30)
OREGON: ★BAKER RADIO: July 16, freq 301.4 mc decmsnd.
BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
CAVE JUNCTION SPECIAL NOTICE: Extsv forest svc parachute smoke jumper trng will be conducted durg mos. of Jul, Aug, and Sept, in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby, Ore., 4-1/2 mi E of Cave Junction, Ore. (6-4)
EUGENE, MAHLON-SWEET FLD: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
EUGENE RADIO: July 11, TACAN shut down until aprx Aug 11, reconstr. (7-13)
HOOD RIVER-CO ARPT. Caution, constr in progress thru aprx Oct 15; consult arpt mgr for info if lndg strip is avbl. (7-7)
JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
★KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14) Freq 126.18 mc chgd to 126.2 mc.
KLAMATH FALLS RADIO: About Aug 2, TACAN will be shut down until aprx Sept 2, reconstr. (5-16)
LAKEVIEW MUN ARPT: Caution, especially at ngt, rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)
★LAKEVIEW RADIO: Only VOR arwys radials flt checked. (12-18) June 30, VORTAC cmsnd. TACAN channel 57; class M-BVORTAC. (7-1)
★MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30°, 10,000'; 30°-57°, 11,000'; 120°-210°, 13,500'; 315°-350°, 8000'; 350°-360°, 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11) Freq 126.18 mc chgd to 126.2 mc.
NEWBERG RADIO: VOR flt checked for en route V awys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable dist 26 nmi at 3000'.
NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of cntr int, 100' deep.
**PENDLETON ARPT: Configuration A apch lgt system apch end rnwy 25R flt checked, cmsnd.
★PORTLAND-INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA xcpt 190°-210°, 4000' and 210°-275°, 10,000'. (5-10) About Aug 1, rcvr 3023.5 kc will be discontd. (7-6) ILS lclzr crs width reduced to 4°. (7-7) July 11, freq 126.18 mc chgd to 126.2 mc.
PORTLAND RADIO: DME (channel 77) flt checked on awy radials only. (6-24) About July 28, TACAN will be shut down until aprx Aug 4, reconstr. (7-15)
★REDMOND RADIO: June 30, VOR/DME relctd lat 44-15-11, long 121-18-09 and freq chgd to 113.5 mc/channel 55. Elev 4101'MSL. Soon LFR will be shut down until aprx July 21, twr modernization. (6-23)
THE DALLES MUN ARPT: Drag races will be conducted Aug 14 and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)
THE DALLES RADIO: June 9, TACAN shut down until aprx July 30, reconstr. (7-14)
UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by 4 electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the river. (1-4)
PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14) About Aug 8, ILS lclzr and glide slope will be shut down until aprx Aug 22, freq chgs; lclzr to 110.7 mc; glide slope to 330.2 mc. (6-29)
ALLENTOWN RDO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth and dist unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)
ALTOONA BLAIR CO ARPT: Use rnwys only; no locked wheel turns; sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)

PENNSYLVANIA: BEDFORD ARPT: S end N/S rnwy clsd, soft; ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
**DUBOIS, JEFFERSON COUNTY ARPT: New arpt. Lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700 x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl.
★DU BOIS RADIO: July 18, H facil chgd to BH. Voice ctl & montrg from Brookville FSS.
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HARRISBURG-YORK STATE ARPT: Twr unable to observe portion of ramp W and SW of twr & 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. Soon rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwys 2-20 & 12-30 will remain open. (6-20)
★HARRISBURG, YORK STATE ARPT TOWER: Freq 126.18 mc chgd to 126.20 mc. (7-1)
HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable; beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi, 360°-025° at MOCA. VOR unusable above 22,000' MSL on V-1514 between HAR and Mt. Union Int-acct interference. (3-10)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)
JOHNSTOWN, CAMBRIA CO ARPT: Use rnwys and txwys only; sod areas soft. Txwys clsd to all operns from admin bldg to int rnwys 9-27 and 15-33 and from this int to end rnwy 15 all txwys and ramp clsd, constr; open ditches along areas mrkd day & ngt. (7-6)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPK: Men, eqpmt on N/S rnwy dalgt hrs durg July. (6-13)
LANCASTER MUN ARPT: Caution, constr. (11-10)
MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld.
MT POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld durg course of jumping activities.
PHILADELPHIA: About June 1 commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)
PHILADELPHIA INTL ARPT: Twr unable to observe NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts. Mil jet acft arriving and departing fld, initial apchs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL. All turns left. (2-29)
PHILADELPHIA-INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) About Aug 1, PAR-2 will be shut down until aprx Sept 9-modernization. (6-30)
PHILADELPHIA, NORTH PHILADELPHIA ARPT: Two 110' cranes operg 1800' W of int rnwys 6 & 15; flagged days, lowered ngts. (6-2)
PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PITTSBURGH SPECIAL NOTICE: Effective May 16, 1960, civil jet radar flt advisory service will be discontinued by the Pittsburgh Center for approx. 60 days. This service will

PENNSYLVANIA: be provided from the Claysburg, Pa. GCI site while operating on the following specified routes: J82V btn the CLE VOR and BUF VOR 123° radial; J80V between BAL VOR 360° radial and 50 nmi E of APE VOR; J78V between BAL 360° radial and 35 nmi NE of CRW VOR J71V between FRR VOR and 50 nmi E of APE VOR; J60V and J14V between BAL VOR 360° radial and CLE VOR; J42V and J8V between FRR VOR and 35 nmi E CRW VOR J34V between CLE VOR and PIT VOR J12V between FRR VOR 360° radial and PIT VOR. Transmitting and receiving freqs: primary 126.8 mc alternate 133.2 mc emgcy 125.1 mc. (5-13)
★PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER: July 11, freq 312.6 mc comsnd Blue Knob peripheral site.
**PITTSBURGH, ALLEGHENY CO ARPT: 130'(1330'MSL) twr erected approx 1 nmi NNE (36°T) at lat 40-21-46, long. 79-55-45. (7-7)
PITTSBURGH, ALLEGHENY CO ARPT TOWER: About Aug 10, freq 121.10 mc will replace 121.30 mc. (6-22)
PITTSBURGH, GREATER PITTSBURGH ARPT TOWER: About Aug 9, freq 124.90 mc will replace 121.0 mc. About Aug 11, freq 121.30 mc will replace 121.70 mc. (6-22)
PITTSBURGH, GREATER PITTSBURGH(RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy. (3-22)
PUNXUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)
★READING, GENERAL SPAATZ FLD TOWER: July 1, freq 126.18 mc chgd to 126.2 mc.
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Until Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST-RADIO: DMET operg on test basis; channel 108. (6-2)
TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12) About Aug 8, VOR will be shut down until aprx Aug 13-freq chgd to 117.6 mc/TACAN channel will be 123. See page 51 for substitute route structure & tmpry MEAs durg shutdown. (6-29)
TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)
UNIONTOWN RADIO: About Aug 25, VORTAC will be perm decmsnd. (7-18)
WAYNESBURG, GREENE COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON ARPT: Tmpry 170' mrkd crane lctd on SW apch end of rnwy 4-22.
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown- acct roughness. (2-10)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT-LYCOMING CO ARPT TOWER: About Aug 1, enroute ctl svc will be provided. This svc will apply at alts 5,000' and below between PIT and ELM, IPT AND AVP. IPT and HAR. (6-29)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
PROVIDENCE, GREEN ARPT: Caution, extsv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. (8-15)
Excavation W side of fld & edge of rnwy 23R and 5L aprx 2000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R and 5L subject to close Mon thru Fri 0800-1700. (4-21) 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. (4-22)
Extreme caution, excavation S side of ramp 150 to 350' E of apch end rnwy 23R, mrkd and lgtd.

RHODE ISLAND PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clock ... Freq 132.3 mc
SOUTH DAKOTA ... AFB remain S of the 170° and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 mile radius of RAP ... use extreme caution - extensive jet flying ... Rnwy 04-22 ...

RHODE ISLAND: PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.

★PROVIDENCE, QUONSET POINT NAS RADAR AIR TRAFFIC CONTROL: Freq 132.3 mc chgd to 134.1 mc & 126.18 mc chgd to 126.2 mc. (7-2)

SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd Tie-downs lctd adjt to clsd portion of taxiway, unmrkd.

SOUTH CAROLINA: BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)

BEAUFORT MCAAS SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vcnty MCAAS all times alts. Hi-performance supersonic weapons system with minimum see and be seen capability conducting max performance climb/penetration maneuvers. (12-4)

CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. Due to trng and opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4)

CHARLESTON AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. About July 20, ILS glide slope will be shut down until aprx July 26 - glide slope angle chg to 2.5°. (7-5)

**COLUMBIA ARPT: Sequenced flashing lgt system at apch lgt stations 5 thru 30 serving rnwy 5 flt checked and comsnd. (6-10)

COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi. About July 18, freq 126.18 mc will be chgd to 126.2 mc.

CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance Supersonic jet tfc and all weather opern conducted daily. (1-13)

CRESCENT BEACH, MYRTLE BEACH ARPT: Closed, constr. (7-15)

FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.

FLORENCE RADIO: VOR RADIALS 246° clockwise thru 253° unusable. Due to restrictions, VOR V56 FLO-CAE tmpry designated FLO 239 and CAE 080, MEA 2000' MOCA 1900'. Lamar Int tmpry designated FLO 239 and CTF 152. (5-7)

GREENVILLE MUN ARPT TOWER: ILS glide slope usable to MM only. About July 18, freq 126.18, mc will be chgd to 126.2 mc. (4-25) ILS lczlr and glide slope will be shut down - relctn of lclzr. (7-13)

PARRIS ISLAND, HILTON HEAD ARPT: New arpt open for use. Lat 32-13, long. 80-41; (1/4 mi W of Old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip no svcs or lgts avbl. (2-4)

**SPARTANBURG MUN ARPT: Displaced threshold lgts rnwy 22 relctd 200' SW. 6' lgtd ILS ant lctd cntrline 170' NE paved rnwy area. Usable length of rnwy 22 reduced to 5000'.

SPARTANBURG MUN ARPT TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

SPARTANBURG RADIO: DMET opeg on test basis; channel 104. (7-18)

SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy clsd acft over 8,000 lbs; 200' each end clsd to all operns.. (6-14)

DUPREE RADIO: DMET operg on test basis; channel 115.

**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)

HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hvy eqpmt crossing N/S rnwy. (5-18)

HURON RADIO: DMET operg on test basis; channel 123.

**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)

**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS;. Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)

RAPID CITY ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth

SOUTH DAKOTA: AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution - extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for approx 25 nmi climbing to 10,000' before starting turns.

★SMITHWICK RADIO: DMET operg on test basis; channel 118. July 14, VOR class chgd to M-BVOR.

VERMILLION, DAVIDSON ARPT: 150'(1385'MSL) lgtd twr being erected 2.3 nmi N(17°T) at lat 42-47-04, long. 96-55-26. (6-13) N/S rnwy clsd due to softness. (9-3)

WINNER RADIO: DMET operg on test basis; channel 114.

TENNESSEE: BRISTOL, TRI CITY MUN ARPT: 6600' rnwy 4-22 open to all acft dalgt hrs, unmrkd & unlgtd 180° turns prohibited. Due to non-visibility twr unable to ctl tfc 900' on SW end of txwy leading to rnwy 4, embankment. (7-11)

★BRISTOL, TRI-CITY MUN ARPT TOWER: July 17, freq 126.18 mc chgd to 126.2 mc.

**COVINGTON MUN ARPT: 394'(700' MSL) lgtd twr erected 13.1 nmi SW(231°T) at lat 35-26 52, long. 89-47-50. (6-29)

CHATTANOOGA-LOVELL FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

GRAHAM RADIO: About July 18, VOR DME will be shut down until aprx July 23 freq chg to 111.6 mc class chg to L-VOR.

JACKSON, McKELLAR FLD: Txwy paralleling N end rnwy 2-20 N of E/W txwy clsd-repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl ngts. 4700' avbl dalgt hrs for tkof S or lndg N; constr work in prgress. (6-9)

KINGSPORT, TRI-CITY ARPT: 120'(1993'MSL) lgtd twr being erected 5.1 nmi NW(334°T) at lat 36-33-25, long. 82-26-37. (6-30)

KNOXVILLE SPECIAL NOTICE: Effective immediately Knoxville LFR procedure transition Tallassee FM to Knoxville LFR is cancelled. (6-1)

**KNOXVILLE, ISLAND ARPT: 340' lgtd twr erected 6.9 nmi NNW(339°T) at lat 36-03-38, long. 83-55-24. (7-1)

KNOXVILLE, McGHEE-TYSON TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. Soon, ILS glide slope will be shut down until aprx Aug 1 - testing. (6-10)

KNOXVILLE, POWELL ARPT: New arpt reported: lctn: 2 mi E Powell, 16 mi N McGhee Tyson arpt; elev: 992', one hard-surfaced NW SE rnwy 2000', unlgtd; UNICOM, 80 oct fuel avbl; attended days. P-line SW. (7-11)

KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE courses.

MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353° 1500' MSL 65 mi. (5-28)

MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int-Dell Int. V9 11,000'; V9E Ramsey Int. -Driver Int, 15,000'; Driver Int. -Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)

MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)

MEMPHIS MUN ARPT: Final apch rnwy 35 and portions tfc patn S of arpt, obstd due to erection 110' ctl twr 300' S of present twr. (7-13)

MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1) About July 18, freq 126.18 mc will be chgd to 126.20 mc. (6-3)

NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs. and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-29)

NASHVILLE, BERRY FLD TOWER: About July 18, freq 126.18 mc will be changed to 126.2 mc. (4-25)

TENNESSEE: NASHVILLE RADIO: LF Rng freq 304 kc - Caution advised due to moderate to severe multiples on Northwest and Southwest crses. (4-28)

**OAK RIDGE ARPK: Reactivated; lctd 1 mi N; elev: 788'; one turf rwny 2800'. No lgtg; storage & minor repairs, 80-91 oct fuel avbl. Attended wk-ends, on call other times. P-line E. (7-13)

PARIS, HENRY COUNTY ARPT: Fld under cnstr, use rnwy 12-30 only. (12-23)

PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)

TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95'MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)

ABERNATHY MUN ARPT: 260.5' (3506.5'MSL) lgtd twr being erected 7.8 nmi E (92°T) at lat 33-50-29, long. 101-36-24. (6-2)

ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld . call Dyess Twr or Abilene Rdo. Pilots (civil & mil) are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory, Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)

**ABILENE MUN ARPT: New 68'(1826' AMSL) ctl twr lctd 1000' W of N end of N/S rnwy; tfc will be controlled from the old twr until further notice. (6-6) Sequence flashers in conjunction with configuration A apch lgt system, stations one thru 25 inclusive, flt checked and comsnd. (7-14)

★ABILENE MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25) ILS glide slope elev at MM 2007'MSL. MM lctd 3365' (0.64 smi) from apch end rnwy 35. OM lctd 6.9 smi from apch end rnwy 35. (7-1)

★ADDISON RADIO: June 30, VOR ctl & montrd from Dallas FSS. Class: L-BVOR.

AMARILLO AFB/MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (5-5)

AMARILLO RADIO: About Aug 15, VOR will be shut down until aprx Aug 20. See page 51 for substitute route structure & MEAs durg shutdown. (6-6)

ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.

ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under constr at the E end of the E/W rnwy.

AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and mil) conduct all flgts within a 2.5 nmi radius of Bergstrom AFB at or above 3500'MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)

**AUSTIN, MUELLER MUN ARPT: Transmissometer comsnd. Acft lndg and taking off cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW tkof. 84' lgtd twr being erected 1300' from apch end and 525' rgt of cntrline of rnwy 34R. (2-24)

AUSTIN, MUELLER MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)

BEAUMONT, JEFFERSON CO. MUN ARPT: 300' (303'MSL) lgtd derrick being erected 7.5 nmi NNW (345°T) at lat 30-04-30, long. 94-03-44. (3-25) 260' lgtd twr either side Neches riv with trns. lines between, being erected about 7 nmi ENE at lat 29-58-59, long. 93-54-03. (4-27) 160' (164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long. 94-01-01. (5-19) 157' (161'MSL) lgtd derrick being erected 1.3 nmi S (191°T) at lat 29-55-26, long. 94-01-52. (5-31) Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both side rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10)

BEAUMONT MUN ARPT: 349' (380'MSL) lgtd twr being erected 5 nmi SSE (163°T) at lat 30-01-47, long. 94-11-25. (6-8)

BIG LAKE MUN ARPT: 420'(3120'MSL) lgtd twr being erected 2.5 nmi E (90°T) at lat 31-11-50, long. 101-25-40. (6-15)

BIG SPRING SPECIAL NOTICE: Webb AFB jet acft will be operg VFR at 4,000', 5,000, 6,000 and 7000'MSL while crossing V-66 and at 6,000 and 7,000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighter also using the same airspace for IFR Scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15000'MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest Pilots opern S of Big Spring in vcnty of described corridor increase in-flgt vigilance and avoid the alt levels usedby jet acft proceeding to and from R-553 also, they should avoid alt levels use by jet acft in corridor btn R-554 and R-556. (3-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution- all alts above 4100'MSL-intsv jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BISHOP MUN ARPT: 165'AGL lgtd derrick being erected 12.2 nmi SSE (176°T) at lat 27-23-07, long. 97-44-35. (6-15)

BROWNSVILLE RIO GRANDE VALLEY INTL ARPT: Cntr E W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) Acft movement N side hangar adjt to W end rnwy 8-26 and on W side of hangar on W ramp not visibile from twr. (6-21)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)

CARRIZO SPRINGS, DIMMIT COUNTY ARPT: E/W turf strip clsd, fence across cntr of strip. (6-27)

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

COLLEGE STATION, EASTERWOOD ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)

CORPUS CHRISTI, CLIFF MAUS ARPT TOWER: About Aug 8, arpt tfc ctl svc will be implemented from Intl Arpt; concurrently ATC svc from Cliff Maus Arpt will be discontd and apch ctl svc for Corpus Christi Trml Area will be moved from Cliff Maus Arpt twr to Intl arpt twr. Freqs remain same. (7-13) See chart on page 58.

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000 thru 23,000' inbound bear. 325°M. Penetrations and climbouts executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120°M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA MUN 6, LRD-SAT ARPT: 300'(800'MSL) lgtd tmpry twr being erected 6 nmi NE (63°T) at lat 28-38-56, long. 98-46-31 and being dismantled about 1 Aug. About 23 July, 300' (771'MSL) lgtd tmpry twr will be erected 4 nmi SSW (213°T) at lat 28-23-45, long. 99-15-40 and being dismantled about 3 Aug. (6-23) 120'AGL(547'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALLAS, LOVE FLD TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc.

★DEL RIO, LAUGHLIN AFB RADIO: CM twr operg. Tsmtg 119.8, rcvg 122.5 mc. (7-8)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL PASO INTL ARPT: First 500' apch end rnwy 22 clsd, rnwy extsn constr; threshold bndry displaced to tmpry length, 8500' of rnwy remains open and usable. Men, eqpmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-23) Apch lgts shut down for relctn until aprx Dec 12. (6-16)

EL PASO-INTL ARPT TOWER: June 12, ILS MM shut down until aprx Dec 12 relctn. (6-16)

EL PASO RADIO: DMET operg on test basis; channel 92.

FLOYDADA MUN ARPT: 285'(3568.5'MSL) lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-56. (6-2)

FORT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution-jet operns all alts. The Carswell AFB tfc patn is a rectangle 5 x 21 nmi whose eastern side is the extended rnwy cntr line of rnwys 17R and 35L. The downwind leg is 5 miW of the extended rnwy center line with base legs extending westerly from Benbrook and Eagle Mtn TVOR's to connect with the downwind leg. Alts 2300'MSL to surface. VFR flgts transiting this area below 3000'MSL should ctc Carswell Twr or RAPCON for tfc advisory svc. Civil freqs available twr and RAPCON: 120.2 mc transmit and rcv. 122.5 rcv only. (6-21)

FT. WORTH, CARTER FLD TOWER: About July 18, 126.18 mc will be chgd to 126.2 mc.

FT. WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking lot and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)

★FT. WORTH, MEACHAM FLD TOWER: July 18, freq 126.18 mc will be changed to 126.2 mc.

GONZALES MUN ARPT: S 1500' of rnwy under cnstr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA factl for relay to Goodfellow AFB. (1-13)

TEXAS: GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.
GREGG CO RADIO: DMET operg test basis; channel 121. (6-30)
HOUSTON BEELINE ARPT: New E W strip under constr.
HOUSTON CLOVER FLD: Caution on Indg and tkof. 80'AGL oil derrick erected on arpt and adj to boundaries. New N S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.
HOUSTON INTL ARPT: Inbnd VFR flgts etc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 nmi out for lndg instructions. HOU apch ctl will specify when flt will chg to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-26) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E W rnwy at yellow line 100' E of N S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy and adj apron pavement btn passenger trml and new cargo bldg used jointly by acft and vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22) Twr unable to observe and ctl tfc on following areas: airlines trml and cargo trml ramps, N S txwy in svc and parking area extreme S side of arpt; all loading & svc areas on W side including txwys; acft ctld on N S txwy on W side, no ctl over vehicles & personnel. (7-12)
HOUSTON INTL ARPT TWR: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arvg and dptg durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000'MSL to avoid jet and conventional tfc patn. (3-28)
**HURST, BELL HELICOPTER HELIPORT: Lctd lat 32-48-28, long 97-09-45.
IRVING, JAP LEE ARPT: Constr on N bndry; bldgs 40'AGL. (3-23)
JASPER CO ARPT: Caution, constr 2000' extsn on S end N S rnwy, eqpmt on fld. (7-9)
LA PORTE MUN ARPT: 200' (234'MSL) lgtd twr being erected 1.8 nmi NNE (38°T) lat 29-42-00, long. 95-02-10. (5-26)
LAREDO SPECIAL NOTICE: Instv VFR jet trng being conducted in Laredo ctl zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil and mil) be conducted at or above 9000'MSL in this area. If this is not feasible, ctc Laredo AFB apch ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution due extsv jet trng. (1-22)
LAREDO MUN ARPT: About Jul 28, 300' (1148'MSL) lgtd tmpry twr will be erected 23.8 nmi NNW (358°T) lat 27-59-52, long 99-31-47 and being dismantled about Aug 7. (6-23)
**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13, cmsnd. (3-27)
LUBBOCK SPECIAL NOTICE: Due intsv jet tfc at Reese AFB it is suggested all over acft operg VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60S and V62S, NW of Lubbock, remain at or above 10,000'MSL. All acft arvg & dptg Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000'MSL btn R552 & R555 in a corridor bounded on the E by the town of Pettit & on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R555 & R554 at 14,000 & 15,000'MSL in a corridor extending 5 nmi either side of U.S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operg VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)
**LUBBOCK MUN ARPT: 841' (4067'MSL) lgtd twr erected 7.5 nmi SSW (198°T) lat 33-31-35, long 101-52-12, height now being increased to 856' (4082'MSL). (8-31) Tetrahedron perm removed. (6-29)
LUBBOCK MUN ARPT TWR: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
**LUFKIN, ANGELINA CO ARPT: 260' twr lctd 3 mi SW removed. (6-26)
MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing & bombing beind conducted daily in R226. Acft prohibited from entering without prior approval controlling agency.
McALLEN, MILLER INTL ARPT: 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)
MIDLAND-AIR TERMINAL: Caution, taxiing on NW txwy btn ramp & rnwy 10 & on SW txwy btn ramp & rnwy 4; twr unable to observe portions of both txwys.
★MIDLAND-AIR TERMINAL TWR: About July 18, freq 126.18 will be chgd to 126.2 mc. (4-25) July 7, VHF DF cmsnd. Rcvg 118.7, 121.1, 121.5, 122.1, 122.5, 126.7, 132.0, 135.9.
MONAHANS, HURD MEML ARPT: 250' (2955'MSL) being erected 15.9 nmi SW (235°T) lat 31-26-00, long 103-10-00. (6-29)
NACOGDOCHES, DEL RENTZEL ARPT: 440' (850'MSL) lgtd twr being erected 4 nmi ENE (68°T) lat 31-36-10, long 94-37-51. (5-4)
ODESSA, ECTOR CO ARPT: 420' (3350'MSL) lgtd twr being erected 5 nmi SSE (172°)T lat 31-49-01, long 102-22-40. (5-20)
ODESSA, ECTOR CO ARPT RADIO: Aug 2 thru Aug 11, tmpry ctl twr svc provided from 1500-2300; freqs 119.5, 121.5; rcve 122.5 mc. (7-14)
PADUCAH, TRIANGEL RANCH ARPT: Clsd, repairs. (9-10)
PERRYTOWN MUN ARPT: 322' (3282'MSL) lgtd twr being erected 5 nmi W (292 T) lat 36-25-03, long 100-48-02. (5-2)
PLEASANTON, HAVERLAH ARPT: 300' (750'MSL) lgtd tmpry twr being erected 3.2 nmi SE (143°T) lat 28-53-55, long 98-25-26 and dismantled about July 28. (6-22)
POSSUM, KINGDON LAKE: Caution, obscured power line over water vcnty the numerous lnd strips around lake. (6-23)
RAYMONDVILLE, FOX ARPT: 148'AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long 97-46-59.
ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N S rnwy, unlgtd.
ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)
SABINE PASS RADIO: DMET operg test basis; channel 101. (8-23)
**SAGINAW, BELL GLOBE HELIPORT: Lctd lat 32-51-38, long 97-20-41.
SAN ANGELO, MATHIS FLD: Rnwys 9-27 & 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)
SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd. (2-29) Apch lgt system configuration A with sequence flashers installed rnwy 12, stations 5 plus 00-30 plus 99 comsnd on test basis pending flt check. (7-11)
SAN ANTONIO, INTL ARPT TWR: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
SAN ANTONIO, STINSON FLD: 300' (892'MSL) lgtd tmpry twr being erected 20.1 nmi ESE (115°T) lat 29-11-25, long 98-06-16 & dismantled about July 26. (6-22) Rnwy 4-22 clsd.

SAN ANTONIO, STINSON FLD TWR: Twr clsd indef, repairs. (6-11)
SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flight thru congested area is necessary, it is recommended that flt be conducted on 030° and or 180° radials of Perrin TVOR btn 9 and 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Tower 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 95-47, E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time 1300Z-0600Z Mon-Fri, btn 20,000-55,000' MSL. Area bounded by awy V-1520 on the NW and N, awy B-13 on the E, awy V-278 on the S and jet awy J-20-V on the SW. Use extreme caution. (3-26)
★TEMPLE RADIO: June 29, VOR comsnd; freq 110.4 mc; ident TPL; lctd lat 31-12-30, long 97-25-24; cltd and montrd from Waco CS T; class L-BVOR. (7-1)
TERRELL MUN ARPT: N S rnwy clsd, constr; NW SE rnwy will remain open. (7-15)
TEXAS CITY, GULF COAST ARPT: 167'MSL twr being erected 10.3 nmi NNE (37°T) lat 29-32-07, long 94-49-38. About Aug 1, 167'MSL twr will be erected 9.2 nmi NE (45°T) lat 29-30-44, long 94-49-02. (7-12)
TULIA ARPT: 323' (3714'MSL) lgtd twr being erected 19 nmi NNE (36°T) lat 34-49-27, long 101-33-36 and 235.5' (3520.5MSL) lgtd twr being erected 16.5 nmi ENE (86°T) lat 34-34-53, long 101-26-09. (6-2) 147' (3759'MSL) lgtd radio tower being erected 0.5 nmi SW lat 34-33-08, long 101-47-00.
UVALDE, GARNER FLD: 363' (1270'MSL) lgtd twr being erected 2.5 nmi SW (230°T) lat lat 29-10-51, long 99-46-41. (6-15)

TEXAS: WACO MUN ARPT TOWER: About July 18, freq 126.18 mc will be chgd to 126.2 mc. (4-26)
WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) 1500' NW of main txwy and other short txwys N this area serving rnwy 15 not visible from ctl twr. Twr is not responsible for ctl of tfc within this area. (6-17)
WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.
UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000' MSL while over the Thikol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)
DELTA RADIO: DMET operg test basis; channel 123. (10-20)
FLAMING GORGE DAM SITE SPECIAL NOTICE: Cables and pwr lines suspended from two twrs on W side to one twr on E side of canyon across Green riv, approx. 100' higher than canyon rim. (7-1)
HANKSVILLE RADIO: Nov 23, DME shut down indefinitely-reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 nmi at 14,000' MSL. (5-1)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)
LOGAN CACHE ARPT: Grass cutting in progress summer mos; men, eqpmt crossing rnwys during haying operns. (6-6)
LUCIN RADIO: LF rng not monitored cont. (11-9)
MILFORD RADIO: VOR-moderate to heavy roughness over mountain ridges on 072° radial 10 mi out. (7-11)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
★OGDEN, HILL AFB RADAR APPROACH CONTROL: July 6, freq 126.18 mc chgd to 126.2 mc. (7-8)
OGDEN RADIO: DMET operg test basis; channel 83. (10-20)
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)
★SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER: July 11, ARSR svc and IFF Bcn unavbl until aprx Sept 1. July 11, radar arrival, enroute & dptr ctl svc unavbl until aprx Sept 15. (7-12) Freq 125.1 mc chgd to 133.1 mc. Elko, Nev. peripheral site.
SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev; lgt intensity aprx 3 million candlepower.
★SALT LAKE CITY MUN # 1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. June 20, ILS lclzr and glide slope shut down until aprx Sept 30-rnwy extsn. (6-20) July 8, freq 126.18 mc chgd to 126.2 mc. Soon, freq 130.7 mc will be chgd to 129.5 mc. (7-5)
SALT LAKE CITY MUN # 2 ARPT: No longer maintd; use at own risk. (6-13)
SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)
VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LF rng not monitored cont. (11-9)
VERMONT: BURLINGTON SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
RUTLAND MUN ARPT: NW/SE rnwy clsd.
VIRGINIA: AMELIA, HILLTOP ARPT: New arpt reported; lat 37-25, long. 77-58; lctn: 5.0 N; elev: 250'. One sod strip, 2200'. 80 oct fuel avbl; fence W edge of strip. (6-11)
BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°. MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
CAPE CHARLES RADIO: About Aug 8, VORTAC will be shut down until aprx Aug 13-freq chg to 112.2 mc, class chg to M-VORTAC and TACAN channel to 59. See page 52 for substitute route structure & MEAs durg shut down. (6-28)
DAHLGREN SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
FLAT ROCK RADIO: TACAN shut down until aprx July 22- modernization. (7-13)
★FT EUSTIS, FELKER AAF: Delete CM twr. (7-13)
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)
FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)
HOLLINS RADIO: July 12, TACAN shut down until aprx Aug 11-stn modernization. (7-12)
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS gnd to 9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)
LYNCHBURG SPECIAL NOTICE: Caution-extsv electronic high pwr blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 yrs. (5-10)
MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 35 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 3000' MSL and 35 nmi 180°-210° at 6000' MSL.
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N/S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' off rnwy 6-24 & 400' off rnwy 2-20. (2-12)
★NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: Freq 124.1 mc inop Whaleyville peripheral site. (6-10) July 1, freq 132.30 mc decmsnd. (7-5)
NORFOLK MUN ARPT: Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing operns in progress on fld during dalgt hrs. (5-27)
★NORFOLK MUN ARPT TOWER: Soon, freq 132.30 mc will be decmsnd. July 6, ILS lclzr ident chgd to ORF.
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)
RICHMOND SPECIAL NOTICE: Caution-lcl mil trng flts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)
**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500'. Lgt and/or slow at 800'. For noise abatement DC3 and larger make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)
RICHMOND, BYRD FLD: Rnwy 2-20 clsd for lndgs and tkofs; open ditch 3' wide, 4' deep across rnwy 50' N of N cntr txwy. N cntr txwy clsd from rnwy 2-20 to int with N/S txwy parallel to rnwy 2-20; taxiing permitted on rnwy 2-20 from S cntr txwy S to rnwy end 2 and across rnwy end 20 from N txwy to connecting txwy leading to rnwy end 15. N/S txwy open; men, eqpmt crossing N/S txwy N of N cntr txwy during dalgt hours. Visual mrkgs for clockwise flow of traffic inoperative. Follow centerline all taxiways; overrun area rnwy 6-24 closed. (7-12)
★RICHMOND BYRD FLD TOWER: July 6, freq 126.20 mc replaced 126.18 mc.
ROANOKE RADIO: Stn passage on G5 and R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)
ROANOKE, WOODRUM FLD: Rnwy 5-23 & txwy 23 clsd, constr; use rnwy 5 for taxiing only. (6-29)
SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)
**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)

VIRGINIA: **WEST POINT ARPT SPECIAL NOTICE: Flgt Test Area described as follows: beginning at lat 37-34-30, long. 76-43-00 to a point 37-34-30, 76-37-00; 3 mi due E of Churchville, to 37-47-00, 76-46-00, to 37-47-00, 76-47-30, 37-34-30, 76-53-00, 37-34-30, 76-48-00. Hours: 9:00AM to 7:00PM or until official sunset. Altitudes: surface to 5,000' MSL. Users: L.W. Carter and J.E. Tyndall. Expires 19 June 1961. Note: The identical area to be used only until June 12, 1961 involving Druin Turbulent N-417M acft is also assigned individually to Mr. J.E. Tyndall. (6-24)

WINCHESTER MUN ARPT: Aprx 1800' x 100' grade strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hyy rain, usable area mrkd with white mrkgs. (4-26)

WASHINGTON: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span 1965' long*; China Creek span-1720'long. *; Wapshila Creek span-1225' long; Birch Creek span-1930' long; Salmon Riv span-2055' long*; Snake Riv span-3746'; Imnaha Riv span-3679'long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top, and three 1-1/8inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM MUN ARPT: Until aprx Sept 1, all multi-eng acft making practice range apchs over arpt will maint 1500' MSL alt. (7-15)

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29) About Aug 1, VOR will be shut down until aprx Aug 15-freq chg to 113.0 mc. Durg this period, following route structures in efct: Unusable Awys: V23-29 Warm Beach Int-U.S. Canadian Border. Usable Reporting Points (Tmpry redesignated as indicated): Warm Beach Int - SEA R337° and NUW R114°.

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000'MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl.

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop.

OTHELLO ARPT: Fld clsd to all tfc. (6-1)

PASO RADIO: Soon, VOR will be comsnd. Freq: 108.4mc. Ident: PSC, Lctd: lat 46-15-49, long.119-06-55. Elev: 398'MSL. Montrg category (1). Mag var: 20°55'E. Class: L-VOR.

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Apr 4, ARSR & ARTCB unavbl.

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

★ SEATTLE, BOEING FLD TOWER: July 13, rcvr 122.5 mc chgd to 122.7 mc. July 5, freq 126.18 mc chgd to 126.2 mc.

SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. (10-26)

SEATTLE-TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 reqrd to conduct run-up at least 1000'S of northerly runup apron whenever practical and compatible with safe opern. (12-28) Apch lgts inop until aprx Oct 15 due rnwy extn.

★ SEATTLE-TACOMA INTL ARPT TOWER: July 13, rcvr 122.5 mc chgd to 122.6 mc. Soon, ILS lclzr and glide slope will be shut down until aprx Aug 16- installation blast fence. Freq 126.18 chgd to 126.20 mc. (7-6)

★ SPOKANE, FAIRCHILD AFB RADAR APPROACH CONTROL: Freq 126.2 mc comsnd. (7-5)

SPOKANE, FELTS FLD: 904'(4570'MSL) lgtd twr being erected 7 nmi SSE(167°T) at lat 47-34-52, long. 117-17-47. (7-5) Men, eqpmt on fld days. (6-29)

WASHINGTON: SPOKANE-INTL ARPT: SW txwy btn rnwy 3 & 7 clsd. About Aug 1, the apch lgt system will be shut down until about Oct 1, for modernization of apch lgt system and sequence flasher lights. (7-6)

★ SPOKANE INTL ARPT TOWER: July 5, freq 126.18 mc chgd to 126.2 mc.

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20) About Aug 16, LF rng N course will be realigned to 005°. (7-14)

TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution-hvy jet tfc in vcnty from surface to 25,000'. (9-18)

WALLA WALLA, CITY-COUNTY ARPT: Const work in progress on two new txwys btn apron and rnwys 2-20; rnwys 2-20 clsd, mrkd with crosses only when eqpmt using rnwys use caution when rnwys 2-20 are open as eqpmt may be working on edges. Flags & flares on work area durg non-working hrs. (7-1)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON, HILLTOP ARPT: Closed. (6-27)

CHARLESTON, KANAWHA CO ARPT SPECIAL NOTICE: Effective 7/9/60, ADF Procedure No. 2, Amdt-Orig., change missed apch to read: "within 0.0 mi, make left turn and climb to 3000' direct to the Charleston LOM". (7-11)

CHARLESTON, KANAWHA CO ARPT: Narrow beam txwy B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat. clsd Sun & Mon; no tie down or over ngt parking. (6-29)

★ CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope unusable from MM to touch down. (6-17) About July 29, freq 120.30 mc will replace 118.50 mc. (6-3) Freq 126.18 mc chgd to 126.2 mc. (7-2)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

**CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (6-29)

**ELKINS MUN-RANDOLPH CO ARPT: Formerly Elkins Mun Arpt. Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (6-29)

MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both end rnwys 17-35. (6-1) No crash facils avbl until aprx end of July; rnwys 8-26 and 17-35 clsd to all operns until aprx end of July, due extsv rnwy repairs.

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.

PARKERSBURG RADIO: DMET operg test basis; channel 89. (6-9)

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt.

WISCONSIN: **GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req only. (6-29)

GREEN BAY RADIO: June 23, TACAN shut down until aprx Aug 3- modernization. (6-23)

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120° - 145° 20 mi, all other azimuths 25 mi. (5-16)

LONE ROCK RADIO: DMET operg test basis, channel 83.

LONE ROCK, TRI COUNTY ARPT: Haystack across road adjt N end N/S rnwy.

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 durg dalgt hrs. flares at ngt. (5-18) Apch lgtg being installed S end of N/S rnwy; men, eqpmt on fld dalgt hrs.

★ MADISON, TRUAC FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24) July 12, freq 126.18 mc chgd to 126.2 mc.

MARSHFIELD MUN ARPT: Caution, men, eqpmt on fld, constr. (6-29)

MILWAUKEE, GENERAL MITCHELL FLD: Rnwy 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only. SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide slope touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rney 1-19 day mrkd. (6-27)

★ MILEAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down relctn. (9-11) July 12, freq 126.18 mc chgd to 126.2 mc. July 18, freq 125.5 mc chgd to 118.0 mc.

[redacted] OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

WAUKESHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling rnwy. Model acft radio controlled meet will be held July 16 & 17; E/W rnwy will be clsd dalgt hrs of the contest; acft equipped with 122.8 mc rdo freq call for lndg conditions on turf rnwy, other acft land at own responsibility. (5-27) Constr on W end E/W rnwy & txwy; to be extended 600'; men, eqpmt off W end of the rnwy & txwy. (6-10)

WAUSAU RADIO: DME operg test basis. (6-18

WOODRUFF, LAKELAND MUN ARPT: Caution, men, eqpmt installing rnwy lgts.

[redacted]: CAMP GUERNSEY AREA SPECIAL NOTICE: Controlled firing area from June 12 thru Aug. 20, 1960 btn 0700 and 2200 MST to 330' MSL within the following boundaries: bgng at lat 42-30-00, 104-54-30; thence to 42-30-00, 104-40-00; 42-23-00, 104-40-00; 42-19-00 104-45-00; 42-16-00, 104-45-00; 42-16-00, 104-49-00; 42-22-00, 104-54-30; thence to pt of bgng. (6-10)

**CASPER-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at lats 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. Durg trng periods, these stns will include an advsiory message at tne end of each wea bcst.

★CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. Freq 126.18 mc chgd to 126.2 mc. About Aug 1, ILS lclzr and glide slope will be shut down until arpx 20-re-constr. (7-14)

CASPER RADIO: July 12, VOR shut down until aprx July 30 - reconstr. Durg this period, following route structure and MEAs in efct: Unusable Awys: V1529 CKW DIK; V19E CZI-DGW; J32V RKS-RAP; J13V LVM-CYS; V85W RKR-CPR, V26 CPR-RAP. Unusable Reporting Points: Alcova, Glenrock, Ross and San Creek Ints. Usable Awys: (Temporary redesignated as follows with published MEAs and MCAs unless otherwise indicated) V26 CKW-Casper Int, 13,000'; V85 RKR-Casper Int., 11,000'; V298 BOY-Casper Int; SWK, 12,000'; V19 CZI-Casper Int-DGW, 9000'. Usable Rporting Point: Casper Int-CZI VOR R158° and DGW VOR R284°.

**CHEYENNE MUN ARPT: Due non-visibility twr unable to ctl tfc on ramp area N end NE of hangars on N side of arpt & ramp area within 100' radius of twr structure. (6-29)

★CHEYENNE MUN ARPT TOWER: July 5, freq 126.18 mc chgd to 126.2 mc.

CODY MUN ARPT: Rnwy 9-27 clsd. (7-1)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-17)

EVANSTON ARPT: New arpt reported 5 mi NNW, elev 6600' one dirt strip N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)

ROCK SPRINGS RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. June 14, TACAN shut down - reconst. Durg this period, following route structure & MEAs in efct: Unusable Awys: V6N FBR-CKW; V4 MLD-CKW; V4N and V6N RKS-CKW; V187 RKS-Yampa Int; J32V, J84V SLC-RKS; J84V RKS-BFF. Unusable Reporting Points: Superior, South Pass, Sweetwater; Green River, Hiway, Dinosaur and Yampa. Usable Awys: V6 btn FBR and CKW and an MEA of 11,000'. (5-13) July 18, ILS lclzr and glide slope shut down until aprx Aug 6 - reconstr. (7-19)

SHERIDAN COUNTY ARPT: Caution, grass cutting in progress summer months. (6-29)

SHERIDAN RADIO: About Aug 8, VOR will be shut down until aprx Aug 27 - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V1500 DNW-DPR; V19E BIL-SHR and SHR-CZI. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated: V6, 1504-31 RNO-BAM via RNO R039° and BAM R231°; MEA 18,000'; V105 OAL-RNO, 12,000'. Unusable Reporting Points: Churchill and Yerington Ints. (7-15)

THERMOPOLIS MUN ARPT: Hvy eqpmt will be using 20' of the apron on W side of rnwy 36-18 July 10 thru aprx July 30. (7-27)

[redacted]: SAN JUAN AIR ROUTE TRAFFIC CONTROL CENTER: Soon, freq 126.9 mc will be chgd to 130.4 mc El Yunque peripheral site. (6-20)

SAN JUAN, ISLE GRANDE ARPT: Tmpry twr lctd on NW corner of old terml bldg, due non-visibility tmpry twr unable to observe tfc on extreme S portion CG/Navy ramp, ramp area E of CG hangar, extreme E end rnwy 9, ramp on N side J. Mack Aero hangar, and apch area of rnwy 27. Pilots will assume full responsibility for avoiding tfc in blind areas. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts.

★SAN JUAN-ISLA GRANDE ARPT TOWER: July 18, freq 126.18 mc chgd to 126.6 mc. May 13, twr tmpryly relctd on NW corner of old trml bldg - renovation of twr structure.

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgtd. (1-7) Due to extsn of eastern end rnwy & txwy, 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25) Rnwy clsd 1330-1430 daily for acft partici-pating in opern Front Rail.

SAN JUAN-RAMEY AFB RADIO: Soon. CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

[redacted]: ST CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST CROIX RADIO: No coverage to N and W on all UHF and VHF voice air/gnd channels.

ST THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air/gnd channels - due terrain. (3-10)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	✓122.5G; 119.1; 118.1; 270.6; 363.8
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
✓Klamath Falls(Kingsley Fld), Oregon	Klamath Falls Apch Ctl	118.5;348.6
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS O, Hqs USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual. Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570.49 - No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS. controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: W-200). (This does not apply to hearing aids)

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N.Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D.C.	332 kc
Wichita, Kans.	332 kc

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code 40. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

   1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
   2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route #1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route #2 (Houston, Texas to Lake Charles, La.) Houston, Texas to New Orleans, La.)
3. VOR VORTAC Jet Route #3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route #4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route #8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route #12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route #14 (Cleveland, Ohio to Idlewild, N.Y.)
8. VOR/VORTAC Jet Route #16 (Portland, Ore., to Pullman, Mich.; Buffalo, N.Y., to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont. to Int. of J16V with Category "A" radar flight advisory area of J90V SW of Billings, Mont. Eff. 28 July 60.
9. VOR/VORTAC Jet Route #19(Omaha, Nebr., to Int. J19V with J64V). Eff. 28 July 60.
10. VOR/VORTAC Jet Route #21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
11. VOR/VORTAC Jet Route #22 (Lake Charles, La., to intersection with J55V).
12. VOR/VORTAC Jet Route #24 (Phoenix, Ariz., to Albuquerque, N.M.)
13. VOR/VORTAC Jet Route #25 (Dallas, Tex., to Tulsa, Okla.)
14. VOR/VORTAC Jet Route #26 (Amarillo, Tex., to Appleton, Ohio.)
15. VOR/VORTAC Jet Route #29 (Houston, Tex., to Memphis, Tenn and Dayton, Ohio to Cleveland, Ohio.)
16. VOR/VORTAC Jet Route #31 (Dallas, Tex., to Chicago, Ill.)
17. VOR/VORTAC Jet Route #33(Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
18. VOR/VORTAC Jet Route #34 (Cleveland, Ohio to Pittsburgh, Pa.)
19. VOR/VORTAC Jet Route #35 (New Orleans, La., to St. Louis, Mo.)
20. VOR/VORTAC Jet Route #37 (New Orleans, La., to Spartanburg, S.C.)
21. VOR/VORTAC Jet Route #41 (Miami, Fla. VOR to St. Petersburg, Fla. VOR.)
22. VOR/VORTAC Jet Route #41 (Kansas City, Mo., to Omaha, Nebr.) Eff. 28 July 60.
23. VOR/VORTAC Jet Route #42 (Dallas, Tex., to New York, N.Y.
24. VOR/VORTAC Jet Route #43 (Atlanta, Ga., to Waterville, Ohio.) Eff. 13 Aug. 60.
25. VOR/VORTAC Jet Route #45 (Alma, Ga., to St. Louis, Mo.)
26. VOR/VORTAC Jet Route #49 (Alma, Ga., to Spartanburg, S.C.)
27. VOR/VORTAC Jet Route #52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
28. VOR/VORTAC Jet Route #53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S.C., to Pittsburgh, Pa.)
29. VOR/VORTAC Jet Route #55 (From the intersection with J22V to Kenton, Del.)
30. VOR/VORTAC Jet Route #58 (San Francisco, Calif., to New Orleans, La.) Non-radar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
31. VOR/VORTAC Jet Route #60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
32. VOR/VORTAC Jet Route #62 (Idlewild, N.Y., to Nantucket VOR.)
33. VOR/VORTAC Jet Route #64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
34. VOR/VORTAC Jet Route #67 (Idlewild, N.Y., to U.S.-Canadian Border.)
35. VOR/VORTAC Jet Route #69 (Spartanburg, S.C., to Gordonsville, Va.)

(Continued)

36. VOR/VORTAC Jet Route #71 (Appleton, Ohio to Front Royal, Va.)
37. VOR VORTAC Jet Route #75 (Miami, Fla., to U.S.-Canadian Border)
38. VOR/VORTAC Jet Route #77 (Miami, Fla., to U.S. Canadian Border)
39. VOR/VORTAC Jet Route #78 (Los Angeles, Calif., to New York, N.Y.)
40. VOR/VORTAC Jet Route #79 (Miami, Fla., to Idlewild, N.Y.)
41. VOR/VORTAC Jet Route #80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
42. VOR/VORTAC Jet Route #81 (The intersection of J81V and J53V to Barracuda Int.)
43. VOR/VORTAC Jet Route #82 (Chicago, Ill., to Boston, Mass.)
44. VOR VORTAC Jet Route #84 (Oakland, Calif., to the U.S. Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
45. VOR VORTAC Jet Route #85 (Miami, Fla., to the U.S.-Canadian Border.)
46. VOR VORTAC Jet Route #87 (Houston, Tex., to Northbrook, Ill.)
47. VOR VORTAC Jet Route #89 (Northbrook, Ill., to Miami, Fla.)
48. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
49. VOR/VORTAC Jet Route #90 (Seattle, Wash., to Chicago, Ill.)
50. VOR/VORTAC Jet Route #95 (Idlewild, N.Y., to U.S.-Canadian Border) Eff. 28 July 60.

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Port Allen Fix;
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct. radial to the Victoria (Patricia Bay), B.C., Canada RR.
20. Wolbach, Nebraska VOR; direct to Pawnee City, Nebraska VOR.
21. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
22. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
    b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
23. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOF Baltimore, Md., Terminal Area--
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
24. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
25. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 265° M radial; to Int. of Palmdale, Calif., 265° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
26. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
27. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
28. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.

(Continued)

29 Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR

30. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

31 Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

32 From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

33. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

34 San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

35 New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.

36 **Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:**
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).

37 **From the St. Petersburg, Fla., VOR to the Int. of the St. Petersburg, Fla., VOR 274° M radial with Control Area Extension 1226.**

(Continued)

38 From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La, NDB.
39. From the Grand Isle, La., NDB via direct to the New Orleans, La., VOR.
40. From the Int. of J85-V and J41-V direct to the Egmont Key, Fla, NDB.
41 Green Federal Airway #1(From the Int. of G1 with U.S.-Canadian Border W of Millinocket, Me., to Int. of G1 with U.S.-Canadian Border NE of Millinocket, Me.)

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126.18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

LIST OF NAMES - (NOTE: See additional names at end of list)

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ALPIZAR-Perez, Evelio	11-27-39	Student S616495
ASHLEY, Otis H.	12-10-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3-1 -34	Flight Instructor Certificate 1358448
BLANCO, - Navarro, Manual Angel	9-27-26	
BLAND, Virginia L. (female)	8-4 -22	Comm. ASEL & S, & Instrument 1244338
BROOKLEY, William Quitman	12-24-28	
BROWDER, Edward	6-22-17	30362
CAMACHO-Porro, Cesar Ricardo	12- 7-36	
CHEVALIER, S. Eugene, Jr.	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS- Blanco, Roberto Raul	12-19-19	
DE LEON, De Leon, Gilberto	2-27-27	
DIAZ-Lanz, Pedro	11- 8-26	
FERNANDEZ-Miranda, Roberto	6- 7-22	
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
[illegible] ERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
[illegible] ERNANDEZ Martinez, Jose	9-20-31	
[illegible] ERNANDEZ-WAYBERT, Gerardo P. F.	5-16-25	Cuban lic. 721
[illegible] ERNANDEZ-WAYBERT, Gilberto A. C.	2- 2-27	Cuban lic. 305
[illegible] ERRERA-Cabrer, Gonzalo	9-26-26	
[illegible] ORMEL, Charles W.	2- 2-14	Pvt. 1437835
[illegible] UGLES, Paul J.	10- 8-28	
IZQUIERDO-Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8- 2-29	Pvt. ASEL 1425471
KOLN, Marvin	5-11-23	Comm. 1164122
LOPEZ-Dominguez, Angel	10-18-34	
LORIE-Valls, Richard Luis	10-13-27	
MEROLA, Joseph R.	10- 9-25	936421
MILLARES de la OSA, Roberto	11- 5-17	
MONNAR-Marrero, Francisco	7-25-39	
MONTERO-Machado, Pedro	4- 2-31	
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Norimerola, Oswaldo	9- 3-35	
[illegible]	2-23-25	Pvt. ASEL 1127466
PRELLEZO, Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651
REVUELTA-San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9- 1-37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SAXTON, Gaylord	11-20-22	
SHERGALIS, William J	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11- 3-25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TRUEBA-Rojas, Humberto	7- 4-25	
VASQUEZ-Coeja, Daniel	3- 4-26	Number unknown
VERDECIA-Perez, Angel Rafael	2- 7-37	Student S363783
VILLARAOS-Flores, Angel Alfonso	8- 2-26	Cuban lic. 929
WALL, William	12-12-25	C-198195
WEIGHMANN, James	10-22-25	
WHITEHOUSE, Edward J	3-14-14	
WILSON, Raymond L.	12- 8-22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr 1326948
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

ADDITIONAL NAMES - Out of Alphabetical Order

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ACOSTA - Rosell, Miguel	9-3 -22	Cuban lic. 652
ALVAREZ - Builla Y Voghon, Orlando M.	10-16-09	Cuban Comm NR 4
CABRERA - Rodriquez, Timteo Amado	2-13-25	Cuban lic. NR 482
ETCHEGOYEN Y Gardia, Pedro Arturo	4-18-19	Cuban lic. NR 256
FERNANDEZ - Mon, Daniel	1-6 -32	Cuban lic. 743
GARCIA Y Puyada, Elso Sergio	11-7 -25	Cuban lic. 1009
LOPEZ - Vilaro, Fernando	7-28-39	Cuban lic. 1142
LUAICES Y Sotelo, Cesar Manuel	4-25-19	Cuban lic. 882
McDONALD, Alan C.	3-5 -32	1397327
NOBREGAS - Heria, Leslie	3-18-26	Cuban lic. 617
PEDRAZA - Fuente, Ramon Rene	11-11-29	Cuban lic. 901
SANCHEZ - Ferrer, Armando Emelio	10-1 -24	Cuban lic. ATR No. 271

LETTER IDENT ASSIGNMENTS
Effective 0000Z Aug. 25, 1960

LOCATION	IDENT
Aberdeen, S. Dak.	AR
Abilene, Tex.	AI
Akron, Colo.	AK
Albany, Ga.	AJ
Albany, N. Y.	AB
Albuquerque, N. Mex.	AQ
Alexandria, La.	AX
Alexandria, Minn.	AN
Alice, Tex.	AH
Allentown, Pa.	AB
Alma, Ga.	AG
Altoona, Pa.	AO
Amarillo, Tex.	AM
Anchorage, Alaska	AC
Atlanta, Ga.	AL
Atlantic City, N. J.	AY
Augusta, Ga.	AS
Augusta, Me.	AU
Baker, Oreg.	BE
Bakersfield, Calif.	BC
Baltimore, Md.	BL
Bangor, Me.	BW
Baton Rouge, La.	BR
Battle Creek, Mich.	BQ
Battle Mountain, Nev.	MV
Beaumont, Tex.	BT
Belleville, Ill. Scott AFB	BV
Bellingham, Wash.	BG
Bethel, Alaska	BT
Big Delta, Alaska	BI
Big Spring, Tex.	BI
Billings, Mont.	BZ
Birmingham, Ala.	BM
Bismarck, N. Dak.	BK
Blythe, Calif.	BL
Boise, Idaho	BX
Boston, Mass.	BS
Bowling Green, Ky.	BG
Bozeman, Mont.	BN
Bridgeport, Conn.	BP
Bristol, Tenn.	TI
Brownsville, Tex.	BO
Brunswick, Me., NAS	NZ
Buffalo, N. Y.	BF
Burley, Idaho	BY
Burlington, Vt.	BU
Camp Springs, Md., Andrews AFB	AD
Casper, Wyo.	CR
Chanute, Kans.	CU
Charleston, S. C.	CQ
Charleston, W. Va.	CW
Charlotte, N. C.	CT
Cherry Point, N. C. MCAS	NT
Cheyenne, Wyo.	CS
Chicopee Falls, Mass., Westover AFB	CF
Cleveland, Ohio	CE
Cochise, Ariz.	CC
Cold Bay, Alaska	CO
Columbia, Mo.	CI
Columbia, S. C.	CM
Columbus, Ga.	CG
Columbus, N. Mex.	CZ
Concord, N. H.	CN
Corpus Christi, Tex.	CP
Crestview, Fla.	CV
Cross City, Fla.	CY
Cut Bank, Mont.	CB
Dagsett, Calif.	DG
Dayton, Ohio, Wright-Patterson AFB	FP
Daytona Beach, Fla.	DB
Delta, Utah	DT
Denver, Colo.	DN
Des Moines, Iowa	DZ
Dickinson, N. Dak.	DK
Dillon, Mont.	DI
Drummond, Mont.	DU
Dubois, Idaho	DS
Duluth, Minn.	DM
El Centro, Calif.	EC
Elkins, W. Va.	EN
Elko, Nev.	EK
Ellensburg, Wash.	EL
Elmira, N. Y.	EM
El Paso, Tex.	EP
Emerata, Wash.	EH
Erie, Pa.	EI
Eugene, Oreg.	EO
Fairbanks, Alaska	FI
Fargo, N. D.	FG
Florence, S. C.	FL
Fort Bridger, Wyo.	FB
Fort Dix, N. J., McGuire AFB	WI
Fort Jones, Calif.	FS
Fort Wayne, Ind.	FA
Fresno, Calif.	FN
Front Royal, Va.	FR
Gage, Okla.	GA
Garden City, Kans.	GC
Gila Bend, Ariz.	GN
Gordonsville, Va.	GE
Gosnen, Ind.	GE
Grand Forks, N. D.	GK
Grand Island, Neb.	GI
Great Falls, Mont.	GF
Greensboro, N. C.	GO
Greenwood, Miss.	GW
Harrisburg, Pa.	ER
Hartford, Conn.	HD
Helena, Mont.	HN
Hilo, Hawaii	IO
Hobbs, N. Mex.	HB
Homer, Alaska	[illegible]
Honolulu, Hawaii	HL
Houghton, Mich.	CX
Houlton, Maine	HM
Houston, Tex.	HU
Huron, S. Dak.	HK
Hutchinson, Kans.	HT
Idaho Falls, Idaho	IA
Indianapolis, Ind.	IJ
Jacks Creek, Tenn.	JK
Jackson, Miss.	JN
Jacksonville, Fla.	JX
Jamestown, N. Dak.	JS
Joliet, Ill.	JT
Kansas City, Mo.	KS
Kenai, Alaska	KE
Key West, Fla.	EW
King Salmon, Alaska	KN
Klamath Falls, Oreg.	LM
Knoxville, Tenn.	TS
La Crosse, Wis.	LE
Langley Field Va., Langley AFB	LI
Lansing, Mich.	LN
Laramie, Wyo.	LR
Las Vegas, Nev.	LS
Las Vegas, N. Mex.	LV
Lewistown, Mont.	LW
Lincoln, Nebr., Lincoln AFB	LK
Little Rock, Ark.	LT
Long Beach, Calif.	LB
Lovelock, Nev.	LL
Lubbock, Tex.	LX
Lucin, Utah	LU
Lynchburg, Va.	LI
Macon, Ga.	MN
Malad City, Idaho	MD
Martinsburg, W. Va.	MB
Medford, Oreg.	ME
Memphis, Tenn.	MM
Meridian, Miss.	MS
Middleton, Alaska	MQ
Midland, Tex.	MF
Miles City, Mont.	MC
Millinocket, Me.	MK
Milwaukee, Wis.	MW
Minneapolis, Minn.	MP
Minot, N. Dak.	MT
Missoula, Mont.	MO
Moline, Ill.	MI
Monroe, La.	MU
Montgomery Ala., Maxwell AFB	ML
Morgantown, W. Va.	MG
Mt. Clemens, Mich., Selfridge AFB	MZ
Mullan Pass, Idaho	MA
Muskegon, Mich.	MJ
Nashville, Tenn.	BA
Needles, Calif.	ED
Nenana, Alaska	XN
New Orleans, La.	MY
Norfolk, Va.	OF
North Philadelphia, Pa.	PE
North Platte, Nebr.	LF
Oakland, Calif.	OK
Ogden, Utah	OD
Oklahoma City, Okla.	OC
Omaha, Nebr.	OA
Otto, N. Mex.	OO
Ozark, Ala., Cairns AAF	OR
Palacios, Tex.	PS
Palmdale, Calif.	PL
Panama City, Fla., Tyndall AFB	PM
Patuxent River, Md., NAS	NK
Pendleton, Oreg.	PN
Peoria, Ill.	PA
Phillipsburg, Pa.	PP
Phoenix, Ariz.	PX
Pierre, S. Dak.	PD
Pittsburgh, Pa.	PT
Pocatello, Idaho	PH
Portland, Oreg.	PO
Poughkeepsie, N. Y.	PU
Prescott, Ariz.	PC
Presque Isle, Me., Presque Isle AFB	PQ
Providence, R. I.	PE
Pueblo, Colo.	PB
Pulaski, Va.	PK
Quonset Point, R. I., NAS	NO
Raleigh-Durham, N. C.	RU
Rapid City, S. Dak.	RP
Red Bluff, Calif.	RL
Redmond, Oreg.	RM
Reno, Nev.	RO
Richmond, Va.	RC
Riverside, Calif.	RV
Roanoke, Va.	RA
Rochester, Minn.	RT
Rochester, N. Y.	[illegible]
Rock Springs, Wyo.	RK
Roswell, N. Mex.	RW
Sacramento, Calif.	SO
Salt Flat, Tex.	SQ
Salt Lake City, Utah	SC
Santa Barbara, Calif.	SB
Sault Ste. Marie, Mich	SM
Savannah, Ga.	SV
Scottsbluff, Nebr.	BJ
Seattle, Wash.	SJ
Sheridan, Wyo.	SD
Shreveport, La., Barksdale AFB	BB
Shreveport, La.	SH
South Bend, Ind.	SN
Spartanburg, S. C.	SP
Springfield, Ill.	SI
Springfield, Mo.	SF
Sumter, S. C., Shaw AFB	SW
Sioux City, Iowa	SX
Sioux Falls, S. Dak.	FD
Spokane, Wash.	GG
St. Louis, Mo.	SL
Stockton, Calif.	SK
Syracuse, N. Y.	SR
Tacoma, Wash., McChord AFB	TM
Tallahassee, Fla.	TH
Texarkana, Ark.	TX
The Dalles, Oreg.	DL
Thermal, Calif.	TR
Tonopah, Nev.	TO
Topeka, Kans., Forbes AFB	TE
Traverse City, Mich.	TV
Truth or Consequences, N. Mex.	TT
Tucumcari, N. Mex.	TC
Tucson, Ariz.	TU
Tulsa, Okla.	TL
Waco, Texas	AT
Walla Walla, Wash.	AW
Washington, D. C.	DA
Westfield, Mass.	AF
West Palm Beach, Fla.	PI
Whidbey Island, Wash., NAS	NW
Whitehall, Mont.	HA
Wichita, Kansas	IT
Wilkes-Barre, Scranton, Pa.	AP
Wink, Tex.	IK
Winslow, Ariz.	IW
Williamsport, Pa.	IP
Yakima, Wash.	YM
Yakutat, Alaska	YK
Youngstown, Ohio	YG
Yuma, Ariz.	YU

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Springs, Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Hollywood, Fla.	JA 4-0163	" "
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
Laredo, Tex.	No. 21 (Rural)	Cotulla, Tex.
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	New York, N.Y. (IDL)
Newark, N.J.	MA 2-0121	" "
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City Utah
Panama City, Fla.	SU 5-6631	Tallahassee, Fla.
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Springfield, Ohio	FA 2-4562	" "
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.
Winston-Salem, N.C.	PA 5-1731	Hickory, N.C.

INTERPHONES Location	FSS Providing Service
Alliance Arpt., Nebr.	Scottsbluff, Nebr.
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Berz Arpt., Birmingham, Mich.	Detroit, Mich.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Chicago-Hammond Arpt., Ill.	Joliet, Illinois
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
DuPage Co. Arpt., W. Chicago, Ill.	Joliet, Illinois
Elgin Arpt., Illinois	Joliet, Illinois
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gary Mun Arpt., Ill.	Joliet, Illinois
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.

INTERPHONES Location	FSS Providing Service
Hillsboro Arpt., Oreg.	Portland, Oreg.
Howell Arpt., Chicago, Ill.	Joliet, Illinois
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif
Lombard-Mitchell Fld., Ill.	Joliet, Illinois
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
McKinley Arpt., Fraser, Mich.	Detroit, Mich.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Palwaukee Arpt., Chicago, Ill.	Joliet, Illinois
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Harbor Arpt., Northbrook, Ill.	Joliet, Illinois
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
Winchester, Va.	Martinsburg, W.Va.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

(15 July 1960)

CUMULUS CLOUD RESEARCH PROJECT

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC TAC)
USAF jet aircraft have implemented, on a continuing basis, high altitude refueling

— SPECIAL NOTICE —

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 all aerial cumulus cloud research operations will be restricted within a 50 statute mile radius of a designated point [illegible] Missouri at [illegible] N 91°39 W as indicated by the [illegible] circle.

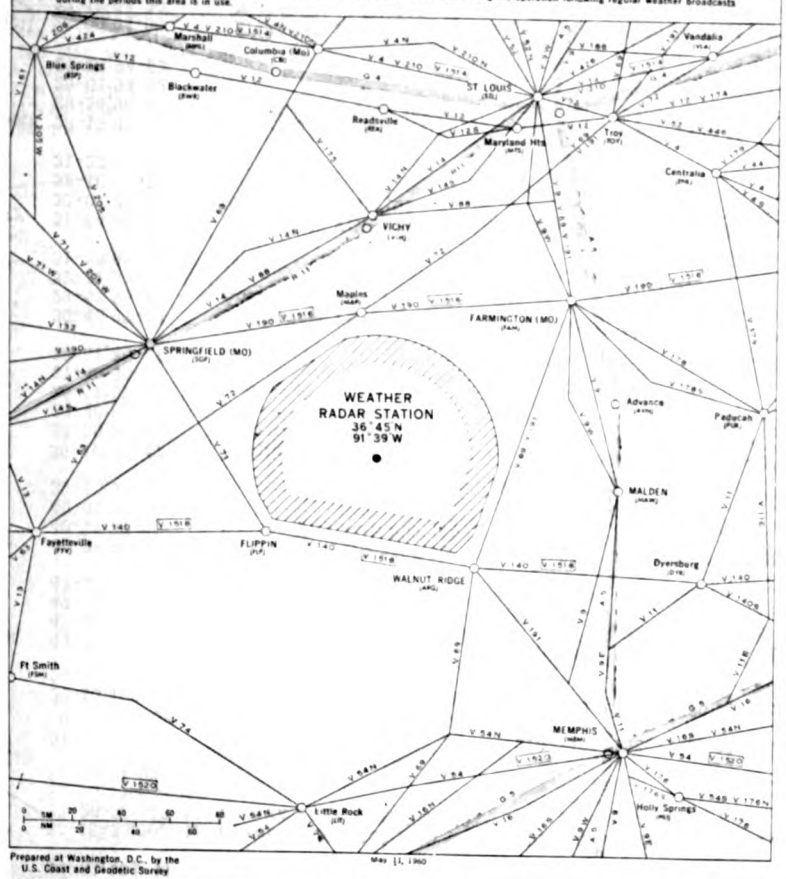
All flight operations will be conducted [illegible] Two Cessna 172 aircraft will operate VFR [illegible] the area as indicated [illegible] between the [illegible] and [illegible] Base [illegible] will operate VFR [illegible] the area [illegible] feet MSL generally [illegible] feet MSL [illegible]

Flight operations will be conducted [illegible] during the seven and one half month period each year. Specific information concerning these operations will be disclosed by NOTAM [illegible] days the flights will be made.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St Louis Mo FSS — Springfield Mo CS,T — Malden Mo FSS — [illegible] Ridge Ark FSS — Memphis Tenn ARTCC
Vichy Mo FSS — Farmington Mo FSS — Flippin Ark FSS — St Louis Mo ARTCC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.



NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is July 31, 1960.

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days	
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	**1600-1800 M, W, F.** **2200-2400 M, W, F.** **0200-0700 T, Th, S** **1600-1800 T, Th.** **2200-2400 T, Th.** **0200-0700 W, F.**
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 121°;89 Los Angeles VOR 297°;68	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 035°;113 The Dalles VOR 120°;67	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 330°;80 Provo VOR 237°; 89	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 45-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	2030-0500 M - S
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F. 2200-2400 M - F. ✓0000-0300 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 175°;57 Alamosa VOR 357°;59	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 335°;57 Aberdeen VOR 263°;72	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Sioux Falls VOR 212°;96 Casper VOR 105°;66	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 042°;52 Fargo VOR 013°;110	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 135°;37 Garden City VOR 064°;52	NOTE: 330-360 flt levels deleted effect. May 8. 240-260 1400-1600 M - F. 1800-2350 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15-30;103-40 30-25-00;99-32 32-50;99-03 30-00;99-00	Roswell VOR 110°;55 Wichita Falls VOR 205°;40	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31°32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Nodine VOR 240°;29 Houghton LFR 028°;26	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Indianoplis VOR 329°;50 Kansas City VOR 069°;85	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 089°;42 Nashville VOR 360°;70	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Alexandria VOR 320°;55 Austin VOR 090°;35	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	28-00;94-00 27-13;94-20 25-31;89-05 24-42;89-30	27-36; 94-10 New Orleans Center 25-07; 89-17 New Orleans Center	310-340 1600-2100 M - F. 0100-0600 T - S.
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Montgomery VOR 160°;30 Gainesville, Fla. VOR 297°;50	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290 1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 140°;120 Guantanamo LF 023°;125	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 062°;50 Presque Isle VOR	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullen Pass VOR 005°;74 Great Falls VOR 035°;128	310-340 1600-1800 M-F 2200-2400 M-F 0200-0500 T-S

SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual general aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

CAUTION-AIRCRAFT ARRESTING BARRIERS AT JOINT USE MILITARY/CIVIL AIRPORTS: Aircraft Arresting Barriers are installed at some joint use military/civil airports. Pilots, particularly those of the light propeller driven category of aircraft are advised to operate with caution while operating near or over a lowered barrier. Aircraft operations at minimum practical power settings and taxi speeds are recommended until clear of the arresting barrier system.

ILS SENSITIVITY ADJUSTMENTS: At a number of facilities in the United States, ILS localizer course width will be reduced from 5 degrees to 4 degrees in the near future. Individual facility NOTAM's will be published as these changes occur.

NAVIGATIONAL WARNING-USAF OPERATION "OIL BURNER". USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during times specified for each route.

(19 July 1860)

SPECIAL NOTICE
OIL BURNER

SPECIAL NOTICE

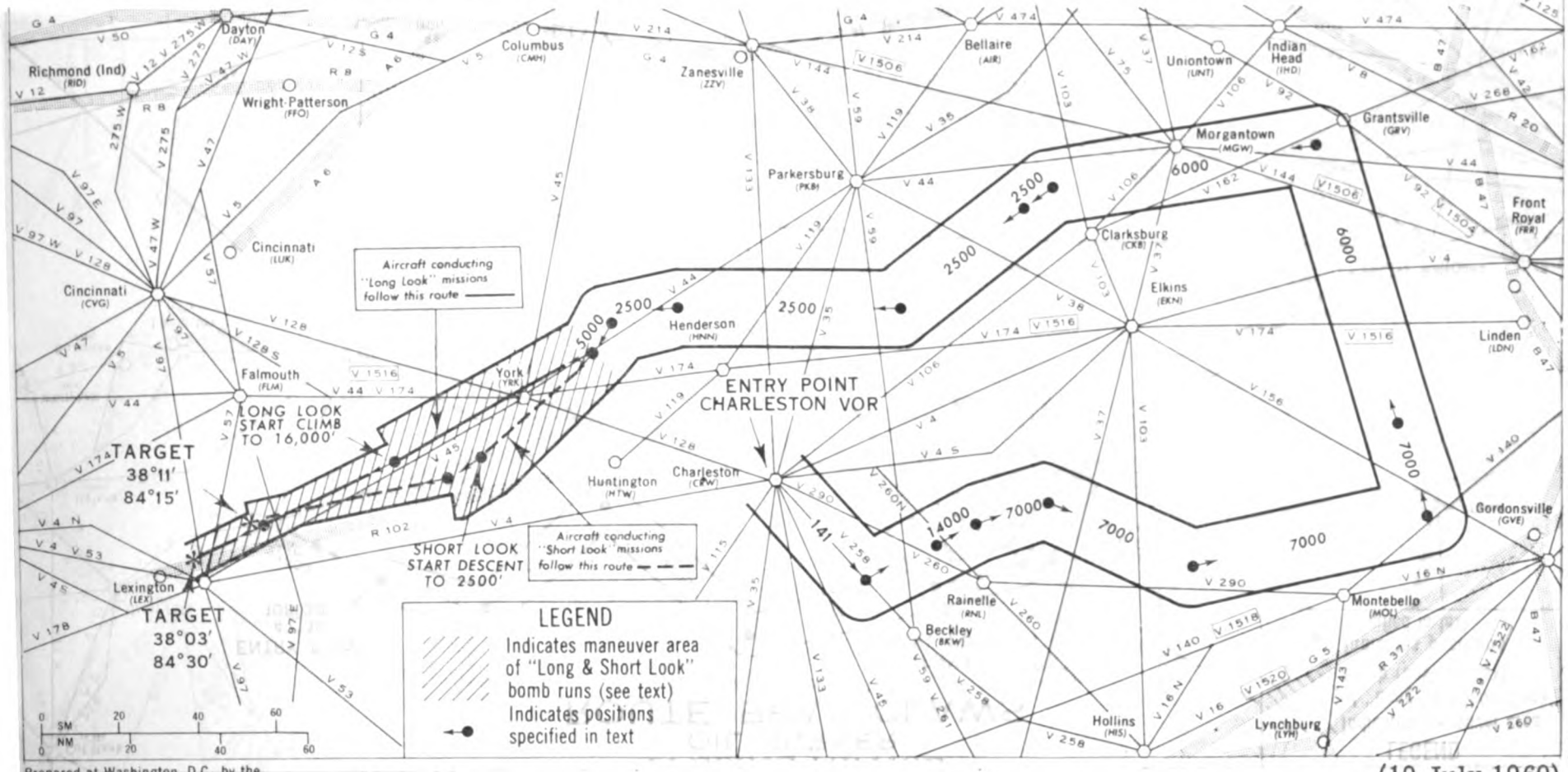
OIL BURNER
ROUTE GREEN VALLEY
EFFECTIVE July 31, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240, and proceed via the 141° radial of the Charleston VOR to 37°59'N 81°22'W, maintaining assigned flight level to this point. Then proceed to 38°08'N 81°00'W descending to cross this point at 19,000' MSL or above. Aircraft will then continue descent to cross 38°12'30"N 80°49'W at 14,000' MSL, and to cross 38°16'N 80°30'W at 7,000' MSL, then proceeding to 38°01'N 79°49'W at 7,000' MSL, then to 38°11'N 78°41'30"W at 7,000' MSL, then to 38°32'N 78°49'W at 7,000' MSL, descend to 6,000' MSL immediately after passing 38°32'N 78°49'W, then at 6,000 feet MSL to 39°33'N 79°10'W, then 39°25'N 80°27'W at 6,000' MSL, then descending to cross 39°21'N 80°34'W at 2,500' MSL, then to 38°59'N 81°11'W at 2,500' MSL, then to 38°59'N 82°14'W at 2,500' MSL, then to 38°51'N 82°33'W at 2,500' MSL, then climbing to cross 38°49'N 82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N 82°38'W to 38°26'N 83°09'W, then descend to cross 38°22'N 83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N 84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL, then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL, cross Louisville VOR 050° radial at 17,000' MSL maintaining this altitude until after crossing Louisville VOR 018° radial, then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 280.

"Long Look" Missions will proceed from 38°49'N 82°38'W, maintaining 5,000' to 38°25'N 83°34'W, then climb to cross 38°10'N 84°11'W at 16,000' MSL, then to the target at 38°03'N 84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 322° radial still at 16,000' MSL, then climb on the Lexington VOR 322° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial, then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310. At end of navigation points (Short Look 38°22'N 83°18'W, and Long Look 38°25'N 83°34'W) route widths reduced from 20 statute miles to 10 statute miles to target.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

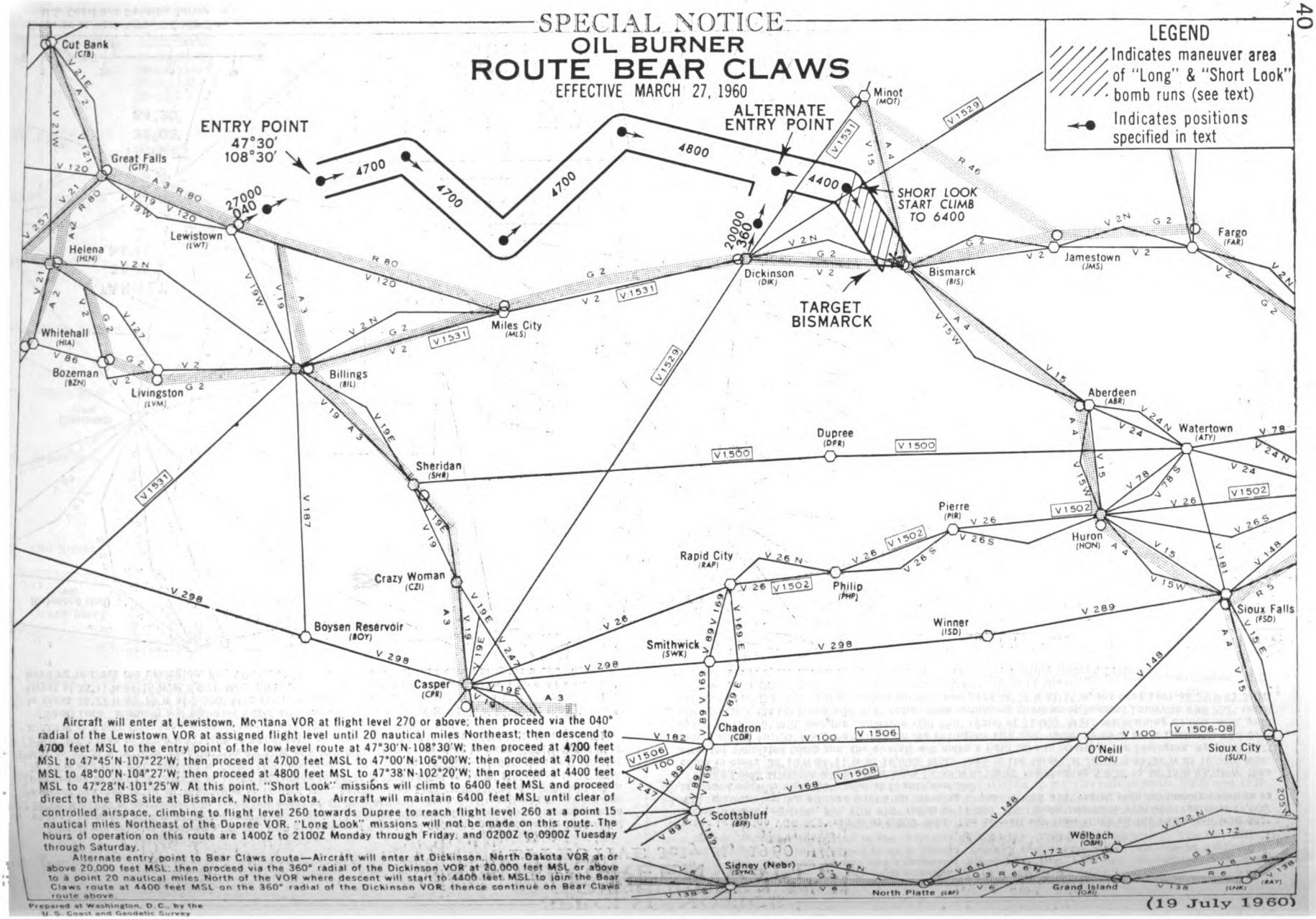
(19 July 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(19 July 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE TAR PAIL

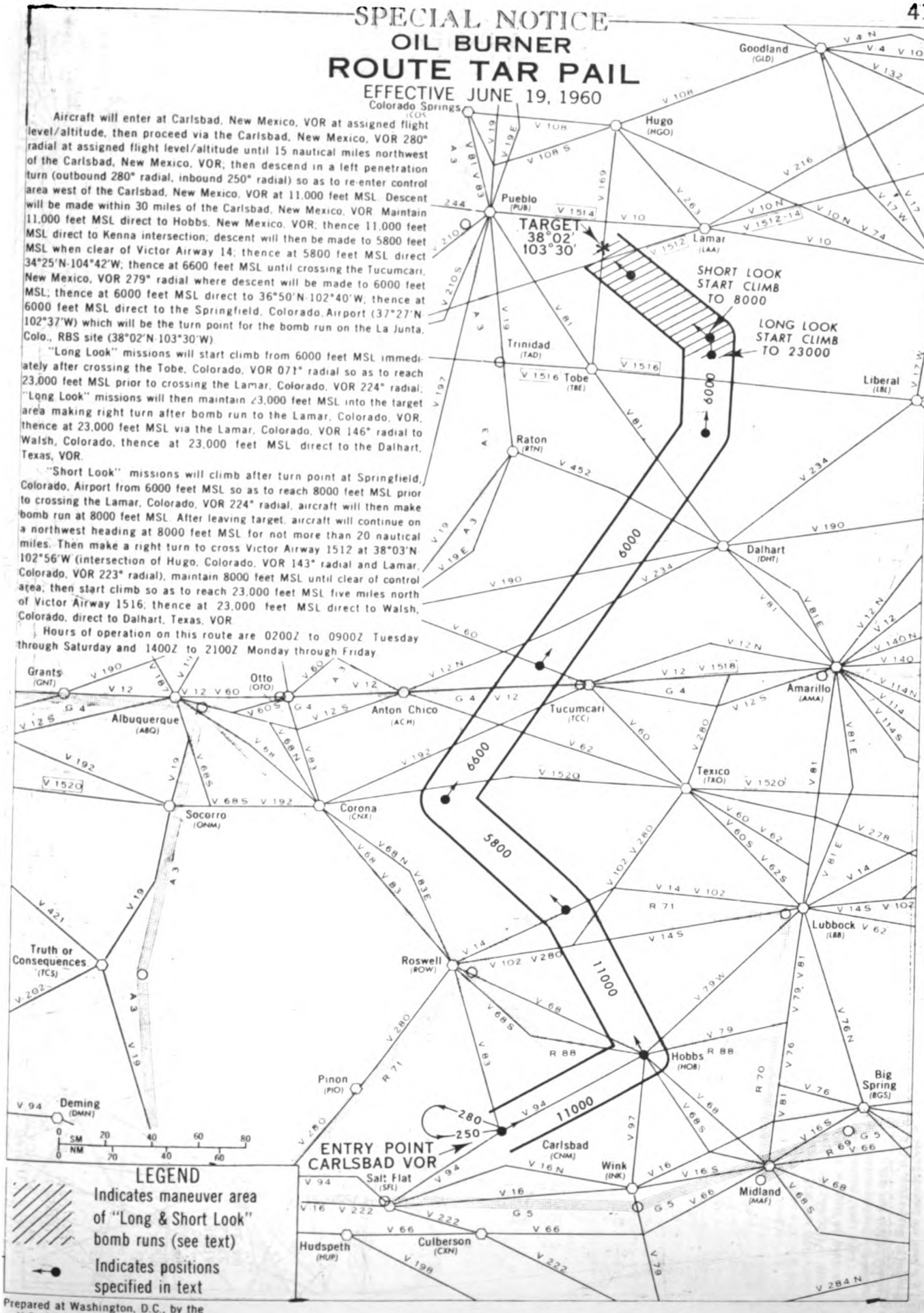
EFFECTIVE JUNE 19, 1960

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to re-enter control area west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Tucumcari, New Mexico, VOR 279° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 071° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial. "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N-102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE

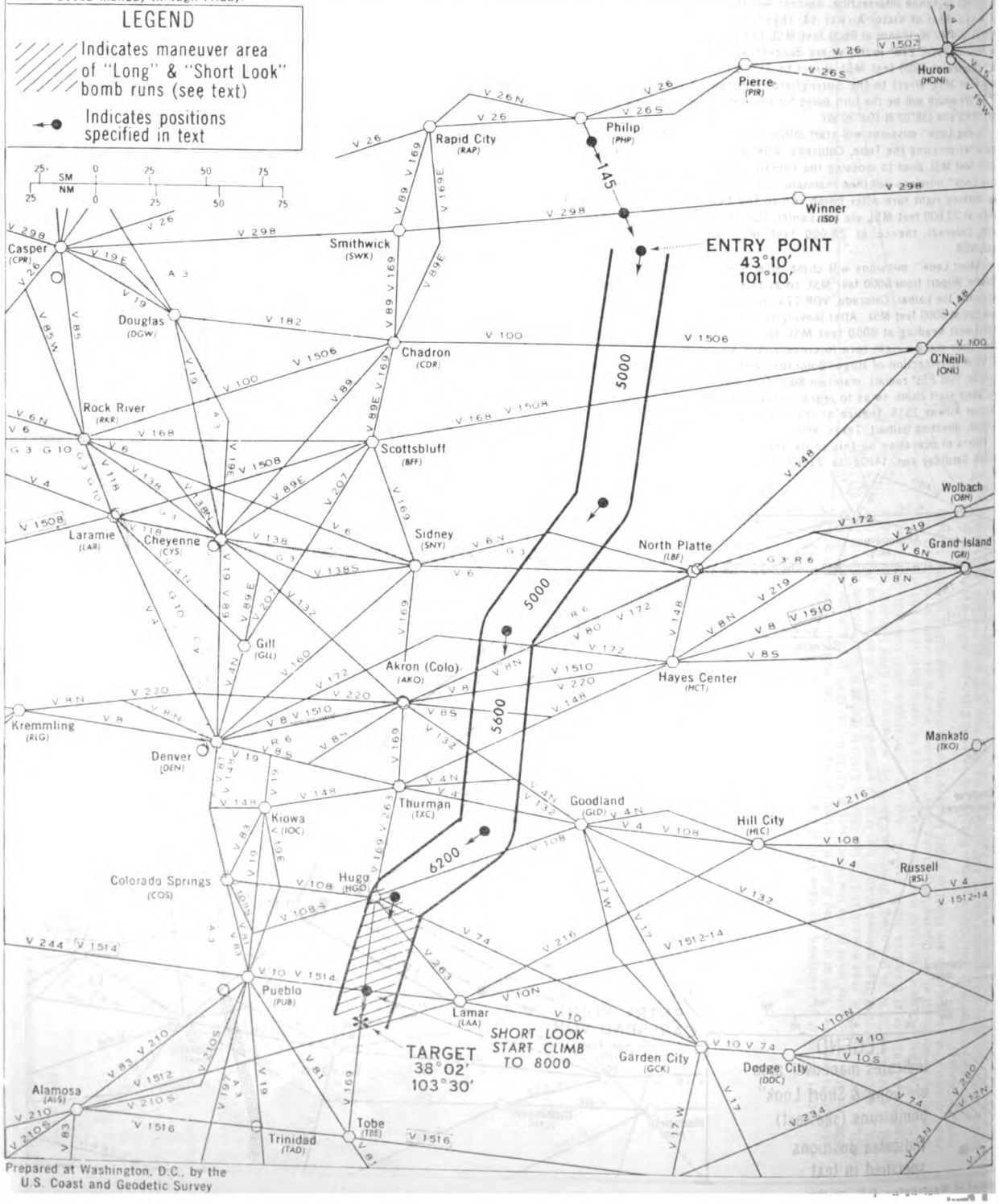
OIL BURNER

ROUTE ROUGH WOOD

EFFECTIVE JUNE 19, 1960

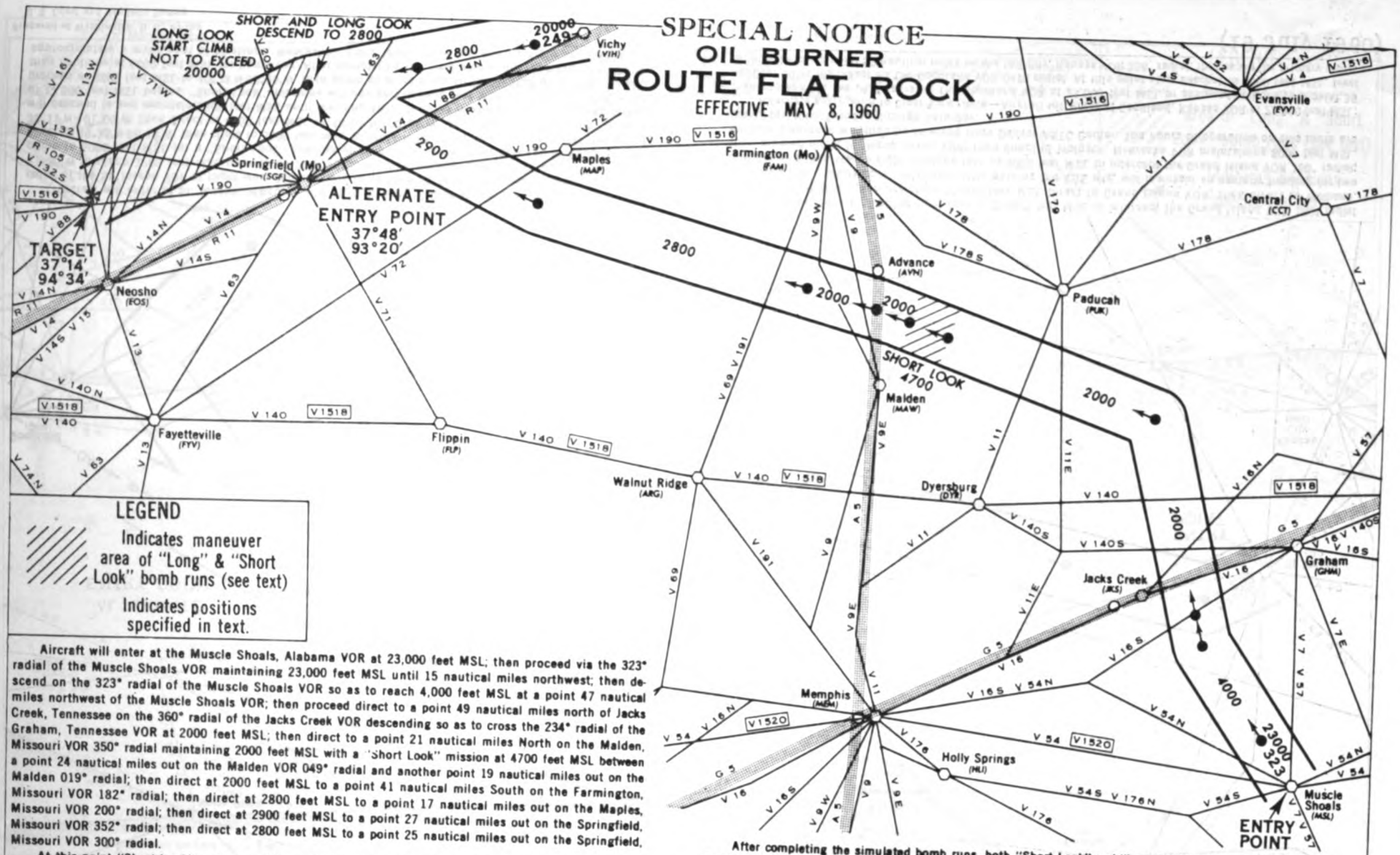
Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL, proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W; then at 5,000 feet MSL direct to 40°40'N-102°20'W; then at 5,600 feet MSL direct to 39°19'N-102°29'W; then at 6,200 feet MSL direct to 38°52'N-103°13'W; then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial, maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169; then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516, maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



LEGEND

Indicates maneuver area of "Long" & "Short Look" bomb runs (see text)

Indicates positions specified in text.

Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14'N-94°34'W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

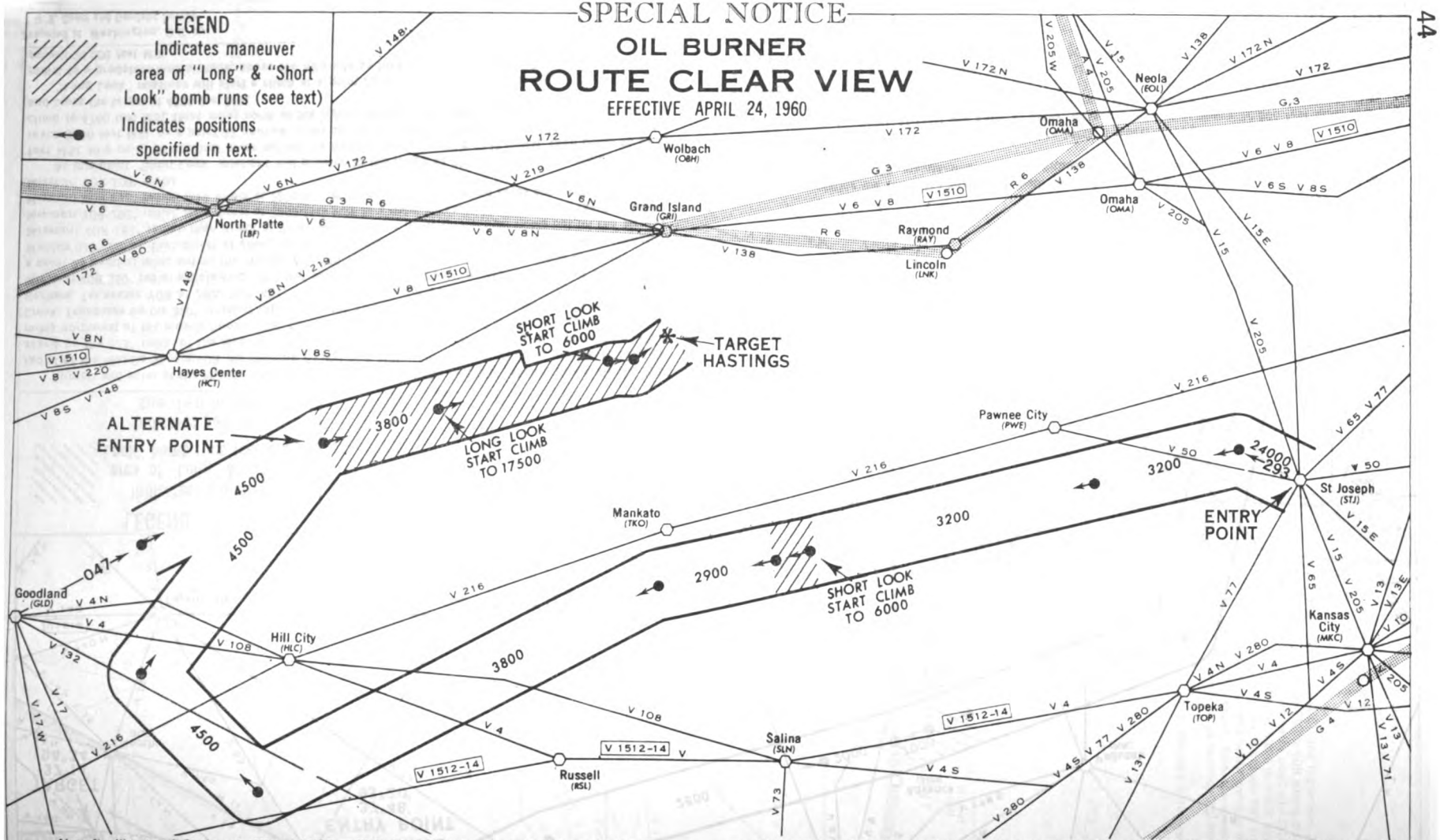
Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

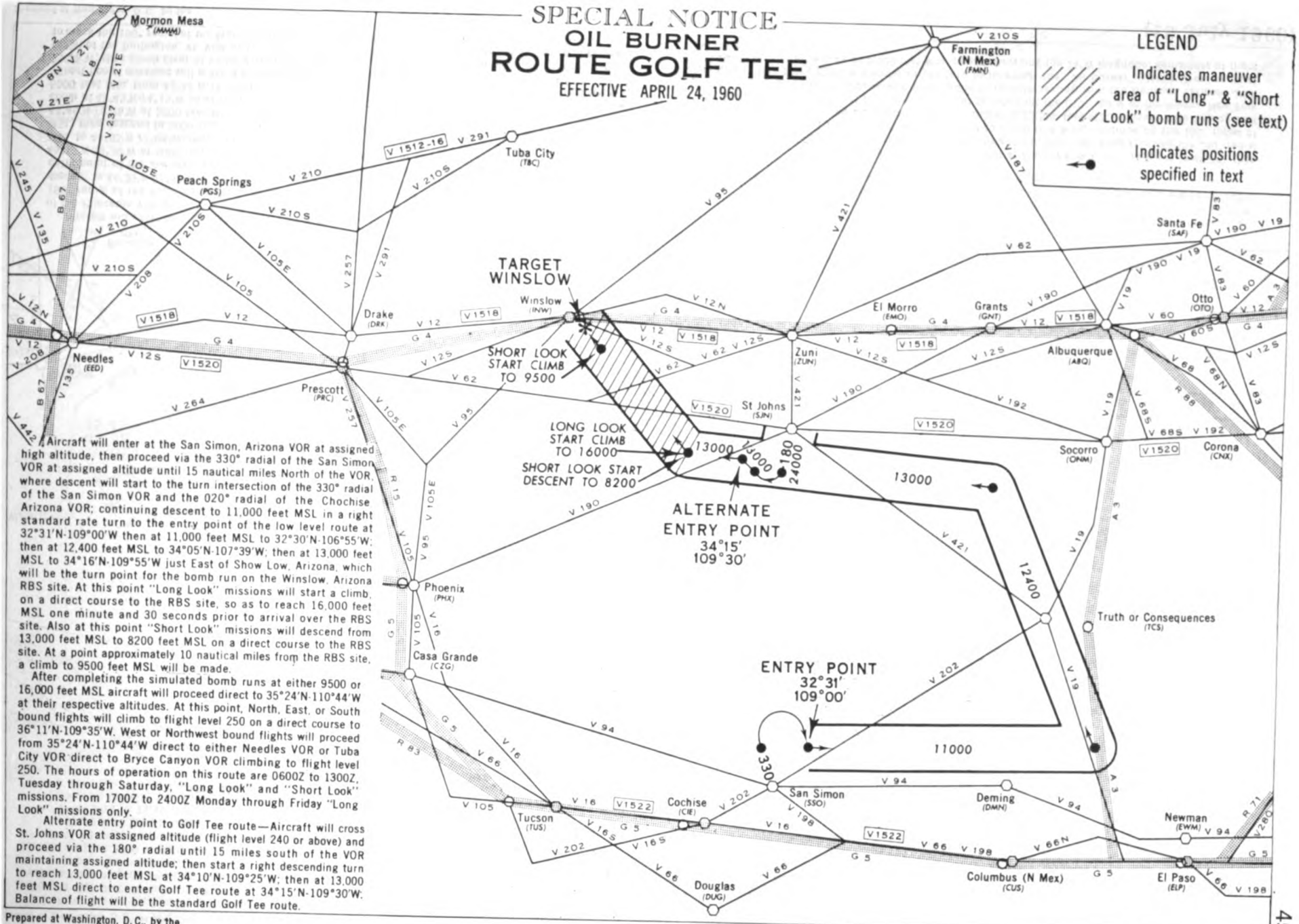
Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(19 July 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE GOLF TEE

EFFECTIVE APRIL 24, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Chochise Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs at either 9500 or 16,000 feet MSL aircraft will proceed direct to 35°24'N-110°44'W at their respective altitudes. At this point, North, East, or South bound flights will climb to flight level 250 on a direct course to 36°11'N-109°35'W. West or Northwest bound flights will proceed from 35°24'N-110°44'W direct to either Needles VOR or Tuba City VOR direct to Bryce Canyon VOR climbing to flight level 250. The hours of operation on this route are 0600Z to 1300Z, Tuesday through Saturday, "Long Look" and "Short Look" missions. From 1700Z to 2400Z Monday through Friday "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

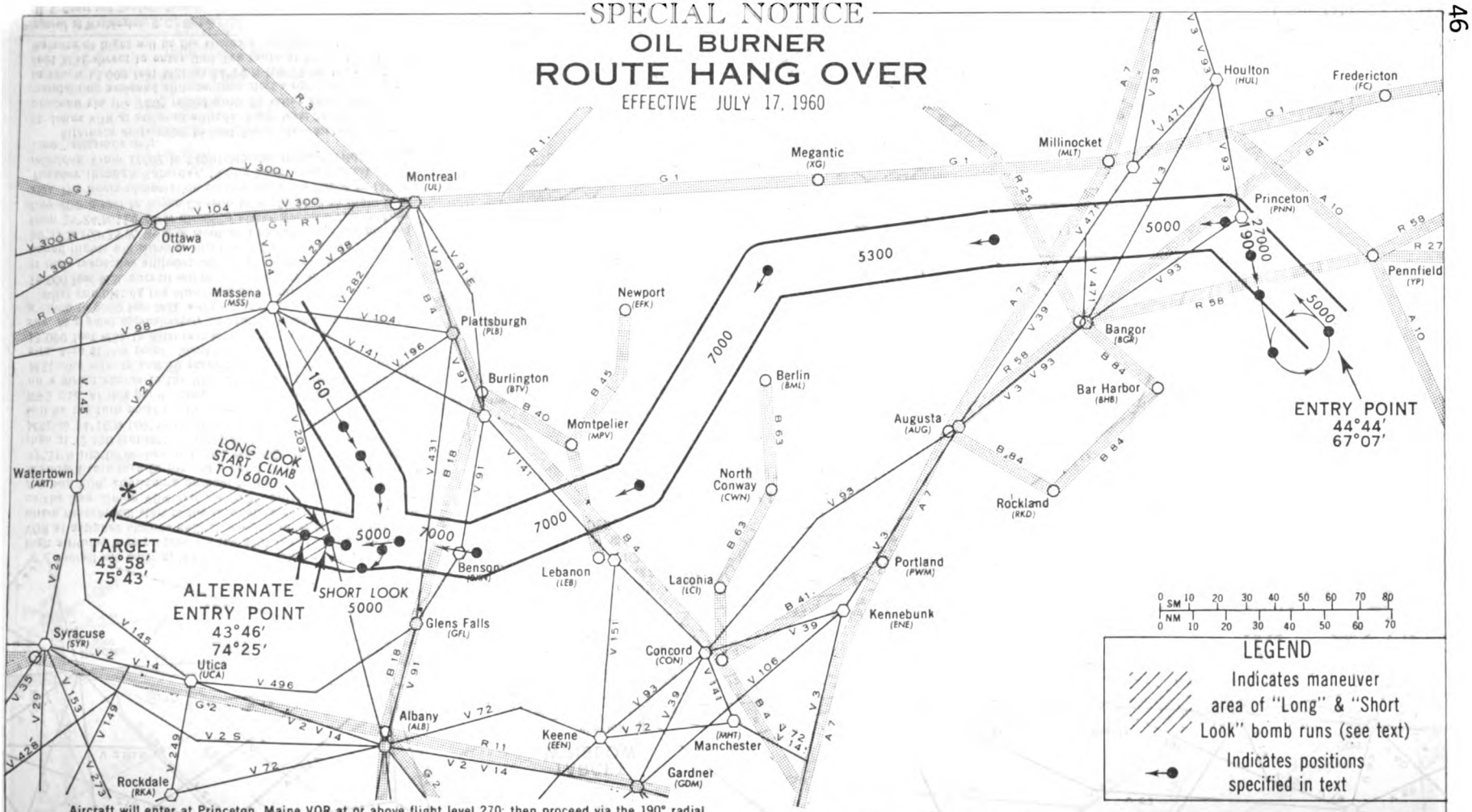
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(19 July 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE HANG OVER

EFFECTIVE JULY 17, 1960



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Alternate entry to "Hang Over" route – Aircraft will enter at Massena, N.Y. VOR at flight level 290, then proceed via the 160° radial of the Massena VOR maintaining flight level 290, after crossing the 280° radial of the Burlington, Vermont VOR descent will be started to 5,000 feet MSL; continue on the 160° radial of the Massena VOR and cross the Burlington VOR 267° radial at 23,500 feet MSL, cross the Burlington VOR 250° radial at 14,500 feet MSL; at this point turn right to intercept the 010° radial of the Albany, New York VOR; continue descent on the Albany VOR 010° radial to its intersection with the Benson, Vermont VOR 287° radial; at this point make a standard right turn to intercept the "Oil Burner" "Hang Over" route at 43°46′N-74°25′W. Aircraft will be at 5,000 feet MSL prior to crossing the 74°W longitude. Remainder of flight via the "Hang Over" route.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(19 July 1960)

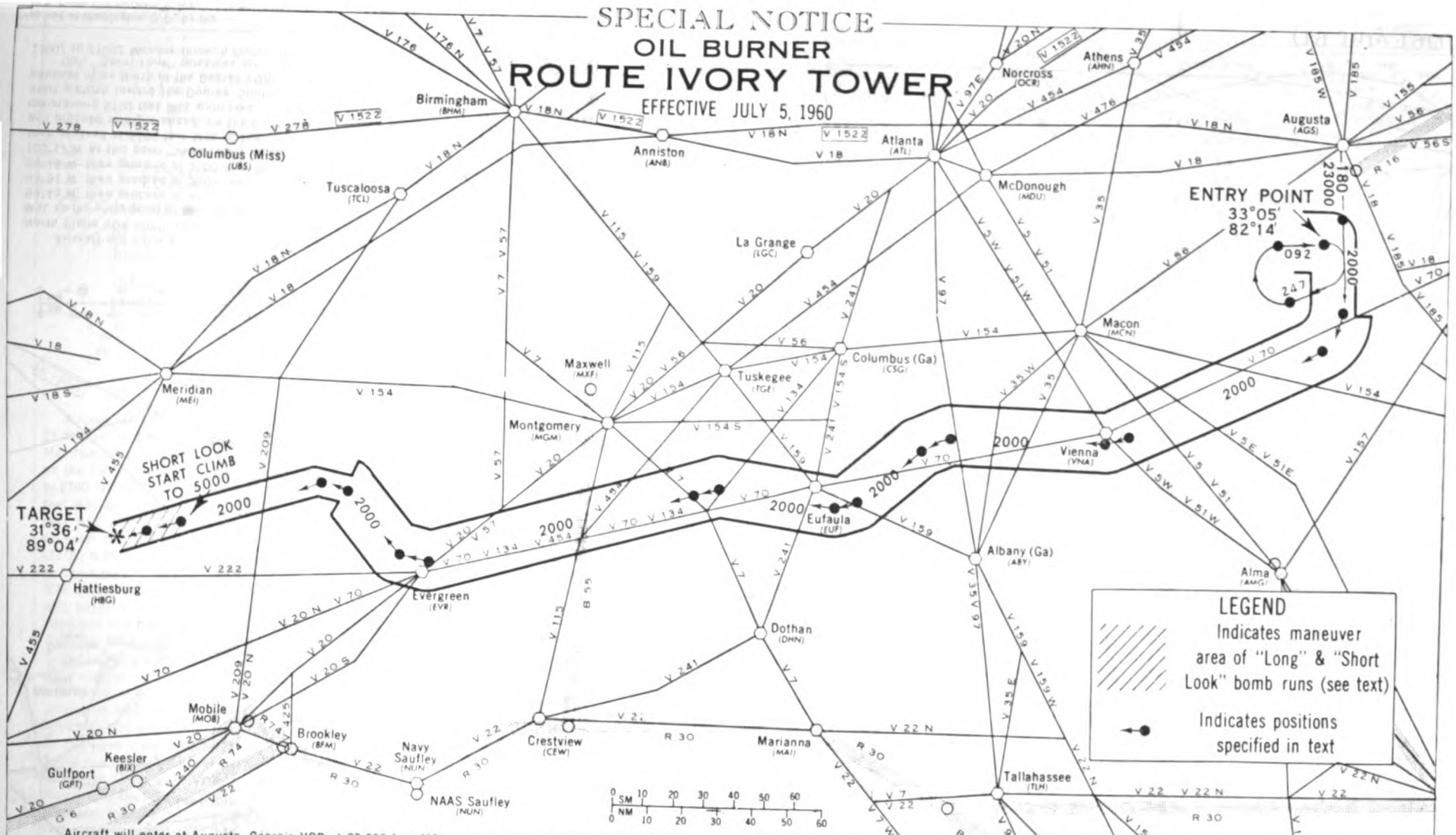
SPECIAL NOTICE
OIL BURNER
ROUTE HANG OVER

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE JULY 5, 1960



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above, then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

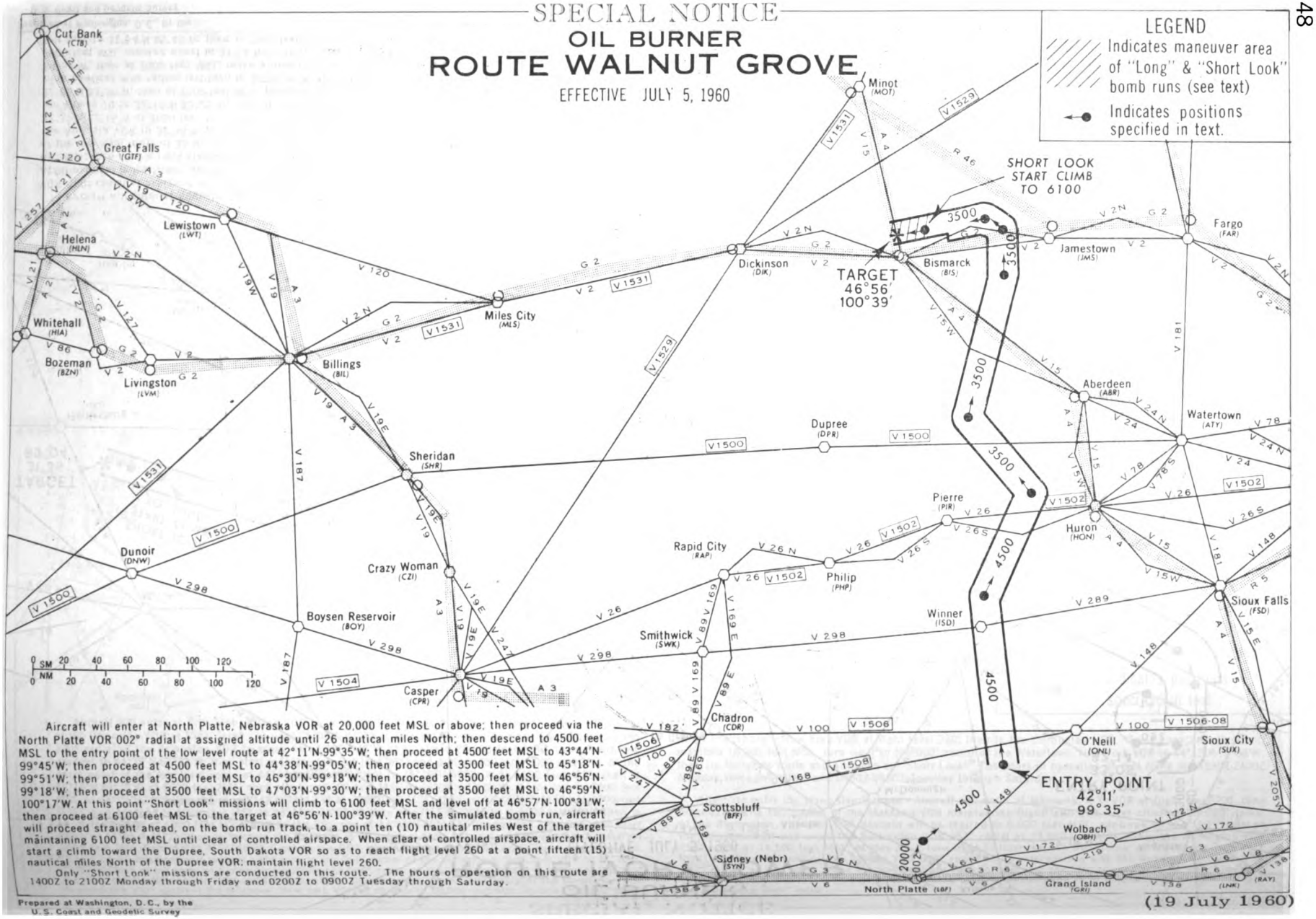
Only "Short Look" missions are conducted on this route. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE JULY 5, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11′N-99°35′W; then proceed at 4500 feet MSL to 43°44′N-99°45′W; then proceed at 4500 feet MSL to 44°38′N-99°05′W; then proceed at 3500 feet MSL to 45°18′N-99°51′W; then proceed at 3500 feet MSL to 46°30′N-99°18′W; then proceed at 3500 feet MSL to 46°56′N-99°18′W; then proceed at 3500 feet MSL to 47°03′N-99°30′W; then proceed at 3500 feet MSL to 46°59′N-100°17′W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57′N-100°31′W; then proceed at 6100 feet MSL to the target at 46°56′N-100°39′W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR; maintain flight level 260.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday and 0200Z to 0900Z Tuesday through Saturday.

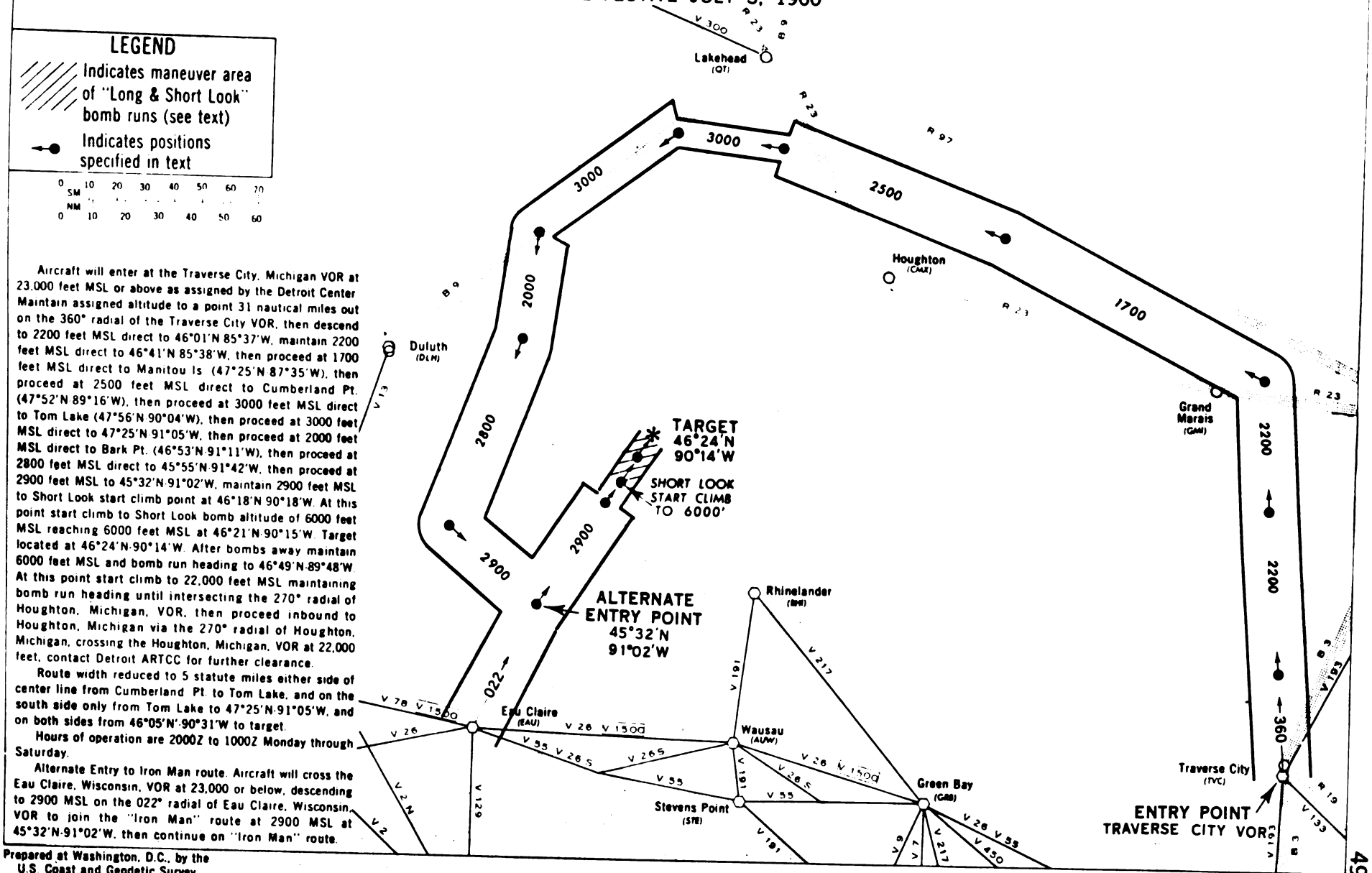
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(19 July 1960)

SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER
ROUTE IRON MAN
EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center. Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR, then descend to 2200 feet MSL direct to 46°01'N 85°37'W, maintain 2200 feet MSL direct to 46°41'N 85°38'W, then proceed at 1700 feet MSL direct to Manitou Is (47°25'N 87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N 89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N 90°04'W), then proceed at 3000 feet MSL direct to 47°25'N 91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N 91°11'W), then proceed at 2800 feet MSL direct to 45°55'N 91°42'W, then proceed at 2900 feet MSL to 45°32'N 91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N 90°18'W. At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N 90°15'W. Target located at 46°24'N 90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N 89°48'W. At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N 91°05'W, and on both sides from 46°05'N 90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N 91°02'W, then continue on "Iron Man" route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(19 July 1960)

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target 40-14N, 93-36W. Note: for a bomb run only, entry reporting will be 41-00N, 91-45W(call Ottumwa Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

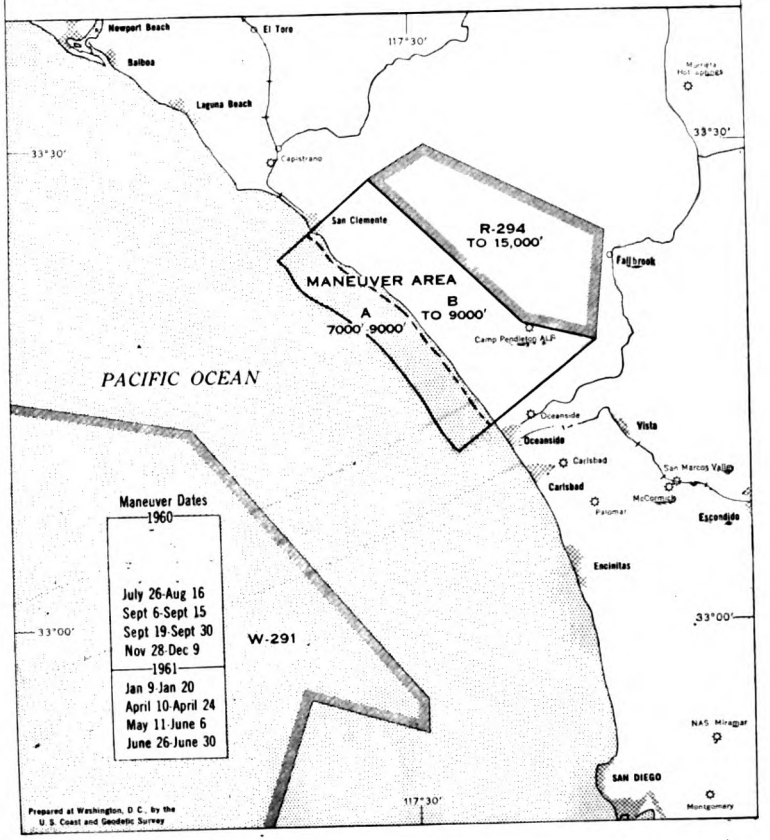
Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

SPECIAL NOTICE

CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact Oceanside, San Diego, Thermal, Long Beach, Ontario and Los Angeles FSS for information pertaining to air activity during daylight hours on the maneuver dates.



(19 July 1960)

CAPE HATTERAS, NORTH CAROLINA VOR SHUT DOWN. During shutdown use the following:
EXISTING AIRWAYS — SUBSTITUTE ROUTE STRUCTURE — MEA
V-194, RMT VOR to — RMT VOR to Scotland Neck VHF Int. — As published

WILMINGTON, N C VOR SHUT DOWN. During shutdown use the following:
EXISTING AIRWAYS — SUBSTITUTE ROUTE STRUCTURE — MEA
V-1, MYR VOR to Crescent — [illegible] — As published

COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R EWN 011	5000
Jackson Int.	RMT 042R LVL 142R	3000
Oak City Int.	RMT 091 FKN 192R	3000

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6600
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 003° R	5500
V114: AMA-CDS	AMA LFR 293° M inbnd brg CDS 296° R	5000
V140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4600
V151S: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4600
JET ROUTES		
J-58V: ALS VOR-SPS VOR	ALS VOR direct RTN VOR; thence via RTN VOR 111° R and the SPS VOR 288° R to the SPS VOR	
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR, thence via TBE VOR 127° R and the ABI VOR 323° R to the ABI VOR	
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR	
J-73V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR	
J-6V: ABQ VOR-DKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR	
Tmpry Vega Int.	AMA LFR 078°M inbnd brg, TXO 009°R	6500
Tmpry Borger Int.	AMA LFR 030°M inbnd brg, DHT 100°R	7500

Tmpry cancellation routes V12N TCC-GAG, V114N AMA-CDS, V114S AMA CDS, V140N AMA-SYO. Intersections Dumas, Plant, Bivins, Sam, Tower, West Side, Canyon, Palo Duro, Finley, Claude, Ranch, Pampa.

WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Inf. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As published
V-1:	None	----
V-157: ILM VOR to Kinston VHF Inf.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 037M crs. to EWN VOR 236R	3000
V-157: ILM VOR to Kinston VOR	ILM Rbn to ISO VOR via ISO 200R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056 FLO 088R	6000
Kenansville Int.	Temp Kenansville Int. EWN 260R RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R 143° M crs. to CLB Rbn	5500

EXISTING JET ROUTES	SUBSTITUTE ROUTE STRUCTURE
J-79V: ORF VOR-ILM VOR	ORF VOR direct RMT VOR direct CLB Rbn (191° M radial from RMT VOR and 010° M brg from CLB rbn)
J-77V: GVE VOR-ILM VOR	GVE VOR direct RMT VOR direct CLB rbn (191°M radial from RMT VOR and 010°M brg from CLB rbn)

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
Wilmington, N.C. VOR	Carolina Beach, N.C. HHW

TIDIOUTE, PENNA. VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-164: ERI VOR-FTZ VOR	ERI VOR 120° M radial to pt of Int. FTZ VOR 337° M radial thence via FTZ VOR 337° M radial to FTZ VOR	3500
V-72: YNG VOR-BFD VOR	YNG VOR 073° M radial to pt of Int. BFD VOR 270° M radial thence via BFD VOR 270° M radial to BFD VOR	5000 to Int. BFD VOR 270° M radial 4000 BFD VOR
V-115: EWC VOR-JHW VOR	EWC VOR 039° M radial to Int. JHW VOR 212° M radial thence via JHW VOR 212° M radial to JHW	6000
V-188: JFN VOR-SLT VOR	JFN VOR V-14 V-126 ERI VOR thence via ERI VOR 120° M radial to Int. SLT VOR 288° M radial to SLT VOR	2200 to ERI VOR 5000 to SLT VOR

During period of shutdown, the following substitute reporting point is established:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Cory	ERI VOR 105° M radial JHW VOR 245° M radial	4000

DES MOINES, IOWA VOR SHUTDOWN: During shutdown use the following:

FROM	TO	MEA
V-6, V-8, V-1510: Carson, Iowa Int.	Temp Lyman, Iowa Int. (OMA R-071 and LMN R-310)	4000
Temp Lyman, Iowa Int. via OMA R-071	Temp. Des Moines, Iowa Int. (OMA R-071 and LMN R-008)	6500
Temp. Des Moines, Iowa Int. IOW R-262 and LMN R-008 via IOW R-262	Temp. New Sharon, Iowa Int. IOW R-262 and OTM R-326 or CID R-233	9000
V-13, V-77: Lamoni, Iowa VOR via LMN R-008	Temp. Des Moines, Iowa LMN R-008 and TNU R-224	3500
Temp Des Moines, Iowa Int. MCW R-182 and OTM R-286 via MCW R-182	Temp Ames, Iowa Int. MCW R-182 and FOD R-129	9000
Temp Ames, Iowa Int. via MCW R-182	Alden, Iowa Int.	5200
V-13W: Ft. Dodge, Iowa VOR via FOD R-151	Temp Des Moines, Iowa Int. FOD R-151 and TNU R-224	4500
V-161: Newton, Iowa VOR via TNU R-224	Temp Des Moines, Iowa Int. TNU R-224 and FOD R-151	4500
Descent to 2700' authorized after passing Temp Int. NE bound on V-161.		
V-52: Ottumwa, Iowa VOR via OTM R-286	Temp Bussey, Iowa Int. OTM R-286 and IOW R-246	3000
Temp Bussey, Iowa Int. via OTM R-286	Temp Beech, Iowa Int. OTM R-286 and TNU R-203	3500
Temp Beech, Iowa Int. via OTM R-286	Temp Des Moines, Iowa Int. OTM R-286 and TNU R-224	5000
DIRECT ROUTES:		
Mason City, Iowa VOR	Des Moines, Iowa LFR	3000
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Ottumwa, Iowa VOR	Des Moines, Iowa LFR	2200
Iowa City, Iowa VOR	Des Moines, Iowa LFR	2200
Newton, Iowa VOR	Des Moines, Iowa LFR	2700
Lyman, Iowa Int. via 249/69 brg to	Des Moines, Iowa LFR	3000
Ft. Dodge, Iowa VOR	Des Moines, Iowa LFR	3000
Temporary Intersections		
Ankeny N-Course DSM LFR and TNU R-255		
Grimes 330° brg DSM LFR and TNU R-255		

An enroute flt beyond Temp Des Moines, Iowa Int. must cross Int. at Temp MRA appropriate to planned route of flt.

DODGE CITY, KANSAS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-10: Garden City, Kansas VOR	Temp Dodge City, Kans., Int. (GCK R-085 and LBL R-031)	7000
Temp Dodge City, Kans., Int. (HUT R-255 and LBL R-031	Stafford, Kans. Int.	10,000
V-74: Temp Dodge City, Kans. Int.	Temp Greensburg Int. (ANY R-286 and HUT R-239)	10,000
Temp Greensburg Int.	Salt Int.	7100

An enroute flt beyond Temp Dodge City, Kans Int. must cross Int. at Temp MEA appropriate to planned route of flt.

WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-35: SYR VOR-ELM VOR	SYR VOR direct DLM VOR	3500
V-252: GEE VOR-BGM VOR	GEE VOR direct BGM VOR	3500

During period of shutdown, the following substitute reporting points have been temporarily established:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Dundee	ELM VOR 004° M radial GEE VOR 128° M radial	3500

CAPE CHARLES, VIRGINIA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: ORF VOR-SBY VOR	ORF VOR direct SBY VOR	1500
V-286: Tappahannock VHF Int.-CCV VOR	None	
V-156: Harcum VHF Int-CCV VOR	None	

During period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Sharps	HPW VOR 054° M radial BRV VOR 138° M radial	1500
Gwynn	None	
Mathews	None	

INDIANAPOLIS/ST LOUIS CENTERS FLIGHT ADVISORY AND CONTROL AREA BOUNDARY: The present Indianapolis/St. Louis Center Boundary is defined, in part, by utilizing Federal Airway V 174 which is to be revoked July 28, 1960. It is requested that action be initiated to change this boundary as follows, to become effective at the same time V-174 is revoked: From a point 65 s(56 n) mi N of the Vandalia, Ill. VOR on the N edge of Federal Airway V-72 (the present Indianapolis/Chicago/St. Louis Control Boundary). Thence in a clockwise arc of 65 s (56 n) mi radius on the Vandalia, Ill. VOR to the S edge of Federal Airway V-12. Thence along a straight line to a point on the S edge of Federal Airway V-44, 5 s(4 n) mi E of the Samsville, Ill. VOR (the present Indianapolis/St. Louis Control Boundary).

JACKSONVILLE/MIAMI CENTERS FLIGHT ADVISORY AND CONTROL AREA BOUNDARY: Effective 0001 EST Aug 1 the Jacksonville/Miami Centers Flight Advisory and Control Area Boundary revised as follows: beginning at 28-43-30N, 80-58-45W; thence NW to 28-58-14N, 81-05-00W; direct 29-03-25N, 81-10-25W; 29-00-10N, 81-18-25W; S along the E edge of V-267 to 28-56-00N; thence W along 28-56-00N to the W edge of V-267; N along the W edge of V-267 to 29-00-00N; thence W along 29-00-00N to 29-00-00N, 81-33-55 W thence NW to 29-03-25N, 81-38-25W; clockwise along the SW edge of Restricted Area R-165 to 29-09-55N, 81-47-30W; NW to 29-15-15N, 81-55-15W on the Jacksonville/Miami boundary.

SPECIAL NOTICE
MISSOURI

SPECIAL NOTICE

SPECIAL NOTICE

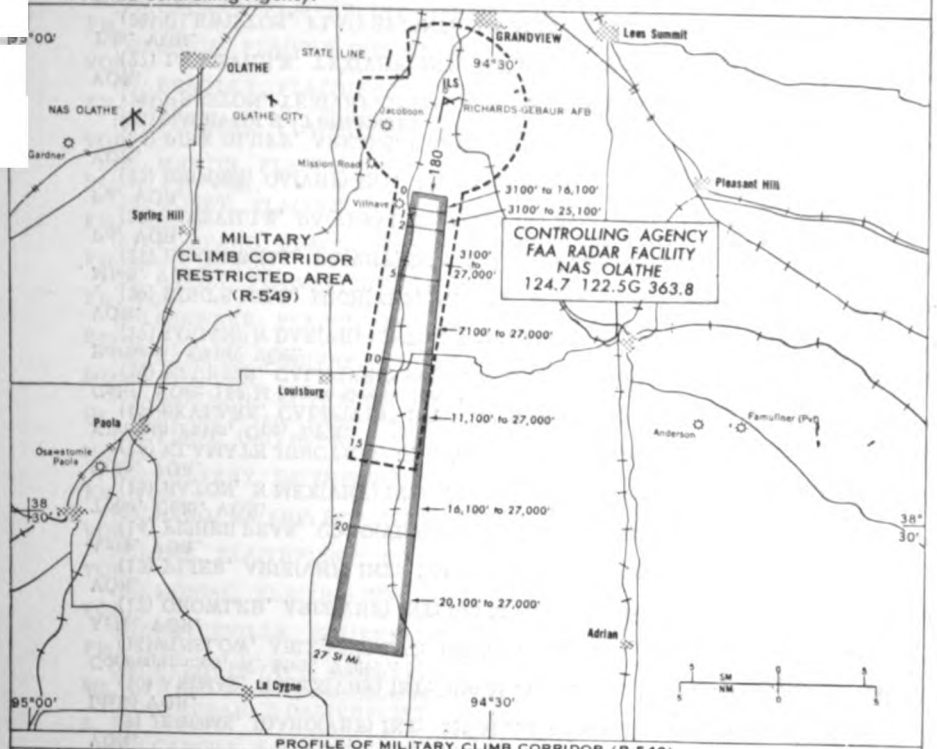
MISSOURI

GRANDVIEW (RICHARDS-GEBAUR AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. JULY 28, 1960

(This Special Notice will not normally be revised or reissued,)
Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.



SPECIAL NOTICE

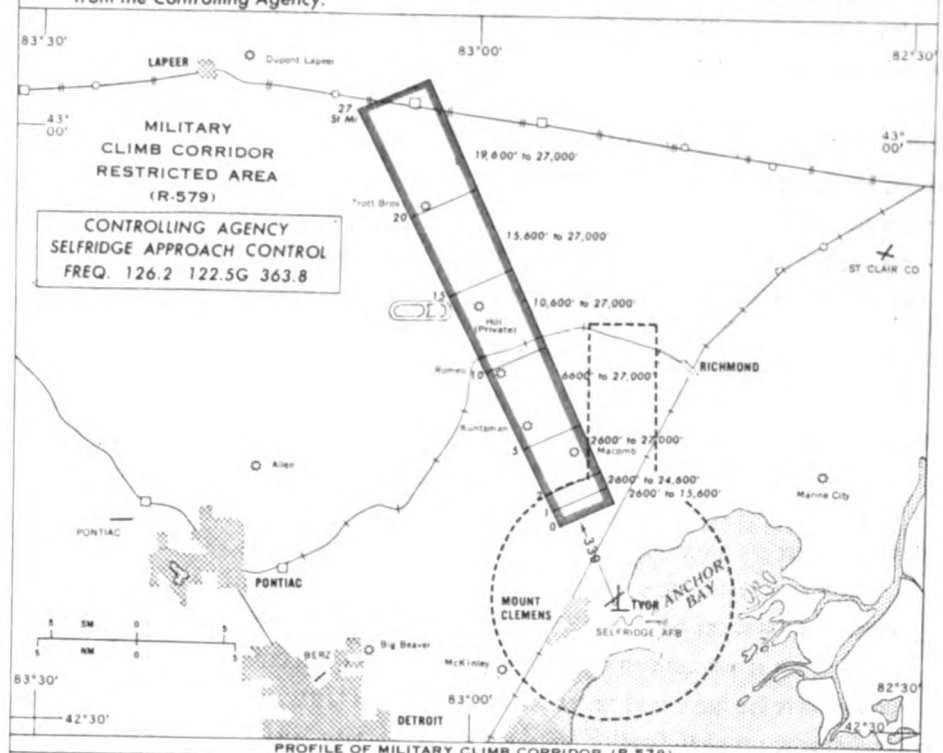
MICHIGAN

MOUNT CLEMENS (SELFRIDGE AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. JULY 28, 1960

(This Special Notice will not normally be revised or reissued,)
Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas should obtain prior approval from the Controlling Agency.



ON REQUEST REPORTING POINTS: The following on-request reporting points have been established, modified, cancelled or renamed as indicated effective 25 August 1960:

ESTABLISHED:

(1) GRISWOLDVILLE, MASS(VHF) INT: 017 M rad Chester, Mass. VOR; 298 M rad Gardner, Mass. VOR.

(2) RICHMOND, CALIF(VHF) INT: 313 M rad Oakland, Calif. VOR; 035 M rad Sausalito, Calif. VOR. (Change to on-request when cancelled as compulsory).

(3) MT SCOTT, ORE(VHF) INT: 048 M rad Newburg, Ore. VOR; 160 M rad Portland, Ore. VOR.

(4) HAYDEN, N MEX(VHF) INT: 247 M rad Dalhart, Tex. VOR; 010 M rad Tucumcari, N. Mex. VOR.

(5) WHITE HALL, VA(VHF) INT: 298 M rad Gordonsville, Va. VOR; 058 M rad Montebello Va. VOR.

(6) STADIUM, OHIO RADIOBEACON.

(7) SHELTON, WASHINGTON RADIOBEACON.

(8) BUHL, IDAHO(VHF) INT: 292 M rad Twin Falls, Idaho VOR; 260 M rad Burley, Idaho VOR.

(9) JEROME, IDAHO(VHF) INT: 355 M rad Twin Falls, Idaho VOR; 274 M rad Burley, Idaho VOR.

(10) ANIMAS, N MEX(VHF) INT: 080 M rad Tucson, N. Mex. VOR; 210 M rad Truth or Consequences, N. Mex, VOR.

(11)WINSLOW, ARIZ(VHF) INT: 069 M rad Prescott, Ariz. VOR; 145 M rad Tuba City, Ariz. VOR.

(12) GROWLER, ARIZ(VHF) INT: 073 M rad Yuma, Ariz. VOR; 122 M rad Blythe, Ariz. VOR.

(13) FLIER, ARIZ(VHF) INT: 220 M rad Casa Grande, Ariz. VOR; 103 M rad Gila Bend, Ariz. VOR.

(14) FISHER PEAK, COLO(VHF) INT: 013 M rad Cimarron, N. Mex. VOR; 237 M rad Tobe, Colo. VOR.

(15) RATON, N MEX(VHF) INT: 040 M rad Cimarron, N. Mex. VOR; 163 M rad Pueblo, Colo. VOR.

(16) KLAMATH JUNCTION, ORE(LF) INT: 137 M rad Medford, Ore. VOR; W crs. Klamath Falls, Ore. LFR.

(17) SKYLARK, CALIF(VHF) INT: 128 M rad Ontario, Calif. VOR; 010 M rad Oceanside, Calif. VOR; 188 M brg to Oceanside, Calif. Rbn.

(18) BLUEFIN, CALIF(VHF) INT: 236 M rad Los Angeles, Calif. VOR; 185 M rad Santa Barbara, Calif. VOR.

(19) LOGAN, N DAK(VHF) INT: SE crs. Minot, N. Dak. LFR; 155 M rad Minot, N. Dak. VOR.

(20) KING'S MILL, MICH(VHF) INT: 125 M rad Saginaw, Mich. VOR; 253 M rad Peck, Mich. VOR.

(21) BLACKWELL, PA(VHF) INT: 217 M rad Stonyfork, Pa. VOR; 109 M rad Slate Run, Pa. VOR.

(22) ROSSVILLE, PA(VHF) INT: 173 M rad Harrisburg, Pa. VOR; 270 M rad Lancaster, Pa. VOR.

(23) BROOKS, GA(VHF) INT: 178 M rad Atlanta, Ga. VOR; 255 M rad McDonough, Ga. VOR.

(24) PINE BLUFF, ARKANSAS RADIOBEACON.

(25) NASHVILLE, TENNESSEE LFR.

(26) PRESTON, TEX(VHF) INT: 070 M rad Carter, Tex. VOR; 210 M rad Dallas, Tex. VOR.

(27) LEWISVILLE, TEX(VHF) INT: NW crs. Dallas, Tex. ILS lclzr; 262 M rad Dallas, Tex. VOR.

(28) CLEWISTON, FLA(VHF) INT: 266 M rad W. Palm Beach, Fla. VOR; 330 M rad Miami, Fla. VOR.

(29) AMSTERDAM, GA(VHF) INT: 303 M rad Tallahassee, Fla. VOR; 091 M rad Marianna Fla. VOR.

(30) SHAVERS, CALIF(VHF) INT: 040 M rad Julian, Calif. VOR; 076 M rad Thermal, Calif. VOR.

(31) WARNER, CALIF(VHF) INT: 021 M rad Julian, Calif. VOR; 295 M rad El Centro, Calif. VOR.

(32) POWERHOUSE, KANS(VHF) INT: SE crs. Topeka, Kans. ILS lclzr; 179 M rad Topeka, Kans. VOR.

(33) AUSTIN, KY(VHF) INT: 029 M rad Nashville, Tenn. VOR; 097 M rad Bowling Green, Ky. VOR.

(34) LYBROOK, N MEX(VHF) INT: 134 M rad Farmington, N. Mex. VOR; 054 M rad Crownpoint, N. Mex. VOR.

MODIFIED:

(1) GRAFTON, N Y(VHF) INT: 107 M rad Albany, N.Y. VOR; 332 M rad Chester, Mass. VOR.

(2) ELDON, MO(VHF) INT: 280 M rad Vichy, Mo. VOR; 203 M rad Hallsville, Mo. VOR.

(3) WILTON, MO(VHF) INT: 315 M rad Vichy, Mo. VOR; 203 M rad Hallsville, Mo. VOR.

(4) MILLERSBURG, MO(VHF) INT: 274 M rad Readsville, Mo. VOR; 180 M rad Hallsville, Mo. VOR.

(5) DALTON, MO(VHF) INT: 046 M rad Marshall, Mo. VOR; 286 M rad Hallsville, Mo. VOR.

(6) BIG BEND, WIS(VHF) INT: 060 M rad Janesville, Wis. VOR; 160 M rad Milwaukee, Wis. VOR.

(7) HARBOR ISLAND, WASH(LF) INT: NW crs. Seattle, Wash. LFR; 351 M brg to Everett, Wash. LFR.

(8) SAN RAMON, CALIF(VHF) INT: 060 M rad Oakland, Calif. VOR; 123 M rad Napa, Calif. VOR.

(9) CARPENTER, WYO(VHF) INT: 117 M rad Cheyenne, Wyo. VOR; 003 M rad Gill, Colo. VOR.

(10) ROUNDHOUSE, N MEX(VHF) INT: 044 M rad Bacaville, N. Mex. VOR; 002 M rad Socorro, N. Mex. VOR.

(11) MOONEY, N MEX(VHF) INT: 044 M rad Bacaville, N. Mex. VOR; 129 M rad Albuquerque, N. Mex. VOR.

(12) BEAN, N MEX(VHF) INT: 044 M rad Bacaville, N. Mex. VOR; 107 M rad Albuquerque, N. Mex. VOR.

(13) STEPHEN, S DAK(VHF) INT: 090 M rad Pierre, S. Dak. VOR; 244 M rad Huron, S, Dak. VOR.

(14) RIO, CALIF(VHF) INT: 194 M rad Sacramento, Calif. VOR; 285 M rad Stockton, Calif. VOR.

(15) FOSTER, LA(VHF) INT: 225 M rad El Dorado, Ark. VOR; 120 M rad Texarkana, Ark. VOR.

(16) FOWLER, MICH(VHF) INT: 311 M rad Salem, Mich. VOR; 093 M rad Lansing, Mich. VOR.

(17) GROTTOES, VA(VHF) INT: 307 M rad Gordonsville, Va. VOR; 027 M rad Montebello, Va. VOR.

(18) DALEY, KY(VHF) INT: 129 M rad Lexington, Ky. VOR; 083 M rad London, Ky. VOR.

(19) WATERTOWN, WIS(VHF) INT: 028 M rad Janesville, Wis. VOR; 269 M rad Milwaukee, Wis. VOR.

(20) MARSHALL, WIS(VHF) INT: 001 M rad Janesville, Wis. VOR; 269 M rad Milwaukee, Wis. VOR.

(21) MOREY, WIS(VHF)INT: 102 M rad Lone Rock, Wis. VOR; 330 M rad Janesville, Wis. VOR.

(22) BORDER, N MEX(VHF) INT: 358 M rad Cimarron, N. Mex. VOR; 237 M rad Tobe, Colo. VOR.

(23) EARL, COLO(VHF) INT: 163 M rad Pueblo, Colo. VOR; 260 M rad Tobe, Colo. VOR.

(24) GORDON, COLO(VHF) INT: 178 M rad Pueblo, Colo. VOR; 285 M rad Tobe, Colo. VOR.

(25) HAYSTACK, COLO(VHF) INT: 163 M rad Pueblo, Colo. VOR; 248 M rad Lamar, Colo. VOR.

(26) LUDLOW, COLO(VHF) INT: 178 M rad Pueblo, Colo. VOR; 260 M rad Tobe, Colo. VOR.

(27) RATTLESNAKE, COLO(VHF) INT: 163 M rad Pueblo, Colo. VOR; 240 M rad Lamar, Colo. VOR.

(28) PALOMAR, CALIF(VHF) INT: 128 M rad Ontario, Calif. VOR; 065 M brg Oceanside, Calif. VOR; 237 M brg to Oceanside, Calif. Rbn.

(29) ELSINORE, CALIF(VHF) INT: 128 M rad Ontario, Calif. VOR; 210 M rad March, Calif. VOR.

(30) NEW RAYMER, CALIF(VHF) INT: 299 M rad Akron, Colo. VOR; 213 M rad Sydney, Neb. VOR.

(31) CAMDEN, MO(VHF) INT: 331 M rad Kansas City, Mo. VOR; 056 M rad Topeka, Kans. VOR.

(32) BLAIR, NEB(VHF) INT: 311 M rad Omaha, Neb. VOR; 274 M rad Neola, Iowa VOR.

(33) RUSH, N Y(LF) INT: E crs. Buffalo, N.Y. LFR; SW crs. Rochester, N.Y. LFR.

(34) TALLASSEE, TENN(VHF) INT: 097 M rad Crossville, Tenn. VOR; 197 M rad Knoxville, Tenn. VOR.

(35) FULTON, GA(VHF) INT: 008 M rad Atlanta, Ga. VOR; 240 M rad Norcross, Ga. VOR.

(36) GREGORY, PA(VHF) INT: 250 M rad Pittsburgh, Pa. VOR 122 M rad Wheeling, Pa. VOR.

(37) FOLSOM, LA(VHF) INT: 351 M rad New Orleans, La. VOR; 280 M rad Picayune, Miss. VOR.

(38) PARKER, TEX(VHF) INT: 344 M rad Waco, Tex. VOR; 216 M rad Britton, Tex. VOR.

(39) COARSEGOLD, CALIF(VHF) INT: 346 M rad Fresno, Calif. VOR; 302 M rad Friant, Calif. VOR.

(40) HENSLEY, TEX(VHF) INT: 220 M rad Dallas, Tex. VOR; SE crs. Amon Carter, Tex. ILS lclzr.

(41) LUCAS, TEX(VHF) INT: 220 M rad Dallas, Tex. VOR; 335 M rad Britton, Tex. VOR.

(19 July 1960)

(42) MUMFORD, N Y(VHF) INT: 090 M rad Buffalo, N.Y. VOR; 342 M rad Geneseo, N.Y. VOR; 240 M rad Gail Rbn Buffalo, N.Y. VOR.

(43) DONCASTER, MD(VHF) INT: 196 M rad Washington, D.C. VOR; 254 M rad

FLAVIL(VHF) INT; (21) MESA GRANDE, CALIF(VHF) INT; (22) NALTON, CALIF(VHF) INT; (23) MAPLE HILL, KANS(LF) INT; (24) OTTAWA, KANS(LF)INT; (26)POWERHOUSE, KANS. (27) VINLAND, KANS(LF) INT; (28) RANTOUL, ILL RBN; (29) FISHER VILLE, TENN(LF) INT;

(42) MUMFORD, N Y(VHF) INT: 090 M rad Buffalo, N. Y. VOR; 342 M rad Geneseo, N. Y. VOR; 240 M rad Rochester, N. Y. VOR.
(43) DONCASTER, MD(VHF) INT: 196 M rad Washington, D.C. VOR; 254 M rad Nottingham, Md. VOR.
(44) COURTLAND, CALIF(VHF) INT: 194 M rad Sacramento, Calif. VOR; 280 M rad Linden, Calif. VOR.
(45) CLIFFORD LAKE, ME(LF) INT: 199 M rad Princeton, Me. VOR; 100 M brg to Pennfield Ridge, Canada Rbn.
(46) LODI, CALIF(VHF) INT: 317 M rad Stockton, Calif. VOR; 252 M rad Linden, Calif. VOR.
(47) RIVER, CALIF(VHF) INT: 252 M rad Linden, Calif. VOR; 159 M rad Sacramento, Calif. VOR.
(48) CROCKETT, CALIF(VHF) INT: 347 M rad Oakland, Calif. VOR; 252 M rad Linden, Calif. VOR.
(49) SWAMP, GA(VHF) INT: 064 M rad Taylor, Fla. VOR; 289 M rad Jacksonville, Fla. VOR.
(50) BLAKE, FLA(VHF) INT: 054 M rad Miami, Fla. VOR; 166 M rad W. Palm Beach, Fla. VOR.
(51) DELRAY, FLA(VHF) INT: 166 M rad W. Palm Beach, Fla. VOR; 120 M rad Pahokee, Fla. VOR.
(52) DANIA, FLA(VHF) INT: 360 M rad Biscayne Bay, Fla. VOR; 088 M rad Miami, Fla. VOR.
(53) BRADLEY, FLA(VHF) INT: 045 M rad Miami, Fla. VOR; 181 M rad W. Palm Beach, Fla. VOR.
(54) FLAGLER, FLA(VHF) INT: E crs. Miami, Fla. ILS lclzr; 360 M rad Biscayne, Fla. VOR.
(55) MARTIN, FLA(VHF) INT: 020 M rad Biscayne Bay, Fla. VOR; 166 M rad W. Palm Beach, Fla. VOR.
(56) MONET, FLA(VHF) INT: 314 M rad W. Palm Beach, Fla. VOR; 079 M rad Pahokee, Fla. VOR.
(57) POMPANO, FLA(VHF) INT: 181 M rad W. Palm Beach, Fla. VOR; 123 M rad Pahokee, Fla. VOR.
(58) RATON, FLA(VHF) INT: 035 M rad Miami, Fla. VOR; 181 M rad W. Palm Beach, Fla. VOR.
(59) SHAWNEE, FLA(VHF) INT: 345 M rad Biscayne Bay, Fla. VOR; 266 M rad W. Palm Beach, Fla. VOR.
(60) BERWYN, NEB(VHF) INT: 061 M rad North Platte, Neb. VOR; 277 M rad Grand Island, Neb. VOR.
(61) QUITMAN, GA(VHF) INT: 058 M rad Tallahassee, Fla. VOR; 274 M rad Valdosta, Ga. VOR; 150 M rad Albany, Ga. VOR.
(62) FLINT, GA(VHF) INT: 091 M rad Marianna, Fla. VOR; NW crs. Tallahassee, Fla. ILS lclzr.
(63) CALVERY, GA(VHF) INT: 091 M rad Marianna, Fla. VOR; 352 M rad Tallahassee, Fla. VOR.
(64) RENO, GA(VHF) INT: 091 M rad Marianna, Fla. VOR; 008 M rad Tallahassee, Fla. VOR.
(65) LEE, FLA(VHF) INT: 181 M rad Valdosta, Ga. VOR; 087 M rad Tallahassee, Fla. VOR.
(66) MONIAC, FLA(VHF) INT: 092 M rad Taylor, Fla. VOR; 007 M rad Gainesville, Fla. VOR.
(67) BRYCEVILLE, FLA(VHF) INT: 274 M rad Jacksonville, Fla. VOR; 348 M rad Cecil, Fla. VOR.
(68) BALDWIN CITY, KANS(LF) INT: N crs. Chanute, Kans. LFR; SW crs. Kansas City, Mo. LFR; SE crs. Topeka, Kans ILS lclzr.
(69) STEPHAN, S DAK(VHF) INT: 094 M rad Pierre, S. Dak. VOR; 244 M rad Huron, S. Dak. VOR.
(70) CANOVA, S DAK(VHF) INT: 130 M rad Huron, S. Dak. VOR; 279 M rad Sioux Falls, S. Dak. VOR.
(71) RED LAKE, ARIZ(VHF) INT: 105 M rad Las Vegas, Nev. VOR; 235 M rad Peach Springs, Ariz. VOR.
(72) CLAYSVILLE, PA(VHF) INT: 251 M rad Pittsburgh, Pa. VOR; 146 M rad Wheeling, W. Va. VOR.
(73) DERBY, OHIO(VHF) INT: N crs. Akron, Ohio ILS ldzr; 248 M rad Akron, Ohio VOR.

CANCELLED:
(1) NEW BERLIN, WIS(VHF) INT. (2) ANTELOPE, TEX(VHF) INT. (3) NORTH CAMDEN, ARK(VHF) INT. (4) MIZE, MISS(VHF) INT. (5) RIPON, CALIF(VHF) INT. (6) BARRACKS, ILL(LF) INT. (7) CORA, ILL(LF) INT. (8) RENSSELEAR, IND(LF) INT. (9) BLUFF, IOWA (VHF) INT. (10) WILLIAMS, MICH(VHF) INT. (11) GLEN DALE, OHIO(VHF) INT. (12) PERRY, FLA(VHF) INT. (13) LULU, FLA(VHF) INT. (14) EDEN, FLA(VHF) INT. (15) GRAND PRAIRIE, TEX(VHF) INT. (16) LONGMEADOW, MASS(VHF) INT. (17) TERRYVILLE, CONN(LF) INT. (18) MERIDEN, CONN(LF) INT. (19) MORRIS, CONN(LF) INT. (20) TAYLOR, FLA(VHF) INT. (21) MESA GRANDE, CALIF(VHF) INT. (22) SALTON, CALIF(VHF) INT. (23) MAPLE HILL, KANS(LF) INT. (24) OTTAWA, KANS(LF)INT. (26) POWERHOUSE, KANS. (27) VINLAND, KANS(LF)INT. (28) RANTOUL, ILL RBN. (29) FISHERVILLE, TENN(LF)INT.

RENAMED AND/OR MODIFIED:
(1) HENRY, VA(VHF) INT: 360 M rad Greensboro, N.C. VOR; 234 M rad Lynchburg, Va. VOR. (Formerly Price, Va. Int.)
(2) RIO, TEX(VHF) INT: 080 M rad El Paso, Tex. VOR; 026 M rad Clint, Tex. VOR. (Formerly Hueco Mt. Int.)
(3) MONUMENT, TEX(VHF) INT: 036 M rad Houston, Tex. VOR; 344 M rad Galveston, Tex. VOR. (Formerly San Jacinto Int.)
(4) MONUMENT, TEX(VHF) INT: NE crs. Houston, Tex. ILS lclzr; 344 M rad Galveston, Tex. VOR. (Formerly San Jacinto Int.)
(5) GOLDEN, COLO(VHF) INT: 248 M rad Denver, Colo. VOR; 288 M rad Kiowa, Colo. VOR. (Formerly Arvada Int.)
(6) VALLEY, ARIZ(VHF) INT: 258 M rad Phoenix, Ariz. VOR; 326 M rad Casa Grande, Ariz. VOR. (Formerly Air Topia Int.)
(7) RIM ROCK, ARIZ(VHF) INT: 153 M rad Winslow, Ariz. VOR; 263 M rad St. John, Ariz. VOR. (Formerly Chevelon Int.)
(8) ROCK, N MEX(VHF) INT: 224 M rad Otto, N. Mex. VOR; 090 M rad Albuquerque, N. Mex. VOR. (Formerly Chilili Int.)
(9) LEE, N MEX(VHF) INT: 054 M rad Grants, N. Mex. VOR; 288 M rad Albuquerque, N. Mex. VOR. (Formerly Arroyo Int.)
(10) SUNSET, CALIF(VHF) INT: 199 M rad Bakersfield, Calif. VOR; 135 M rad Avenal, Calif. VOR. (Formerly Cuyama Int.)
(11) VALLEY, N Y(VHF) INT: 006 M rad Bradford, Pa. VOR; 285 M rad Wellsville, N.Y. VOR. (Formerly Salamanca Int.)
(12) WINFIELD, N Y(VHF) INT: 010 M rad Rockdale, N.Y. VOR; 128 M rad Syracuse, N.Y. VOR. (Formerly W. Exeter Int.)
(13) PANTON, VT(LF) INT: S crs. Burlington, Vt. LFR; 075 M brg to Huntington, Vt. Rbn. (Formerly Vergennes Int.)
(14) GRIMES, PA(VHF) INT: 111 M rad Tower City, Pa. VOR; 255 M rad Allentown, Pa. VOR. (Formerly Strausstown Int.)
(15) DARBY, PA(VHF) INT: 129 M rad West Chester, Pa. VOR; 335 M rad Woodstown, N.J. VOR. (Formerly Boothwyn Int.)
(16) ELMHURST, N Y(VHF) INT: 050 M rad Robbinsville, N.J. VOR; 317 M rad Idlewild, N.Y. VOR. (Formerly Maspeth Int.)
(17) CARSON, VA(LF) INT: E crs. Blackstone, Va. LFR; SW crs. Richmond, Va. LFR. (Formerly Dinwiddle Int.)
(18) OAKVILLE, VA(VHF) INT: 020 M rad S. Boston, Va. VOR; 080 M rad Lynchburg, Va. VOR. (Formerly Appomattox Int.)
(19) TABLE, VA(VHF) INT: 181 M rad Hollins, Va. VOR; 097 M rad Pulaski, Va. VOR. (Formerly Algoma Int.)
(20) MALVERN, OHIO(VHF) INT: 328 M rad Wheeling, W. Va. VOR; 044 M rad Newcomertown, Ohio VOR. (Formerly Salineville Int.)
(21) LACEY, PA(VHF) INT: 289 M rad Wilkes Barre, Pa. VOR; 320 M rad Thornhurst, Pa. VOR. (Formerly Colley Int.)
(22) BAILEY, FLA(VHF) INT: 161 M rad Orlando, Fla. VOR; 296 M rad Vero Beach, Fla. VOR. (Formerly Kissimmee Int.)

✓ HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled as indicated effective 25 August 1960:

ESTABLISHED:
(1) RIO, TEX(VHF) INT: direction of holding - E on 080 M rad El Paso, Tex. VOR; direction of turns-left; time - 1 min; MHA - 7000'.
(2) MT SCOTT, ORE(VHF) INT: direction of holding - SW on 048 M rad Newburg, Ore. VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(3) STADIUM, OHIO RBN: direction of holding - NE on back crs Cleveland, Ohio ILS lclzr; direction of turns-right; time - 1 min; MHA - 2500'.
(4) SKYLARK, CALIF(VHF) INT: direction of holding - NW on 128 M rad ONT VOR; direction of turns-right; time - 1 min; MHA - 6000'.
(5) LOGAN, N DAK(VHF) INT: direction of holding - SE on SE crs Minot, N. Dak. LFR; direction of turns-left; time - 1 min; MHA - 3400'.
(6) KING'S MILL, MICH(VHF) INT: direction of holding - W on 253 M rad Peck, Mich. VOR; direction of turns-left; time - 1 min; MHA - 2200'.
(7) BLACKWELL, PA(VHF) INT: direction of holding - E on 109 M rad Slate Run, Pa. VOR; direction of turns-right; time 2 mins; MHA - 4000'.
(8) BROOKS, GA(VHF) INT: direction of holding - S on 178 M rad Atlanta, Ga. VOR; direction of turns-right; time - 1 min.
(9) NORCROSS, GA VOR: direction of holding - NE on 053 M rad; direction of turns-right; time - 1 min.

(10) PINE BLUFF, ARK RBN: direction of holding - S on 350 M inbnd; direction of turns-right; time - 2 mins; MHA - 1500'.
(11) NASHVILLE, TENN(LFR): direction of holding - NE on NE crs; direction of turns-right; time - 1 min; MHA - 2000'.
(12) MONET, FLA(VHF) INT: direction of holding - NW on 314 M rad W. Palm Beach, Fla. VOR; direction of turns-right; time - 1 min; MHA - 1200'.
MODIFIED:
(1) ROUNDHOUSE, N MEX(VHF) INT: direction of holding - S on 002 M rad Socorro, N. Mex. VOR; direction of turns-left; time - 1 min; MHA - 10,000'.
(2) MOONEY, N MEX(VHF) INT: direction of holding - NE on 044 M rad Bacaville, N. Mex. VOR; direction of turns-left; time - 1 min; MHA - 12,000'.
(3) GROTTOES, VA(VHF) INT: direction of holding - SE on 307 M rad Gordonsville, Va. VOR; direction of turns-right; time - 1 min; MHA - 5000'.
(4) BEAN, N MEX(VHF) INT: direction of holding - NE on 044 M rad Bacaville, N. Mex. VOR; direction of turns-left; time - 1 min; MHA - 12,000'.
(5) PALOMAR, CALIF(VHF) INT: direction of holding - NW on 128 M rad Ontario, Calif. VOR; direction of turns-right; time - 1 min; MHA - 8000'.
(6) VERONA, WASH(VHF) INT: direction of holding - S on 328 M rad Sacramento, Calif. VOR; direction of turns-right; time - 1 min; MHA - 2000'.
(7) BAY POINT, CALIF(VHF) INT: direction of holding - NE on 022 M rad Oakland, Calif. VOR; direction of turns-right; time - 1 min; MHA - 4000'.
(8) RIO, CALIF(VHF) INT: direction of holding - NE on 194 M rad Sacramento, Calif. VOR; direction of turns-left; time - 1 min; MHA - 2000'.
(9) PALOMAR, CALIF(VHF) INT: direction of holding - NW on 128 M rad ONT VOR; direction of turns-right; time -1 min; MHA - 8000'.
(10) CAMDEN, MO(VHF) INT: direction of holding - N on 331 M rad Kansas City, Mo. VOR direction of turns-left; time - 1 min; MHA - 2800'.
(11) BLAIR, NEB(VHF) INT: direction of holding - NW on 311 M rad Omaha, Neb. VOR; direction of turns- left; time - 1 min; MHA - 2700'.
(12) CRABAPPLE, GA(VHF) INT: direction of holding - N on 008 M rad Atlanta, Ga. VOR; direction of turns-right; time - 1 min.
(13) FULTON, GA(VHF) INT: direction of holding - N on 008 M rad Atlanta, Ga. VOR; direction of turns-right; time - 1 min.
(14) BRONWOOD, GA(VHF) INT: direction of holding - N on 348 M rad Albany, Ga. VOR; direction of turns-right; time - 1 min.
(15) RASAR, TENN(VHF) INT: direction of holding - S on 166 M rad Knoxville, Tenn. VOR; direction of turns-right; time - 2 min; MHA - 7600'.
(16) BUFORD, GA(VHF) INT: direction of holding- NE on 025 M rad Norcross, Ga. VOR; direction of turns-right; time - 1 min.
(17) LUCAS, TEX(VHF) INT: direction of holding - NE on 220 M rad Dallas, Tex. VOR; direction of turns- left; time - 1 min; MHA - 2000'.
(18) MUMFORD, N Y(VHF) INT: direction of holding - S on 090 M rad Buffalo, N. Y. VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(19) QUITMAN, GA(VHF) INT: direction of holding - E on 274 M rad Valdosta, Ga. VOR; direction of turns-right; time - 1 min; MHA - 3000'.
(20) BRYCEVILLE, FLA(VHF) INT: direction of holding - W on 274 M rad Jacksonville, Fla. VOR; direction of turns-right; time - 1 min; MHA - 1300'.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 15, #6 dated 24 May 1960 as follows:
(1) Holding Patterns- Modified - effective 30 June 1960:
(a) Page 55, correct item (1) to read: NORWOOD, NORTH CAROLINA- change "NE on 021 M" to read: "NE on 071M".

Correct Airman's Guide Vol 15, #9 dated 5 July 1960 as follows:
(1) Page 132, Grandview (Richards-Gebaur AFB) Military Climb Corridor change the frequency in the Controlling Agency block to: "122.5G."

Correct Airman's Guide Vol. 15, #8 dated 21 June 1960:
(1) Page 53, the function of the new freq of 133.40 mc at Farmington, N. Mex. is listed as "I". Correct to read: "H".

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

Effective upon date of publication in the Federal Register:

(Part 608)

(1) In Section 608.17, the Milford, Del., Restricted Area (R-12) is amended by deleting: "Designated altitudes - surface to 20,000' MSL. Time of designation - dalgt hrs only (when ceiling and visibility is 3 mi or better). Controlling agency - COMNAB, 4th Naval District, Lakehurst NAS, N.J." and substituting therefor: "Designated altitudes - surface to 3,000' MSL. Time of designation - from 0800 to 2200 lcl time April 15 thru Oct 31. From 0800 to 2200 lcl time, Sat and Sun only, Nov 1, thru April 14. Controlling agency - FAA, New York ARTC Center."
(2) In Section 608.24, the Brookville, Kansas, Restricted Area (R-196) is amended by deleting "Surface to 50,000' " and substituting therefor "Surface to 45,000' MSL."
(3) In Section 608.54, the Pendleton, Va., Restricted Area (R-74) is amended by deleting "Continuous" and substituting therefor "From 0800 to 1700 EST, Mondays thru Fridays."
(4) In Section 608.61, the Big Delta, Alaska, Restricted Area (R-346) is amended by deleting "Arctic Test Branch Army Field Forces, Fort Greely, Alaska" and substituting therefor "U.S. Army Arctic Test Board, Fort Greely, Alaska".

Effective 0001 EST 25 August 1960:

(1) In Section 608.38, Warren Grove, N.J., Restricted Area (R-26) is amended to read: Description by geographical coordinates - beginning at lat 39-46-10, long. 74-20-14; to 39-43-25, 74-17-37; 39-38-36, 74-23-27; 39-39-50; 74-25-52; 39-43-58, 74-24-13; to point of beginning. Designated altitudes - surface to 4,000' MSL. Time of designation - from 0700 to 1700 EST, daily, June 1 thru Aug 31. From 0800 to 1800 EST, Fridays, Saturdays and Sundays, Sept. 1 thru May 31. Controlling agency - New Jersey Air National Guard, 108th Tactical Fighter Wing (SD), McGuire AFB, New Jersey.

FEDERAL AVIATION AGENCY

FLIGHT PLAN

Form Approved. Budget Bureau No. 04-R072.

1 Type of Flight Plan ☐ IFR ☐ VFR ☐ DVFR	2. Aircraft Identification	3. Aircraft Type	4. Estimated True Air Speed Knots	5. Departure Time Proposed Z / Actual Z
6. Initial Cruising Altitude / 7. Point of Departure	8. Route of Flight			
9. Destination (Airport & City)	10. Altitude Changes En Route	11. Estimated Time En Route Hours / Minutes		12. Fuel on Board Hours / Minutes
13. Alternate Airport	14. Remarks			
15. Pilot's Name	16. Pilot's Address or Aircraft Home Base			17. No. of Persons Aboard
18. Color of Aircraft	19. Flight Watch Stations (FAA use)			

CLOSE FLIGHT PLAN UPON ARRIVAL

Form FAA-398 (2-60)

(19 July 1960)

PREFERRED ROUTES CORRECTIONS: Airman's Guide Vol. 15, #9 dated 5 July 60:
(1) Page 126 Atlanta - Dallas last line V145 should be V114S DAL.
(2) Page 130 (a) Pittsburgh - Baltimore delete last portion "V25 V7 Baywell (b)
(53) Page 129 delete - New York (Idlewild) to Indianapolis.
(54) Page 129 delete - New York (Idlewild) to Louisville.
(55) Page 129 delete - New York (LaGuardia) to Allegheny Co.

PREFERRED ROUTES CORRECTIONS: Airman's Guide Vol. 15, #9 dated 5 July 60:
(1) Page 126 Atlanta - Dallas last line V14S should be V114S DAL.
(2) Page 130 (a) Pittsburgh - Baltimore delete last portion "V35 V2 Revere". (b) Pittsburgh-Philadelphia V16 should read V166. (c) Washington-Charleston should read: V8 V143 V4.
(3) Page 127 add - Chicago (O'Hare) to Detroit (City): V84 LAN V218 Plains.
(4) Page 127 add - Chicago (O'Hare) to Detroit (Metro): V84 V30 V10 Milan.
(5) Page 127 add - Chicago (O'Hare) to Detroit (Willow Run): V84 LAN V2 SVM.
(6) Page 127 add - Chicago (O'Hare) to Detroit (Windsor): V84 LAN V218 Plains.
(7) Page 127 delete - Chicago (O'Hare) to Detroit.
(8) Page 127 Cincinnati to Idlewild should read: V128 V44 V162 V276 V1.
(9) Page 129 New York (Idlewild) to Atlanta should read: Woolf V16 V222 V35 V20N OCR Stone Mt. V20.
(10) Page 129 New York (Idlewild) to Chicago (O'Hare) should read: STW V153 V116 V170 V218 V100 OBK.
(11) Page 129 New York (Idlewild) to Jacksonville should read: Woolf V16 V1 V18S V3 V3E.
(12) Page 129 New York (Idlewild) to Miami should read: Woolf V16 V1 Control 1150 Control 1163 V51.
(13) Page 129 New York (Idlewild) to New Orleans should read: Woolf V16 TYS V115 V18N V194 V9.
(14) Page 129 New York(Idlewild) to Philadelphia should read: Woolf V16 V238 Darby.
(15) Page 129 New York (Idlewild) to Washington should read: Woolf V16 Nottingham ADW/LF.
(16) Page 129 New York (LaGuardia) to Atlanta should read: SBJ V3 V39 V140 V143 V222 V35 V20N OCR Stone Mt. V20.
(17) Page 129 New York (LaGuardia) to Boston should read: Bay V167 V34 V16.
(18) Page 129 New York (LaGuardia) to Detroit (Metro) should read: Greentown V116 V14N V188 V26 V224.
(19) Page 129 New York (LaGuardia) to Detroit (Willow Run) should read: Greentown V116 V14N V188 V103 V90.
(20) Page 129 New York (LaGuardia) to Syracuse should read: SAX V249 V2S.
(21) Page 128 Newark to Atlanta should read: SBJ V3 V39 V140 V143 V222 V35 V20N OCR Stone Mt. V20.
(22) Page 128 Newark to Baltimore should read: SBJ V3 V93.
(23) Page 129 Newark to Detroit (Metro) should read: SSB V232 V184 V188 V26 V224.
(24) Page 129 Newark to Detroit (Willow Run) should read: SSB V232 V184 V188 V103 V90.
(25) Page 128 Newark to Jacksonville should read: COL 187 radial COL Monmouth V1 V18S V3 V3E.
(26) Page 129 Newark to Miami should read: COL 187 radial COL Monmouth V1 Control 1150 Control 1163 V51.
(27) Page 129 Newark to New Orleans should read: SBJ V3 V39 V140 V16N V16 V115 V18N V194 V9.
(28) Page 129 Newark to Norfolk should read: COL 187 radial COL Monmouth V1.
(29) Page 129 Newark to Syracuse should read: SAX V249 V2S.
(30) Page 127 delete Cincinnati to Detroit.
(31) Page 127 add - Cincinnati to Detroit (City): V47 Milan SVM.
(32) Page 127 add - Cincinnati to Detroit (Metro): V47 Milan.
(33) Page 127 add - Cincinnati to Detroit (Willow Run): V47 Milan.
(34) Page 127 add - Dayton to Detroit (City): V47 Milan SVM.
(35) Page 127 add - Dayton to Detroit (Metro): V47 Milan.
(36) Page 127 add - Dayton to Detroit (Willow Run): V47 Milan.
(37) Page 128 Louisville to Idlewild should read: V4 V106 V162 V276 V1.
(38) Page 129 Philadelphia to Baltimore should read: ESR V3 V93.
(39) Page 129 Philadelphia to Chicago (Midway) should read: Reinholds V162S V12 V8 V422 CGT.
(40) Page 129 Philadelphia to Jacksonville should read: OOD V239 V1 V18S V3 V3E.
(41) Page 126 Baltimore to Philadelphia should read: V123 V433 V29 Darby.
(42) Page 130 Washington to Philadelphia should read: V123 V433 V29 Darby.
(43) Page 130 Pittsburgh to Philadelphia should read: Scottdale V12S JST V12 V29 Darby.
(44) Page 126 Buffalo to Philadelphia should read: V33 V12 V29 Darby.
(45) Page 127 Cleveland to Philadelphia should read: V6 V33 V12 V29 Darby.
(46) Page 126 Boston to Philadelphia should read: V3 V147; or V16 V238 Darby.
(47) Page 129 add - New York (Idlewild) to Montreal: BAY ILT V91 BTV V91E.
(48) Page 129 add - New York (LaGuardia) to Bradley: BAY V167 HFD HFD 303 radial New Britian.
(49) Page 129 add - Newark to Providence: Branchville V39 V58 V130.
(50) Page 129 add- Philadelphia to Detroit (Willow Run): Reinholds V162S V12 V41 V42 V90.
(51) Page 129 delete - New York (Idlewild) to Allegheny Co.
(52) Page 129 delete - New York (Idlewild) to Cincinnati (Gtr),
(53) Page 129 delete - New York (Idlewild) to Indianapolis.
(54) Page 129 delete - New York (Idlewild) to Louisville.
(55) Page 129 delete - New York (LaGuardia) to Allegheny Co.
(56) Page 129 delete - New York (LaGuardia) to Jacksonville.
(57) Page 129 delete - New York (LaGuardia) to Miami.
(58) Page 129 delete - New York (LaGuardia) to Norfolk.
(59) Page 129 delete - New York (LaGuardia) to O'Hare.
(60) Page 128 delete - Newark to Allegheny Co.
(61) Page 128 delete - Newark to Detroit City.
(62) Page 129 delete - Philadelphia to Cincinnati.

MEA, MCA, MOCA, MRA, INTERSECTIONS AND REPORTING POINTS: (1) Effective immediately delete the 1200' MOCAs on the following airways. MEAs remain as published: V20 MGM VOR to Kent Int: V-56, Kent Int. to CSG VOR. (2) Effective immediately the following MEA has been established: V178, FAM VOR direct to PUK VOR, 3000'.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:
(1) Page 15 add - *Boston-Bedford (Hanscom 111.0 mc).
(2) Page 15 add - *Indianapolis (Weir Cook 109.0 mc).
(3) Page 15 add - *New York (Idlewild 112.0 mc).

VOR Receiver Check Points:
(1) Page 118 Livingston, Montana - delete Lctns 1, 2 and 3 and add - 199°; over center tower of Livingston "MH" facility; 5700'.
(2) Page 20 add - Traverse City, Michigan (Mun): -- 342°; at Int. of the N/S-E/W runways; 1600' MSL.
(3) Page 22 delete - Fresno, California.
(4) Page 22 Johnstown, Pa. - change to: Johnstown, Pa., (Cambria Co.): -- 342°; on ramp 700' SW of admin bldg adjacent to taxiway.
(5) Page 22 add - Kinston, North Carolina(Stallings): -- 230°; on ramp 5000' in front of admin bldg.
(6) Page 24 Rocky Mount, North Carolina: change bearing to: 083°.

Radar Weather Advisory Service:
(1) Page 31, Radar Weather Advisory Service (STAR GAZER) - See this issue of Airgi page 58.

FAA and WB Telephone Numbers:
(1) Page 36 Anniston, Alabama - change FAA telephone number to: ADams 8-1271.
(2) Page 36 Montgomery, Alabama - change FAA telephone number to: AMhurst 9-4368.
(3) Page 36 Winslow, Arizona - change WB telephone number to: 289-3592.
(4) Page 36 Winslow, Arizona - change FAA telephone number to: 289-2625.
(5) Page 38 Great Falls, Montana - change FAA telephone number to: GL 3-3183.
(6) Page 38 Livingston, Montana - change FAA telephone number to: ACademy 2-2411.
(7) Page 38 Reno, Nevada - change FAA telephone number to: FAirview 9-4444.

Bureau of FS District Offices: (Region 1 - General Safety)
(1) Page 42 add - Washington, D.C. ME 8-0980.
(2) Page 42 delete - Haddonfield, New Jersey HA 9-1820.
(3) Page 42 add - Philadelphia, Pennsylvania ORchard 3-0250.

Standard Broadcast Stations:
(1) Page 101 Las Vegas, Nevada KENO - change location and coordinance to: 3S; 36-06-58, 115-09-03; height to: 180'; and hours of operation to: continuous.

Flight Test Areas:
(1) Page 115 add - Robins AFB, Warner Robins, Ga. This replaces former Warner Robins, Ga. area. See this issue of Airgi page 9.
(2) Page 118 delete - Orchard-Farm-Smartt Fld, Missouri.
(3) Page 118 delete - Kansas City, Missouri.
(4) Page 119 add - Batavia Airport, New York - See this issue of Airgi page 18.
(5) Page 119 add - Hilton Airport, New York - See this issue of Airgi page 18.
(6) Page 119 add - Broome Co. Arpt., Binghamton, New York - See this issue of Airgi page 18.

AIRCRAFT MANEUVERS WITHIN CONTROL ZONES: To reduce the potential for in-flight conflict between aircraft operated in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers considered necessary for the safe and expeditious movement of air traffic within the associated control zones. For this purpose, maneuvers such as operation of aircraft at speeds in excess of the minimum speed consistent with safe operational limitations of an aircraft, formation fly-bys, and unnecessary low passes, will be considered as unusual and will not be approved.

Maneuvers which will be approved, on a traffic permitting basis, include:

1. Normal take-offs and landings including 360° overhead approaches and those conducted in formation.
2. Practice instrument approaches including those conducted with a chase plane.
3. Touch-and-go landings.
4. Flight check activities such as short field take-offs and landings, engine out operations, checking of navigational aids, etc.
5. Simulated forced landing patterns including practice flame-out maneuvers.
6. Low passes for prearranged aircraft test or calibration purposes and visual equipment checks, such as gear checks, provided the flights are not conducted at an excessive speed.
7. Jettisoning of fuel tanks or other external stores.

RADAR WEATHER ADVISORY SERVICE(STAR GAZER) - On page 31 of the Flight Information Manual Volume 13 dated December 1959, Radar Weather Advisory Service(Star Gazer) will be discontinued on August 1, 1960, in the geographical area bounded by the following coordinates: 40-00N, 120-47W; NW to 41-25N, 121-50W; N to 45-50N, 121-50W; NE to 46-30N, 121-00W; N to a point on the U.S.-Canadian Border at 121-00W; thence E along the U.S.-Canadian Border to a point 113-25W; S to 42-00N, 113-25W; W to 42-00N, 119-25W; SW to the point of beginning.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

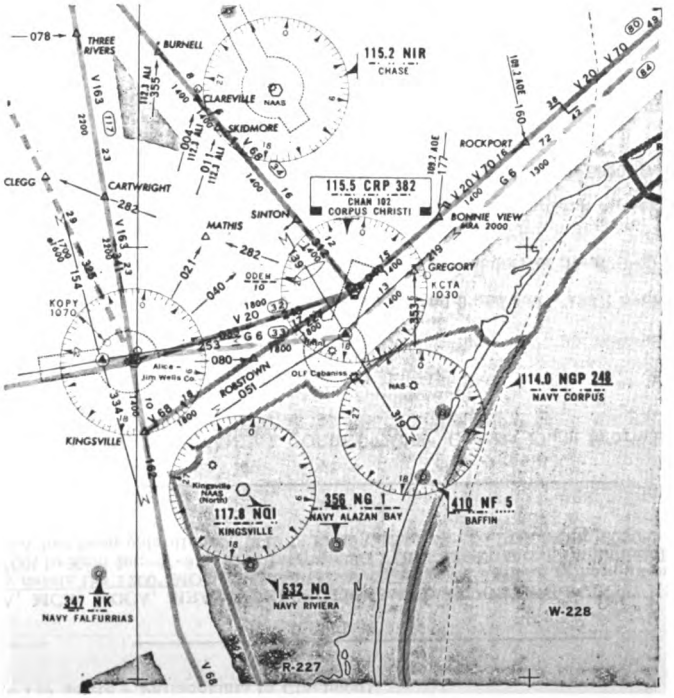
GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BGQ	Big Lake, Alaska, Big Lake Airport (Assignment)
HLV	Hallsville, Mo., VOR (Assignment)
OWY	Owyhee, Nev., REP (Assignment)
SFD	Springfield, Vt., Radiobeacon (Assignment)

REVISION NOTICE

Effective August 8, 1960 all aircraft operations presently conducted at Cliff Maus Airport are to be moved to the new Corpus Christi, Texas International Airport and the Corpus Christi control zone redesignated.



(19 July 1960)

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 25, 1960:

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 25, 1960:

Section 610.13 Green Federal Airway 3 is amended to read in part:

FROM	TO	MEA
Donner Summit, Calif.LF/RBN	*Reno,Nev.LFR	12000

*10500 - MCA Reno LFR, W-bound

Section 610.18 Green Federal Airway 5 is amended to read in part:

FROM	TO	MEA
*Riverside,Calif. LFR	Blythe,Calif.LFR	13000

*11000 - MCA Riverside LFR, E-bound

Banning,Calif.FM	Riverside,Calif.LFR W-bound only	10000

Section 610.105 Amber Federal Airway 5 is amended to read in part:

FROM	TO	MEA
Waterloo INT,Mo.	St.Louis,Mo.LFR	2600

Section 610.213 Red Federal Airway 13 is amended to read:

FROM	TO	MEA
Crystal Lake,Pa. LF/RBN	Stewart,N.Y.LF/RBN	4000
Stewart,N.Y. LF/RBN	Poughkeepsie,N.Y. LFR	3000
Poughkeepsie,N.Y. LFR	Hartford,Conn.LFR	3000
Hartford,Conn.LFR	Moosup INT,Conn.	2000
Moosup INT,Conn.	Providence,R.I.LFR	1600

Section 610.251 Red Federal Airway 51 is amended to read:

FROM	TO	MEA
Blackstone,Va.LFR	Carson INT,Va.	1800
Carson INT,Va.	Langley,Va.LFR	1500

Section 610.265 Red Federal Airway 65 is amended to read in part:

FROM	TO	MEA
Julian,Calif. LF/RBN	Hayfield Lake, Calif. LF/RBN	9000

Section 610.288 Red Federal Airway 88 is amended to read in part:

FROM	TO	MEA
Roswell,N.M.LFR	Hobbs,N.M. LFR	6000

Section 610.618 Blue Federal Airway 18 is amended to read:

FROM	TO	MEA
Albany,N.Y.LFR	Glens Falls,N.Y.LF/RBN S-bound	3000
	N-bound	4500
Glens Falls,N.Y. LF/RBN	Burlington,Vt.LFR	4500
Vergennes,Vt.FM	Burlington,Vt.LFR N-bound only	2000

Section 610,1001 Direct Routes - U.S. is amended by adding:

FROM	TO	MEA
Shelton,Wash. LF/RBN	Seattle,Wash. LFR	2600

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Ashland INT,Ore.	Klamath Falls,Ore. LFR	9500
Hondo INT,N.M.	Walker,N.M.TVOR	6000
Dunlap INT,N.M.	Walker,N.M.TVOR	6000
Walker,N.M.TVOR	Ranch INT,N.M. E-bound	7000
	W-bound	5000
Walker,N.M.TVOR	*Hagerman INT,N.M. SE-bound	6000
	NW-bound	5000

*6500 - MRA

Nelson INT,N.M.	Walker,N.M.TVOR	5000

Section 610.6001 VOR Federal Airway 1 is amended to read in part:

FROM	TO	MEA
Wilmington,N.C. VORTAC Via W alter.	Kinston,N.C. VOR Via W alter.	1400
Kinston,N.C.VOR Via W alter.	Cofield,N.C. VOR Via W alter.	*3500

*1900 - MOCA

Section 610.6002 VOR Federal Airway 2 is amended to read in part:

FROM	TO	MEA
Lansing,Mich.VOR Via N alter.	Fowler INT,Mich. Via N alter.	*4000

*2900 - MOCA

Albany,N.Y.VOR	Griswoldville INT, N.Y.	5500
Griswoldville INT, N.Y.	Gardner,Mass.VOR	3000

Section 610.6003 VOR Federal Airway 3 is amended to delete:

FROM	TO	MEA
Rancho INT,Fla.	Krome INT,Fla.	*2500

*1300 - MOCA

Krome INT,Fla.	Miami,Fla.ILS/LOM	1100
Miami,Fla.ILS/LOM	Flagler INT,Fla.	1300
Flagler INT,Fla.	*Dania INT,Fla.	2000

*2000 - MCA Dania INT, N-bound

Dania INT,Fla.	West Palm Beach, Fla. VOR	2000
Flagler INT,Fla. Via E alter.	West Palm Beach,Fla.VOR Via E alter.	1400

Section 610.6003 VOR Federal Airway 3 is amended by adding:

FROM	TO	MEA
Rancho INT,Fla.	Biscayne Bay,Fla. VOR	1300
Biscayne Bay,Fla. VOR	Flagler INT,Fla.	1400
Flagler INT,Fla.	Bradley INT,Fla	2000
Bradley INT,Fla	W.Palm Beach,Fla. VOR	1400
Biscayne Bay,Fla. VOR Via E alter.	W.Palm Beach,Fla.VOR Via E alter.	1400

Section 610.6004 VOR Federal Airway 4 is amended to read in part:

FROM	TO	MEA
Glenns Ferry INT, Ida.	Jerome INT,Ida.	9000
Jerome INT,Ida.	Burley,Ida.VORTAC	6000
*Burley,Ida. VORTAC	Rehn Ranch INT, Ida.	8000

*7000 - MCA Burley VORTAC, E-bound

*Rehn Ranch INT, Ida.	Malad City,Ida. VOR	11000

*8500 - MCA Rehn Ranch INT, E-bound

Section 610.6005 VOR Federal Airway 5 is amended to read in part:

FROM	TO	MEA
Nashville,Tenn. VOR Via E alter.	Austin INT,Ky. Via E alter.	*2300

*2000 - MOCA

Austin INT,Ky. Via E alter.	New Hope,Ky.VOR Via E alter.	2500

Section 610.6006 VOR Federal Airway 6 is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	Bay Point INT, Calif.	5000
Bay Point INT, Calif.	*Rio INT,Calif. SW-bound	5000
	NE-bound	4000

*4000 - MCA Rio INT, SW-bound

Rio INT,Calif.	Sacramento,Calif. VORTAC	2000
Oakland,Calif. VORTAC Via S alter.	San Ramon INT,Calif. Via S alter.	4000
San Ramon INT, Calif. Via S alter.	*Altamont INT,Calif. Via S alter.	5000

*4000 - MCA Altamont INT, W-bound

*Bear Creek INT, Wyo.	Albin INT,Wyo.	10500

*10000 - MRA

Albin INT,Wyo.	Bushnell INT,Nebr. E-bound	8000
	W-bound	8500
*Ogden,Utah VOR Via N alter.	Blacksmith INT,Utah Via N alter.	**13000

*11000 - MCA Ogden VOR, N-bound
**12000 - MOCA

Section 610.6007 VOR Federal Airway 7 is amended to read in part:

FROM	TO	MEA
Oakwood INT,Wis. Via E alter.	Milwaukee,Wis.VOR Via E alter.	2500

Section 610.6012 VOR Federal Airway 12 is amended to read in part:

FROM	TO	MEA
Hector,Calif.VOR	Clipper INT,Calif.	9000
St.Thomas,Pa.VOR Via S alter.	Harrisburg,Pa.VOR Via S alter.	5000

Section 610.6014 VOR Federal Airway 14 is amended to read in part:

FROM	TO	MEA
Roswell,N.M.VOR Via S alter.	Ranch INT,N.M. Via S alter. W-bound	7000
	E-bound	5000
Ranch INT,N.M. Via S alter.	*Caprock INT,N.M. Via S alter.	**7500

*7500 - MRA
**7100 - MOCA

Erie,Pa. VOR	Dunkirk,N.Y.VOR	2900
Albany,N.Y.VOR	Griswoldville INT, N.Y.	5500
Griswoldville INT, N.Y.	Gardner,Mass.VOR	3000

Section 610.6015 VOR Federal Airway 15 is amended to read in part:

FROM	TO	MEA
Sioux Falls,S.D. VOR Via W alter.	Huron,S.D.VOR Via W alter.	*3500

*3000 - MOCA

Section 610.6016 VOR Federal Airway 16 is amended to read in part:

FROM	TO	MEA
El Paso,Tex.VOR	*Rio INT,Tex.	8000

*8800 - MRA

Rio INT,Tex.	*Salt Flat,Tex.VOR	8000

*9100 - MCA Salt Flat VOR, E-bound

Section 610.6016 VOR Federal Airway 16 is amended to read in part:

FROM	TO	MEA
*Locust Grove INT, Va.	Nottingham,Md.VOR	1500

*2000 - MRA

Nottingham,Md.VOR	Kenton,Del. VOR	1500

Section610.6017 VOR Federal Airway 17 is amended by adding:

FROM	TO	MEA
San Antonio,Tex. VORTAC Via E alter.	Elroy INT,Tex. Via E alter.	2500
Elroy INT,Tex. Via E alter.	Austin,Tex. VORTAC Via E alter.	3000

Section 610.6019 VOR Federal Airway 19 is amended to delete:

FROM	TO	MEA
Las Vegas,N.M.VOR Via E alter.	Raton,N.M. VOR Via E alter.	11000
Raton,N.M.VOR	Earl INT,Colo.	11000
Earl INT,Colo.	*Haystack INT,Colo. N-bound	7500
	S-bound	11000

*7700 - MRA

Haystack INT, Colo.	Pueblo,Colo.VOR N-bound	7500
	S-bound	11000

Section 610.6019 VOR Federal Airway 19
is amended by adding:

FROM	TO	MEA
*Las Vegas,N.M. VOR	Cimarron,N.M.VOR	12000
*10000 - MCA Las Vegas VOR, N-bound		
Cimarron,N.M.VOR	*Border INT,N.M.	11000
*14000 - MRA		
Border INT,N.M.	Ludlow INT,Colo.	*11000
*10000 - MOCA		
Ludlow INT,Colo.	Gordon INT,Colo.	10000
Gordon INT,Colo.	*Pueblo,Colo.VOR	8500
*6500 - MCA Pueblo VOR, S-bound		
Cimarron,N.M.VOR	*Earl INT,Colo.	
Via E alter.	Via E alter.	11000
*10600 - MCA Earl INT, S-bound		
Earl INT,Colo.	Rattlesnake INT,Colo.	
Via E alter.	Via E alter.	9000
Rattlesnake INT, Colo.	*Haystack INT,Colo.	
Via E alter.	Via E alter.	7500
*7700 - MRA		
Haystack INT, Colo.	*Pueblo,Colo. VOR	
Via E alter.	Via E alter.	7000
*6500 - MCA Pueblo VOR, S-bound		

Section 610.6021 VOR Federal Airway 21
is amended to read in part:

FROM	TO	MEA
*Pocatello,Ida. VOR	Dubois,Ida.VOR	7500
*9000 - MCA Pocatello VOR, S-bound		
*Dubois,Ida.VOR	Dillon,Mont. VORTAC	12000
*9600 - MCA Dubois VOR, N-bound		

Section 610.6022 VOR Federal Airway 22
is amended to delete:

FROM	TO	MEA
*Greenville INT, Fla.	Lee INT,Fla.	
Via N alter.	Via N alter	**2500
*2800 - MRA		
**1500 - MOCA		
Lee INT,Fla.	Taylor INT,Fla.	
Via N alter.	Via N alter.	*3000
*1200 - MOCA		
Taylor INT,Fla.	*Swamp INT,Fla.	
Via N alter.	Via N alter.	**4500
*1900 - MRA		
**1200 - MOCA		
Swamp INT,Fla.	*Toledo INT,Ga.	
Via N alter.	Via N alter.	**1600
*1900 - MRA		
**1200 - MOCA		
Toledo INT,Ga.	Jacksonville,Fla. VOR	
Via N alter.	Via N alter.	*1600
*1200 - MOCA		

Section 610.6022 VOR Federal Airway 22
is amended by adding:

FROM	TO	MEA
Taylor,Fla.VOR	*Toledo INT,Ga.	
Via N alter.	Via N alter.	1300
*1900 - MRA		
Toledo INT,Ga.	Jacksonville,Fla. VOR	
Via N alter.	Via N alter.	1300

Section 610.6022 VOR Federal Airway 22
is amended to read in part:

FROM	TO	MEA
Tallahassee,Fla. VOR	Greenville INT, Fla.	1500
Greenville INT, Fla.	Taylor,Fla. VOR	*1500
*1200 - MOCA		
Taylor,Fla.VOR	*Moniac INT,Fla.	1300
*4000 - MRA		
Moniac INT,Fla.	Jacksonville,Fla. VORTAC	1300
Marianna,Fla.VOR	Amsterdam INT,Ga.	
Via N alter.	Via N alter.	1500
Amsterdam INT, Ga.	*Calvery INT,Ga.	
Via N alter.	Via N alter.	**2500
*2500 - MRA		
**1900 - MOCA		
Calvery INT,Ga.	*Reno INT,Ga.	
Via N alter.	Via N alter.	**2500
*2500 - MRA		
**1900 - MOCA		
Reno INT,Ga.	Greenville INT,Fla.	
Via N alter.	Via N alter.	*4500
*1300 - MOCA		

Section 610.6023 VOR Federal Airway 23
is amended to read in part:

FROM	TO	MEA
Portland,Ore.VOR	Toledo INT,Wash.	5000
Portland,Ore.VOR	Toledo INT,Wash.	
Via W alter.	Via W alter.	5000

Section 610.6024 VOR Federal Airway 24
is amended to read in part:

FROM	TO	MEA
Rochester,Minn.	Waukon,Iowa VOR	
Via S alter.	Via S alter.	2500

Section 610.6026 VOR Federal Airway 26
is amended to read in part:

FROM	TO	MEA
Pierre,S.D.VOR	Stephan INT,S.D.	
Via S alter.	Via S alter.	*3400
*3200 - MOCA		
Stephan INT,S.D.	Huron,S.D.VOR	
Via S alter.	Via S alter.	3400

Section 610.6028 VOR Federal Airway 28
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	San Ramon INT, Calif.	4000
San Ramon INT, Calif.	*Altamont INT, Calif.	5000
*4000 - MCA Altamont INT, W-bound		

Section 610.6042 VOR Federal Airway 42
is amended to read in part:

FROM	TO	MEA
Flint,Mich.VOR	Plains INT,Mich.	2400

Section 610.6053 VOR Federal Airway 53
is amended to read in part:

FROM	TO	MEA
*Hilton INT,Va.	Daley INT,Ky.	**9500
*9500 - MRA		
**6200 - MOCA		
Daley INT,Ky.	Vincent INT,Ky.	*6000
*3500 - MOCA		

Section 610.6062 VOR Federal Airway 62
is amended to read in part:

FROM	TO	MEA
Cornville INT, Ariz.	Rim Rock INT, Ariz.	*12000
*10000 - MOCA		
Rim Rock INT, Ariz.	Milky INT,Ariz.	*12000
*8000 - MOCA		

Section 610.6066 VOR Federal Airway 66
is amended to read in part:

FROM	TO	MEA
Yuma,Ariz.VOR	*Growler INT,Ariz.	4000
*7000 - MRA		
Growler INT,Ariz.	Gila Bend,Ariz.VOR	4000

Section 610.6068 VOR Federal Airway 68
is amended to read in part:

FROM	TO	MEA
*Capitan INT,N.M.	Hondo INT,N.M.	9000
*10500 - MRA		
Hondo INT,N.M.	Roswell,N.M.VOR	6000
Roswell,N.M.VOR	Dexter INT,N.M.	5000
Dexter INT,N.M.	*Hagerman INT,N.M.	
	E-bound	6000
	W-bound	5000
*6500 - MRA		
Corona,N.M.VOR	Dunlap INT,N.M.	
Via N alter.	Via N alter.	9000
Dunlap INT,N.M.	Roswell,N.M.VOR	
Via N alter.	Via N alter.	6000

Section 610.6072 VOR Federal Airway 72
is amended to read in part:

FROM	TO	MEA
Fayetteville,Ark. VOR	Dogwood,Mo.VOR	2700

Section 610.6081 VOR Federal Airway 81
is amended by adding:

FROM	TO	MEA
Dalhart,Tex.VOR	Clayton,N.M. VOR	
Via W alter.	Via W alter.	7000
Clayton,N.M. VOR	Tobe,Colo. VOR	
Via W alter.	Via W alter.	9000

Section 610.6083 VOR Federal Airway 83
is amended to read in part:

FROM	TO	MEA
Roswell,N.M.VOR	Hondo INT,N.M.	6000
Hondo INT,N.M.	*Capitan INT,N.M.	9000
*10500 - MRA		
Roswell,N.M.VOR	Dunlap INT,N.M.	
Via E alter.	Via E alter.	6000
Dunlap INT,N.M.	Corona,N.M.VOR	
Via E alter.	Via E alter.	9000

Section 610.6089 VOR Federal Airway 89
is amended to delete:

FROM	TO	MEA
Chadron,Neb.VOR	Smithwick,S.D. VOR	5900
Smithwick,S.D. VOR	*Fairburn INT,S.D.	4500
*7000 - MRA		
Fairburn INT,S.D.	Rapid City,S.D.VOR	4500
Chadron,Neb.VOR	Rapid City,S.D. VOR	
Via E alter.	Via E alter.	5900

Section 610.6092 VOR Federal Airway 92
is amended to read in part:

FROM	TO	MEA
Wheeling,W.Va.VOR	Gregory INT,Pa.	3000
Gregory INT,Pa.	Grantsville,Md.VOR	5000

Section 610.6094 VOR Federal Airway 94
is amended to read in part:

FROM	TO	MEA
Gila Bend,Ariz. VOR	Casa Grande,Ariz. VOR	5000

Section 610.6099 VOR Federal Airway 99
is amended to read in part:

FROM	TO	MEA
Newport,Ore.VOR	Newberg,Ore.VOR	6000

Section 610.6102 VOR Federal Airway 102
is amended to read in part:

FROM	TO	MEA
Roswell,N.M.VOR	Ranch INT,N.M.	
	W-bound	7000
	E-bound	5000
Ranch INT,N.M.	*Caprock INT,N.M.	**7500
*7500 - MRA		
**7100 - MOCA		

Section 610.6106 VOR Federal Airway 106
is amended to read in part:

FROM	TO	MEA
Mt.Hope INT, Ariz.	*Red Lake INT, Ariz.	12000
*10000 - MRA		
Red Lake INT, Ariz.	*White Hills INT, Ariz.	10000
*8300 - MCA White Hills INT, SE-bound		

Section 610.6106 VOR Federal Airway 106
is amended to read in part:

FROM	TO	MEA
Johnstown,Pa.VOR	Huntingdon INT,Pa.	4500
Huntingdon INT, Pa.	Reedsville INT, Pa.	*5000
*4500 - MOCA		
Reedsville INT, Pa.	Selinsgrove,Pa. VOR	*8000
*4500 - MOCA		

Section 610.6107 VOR Federal Airway 107
is amended to read in part:

FROM	TO	MEA
*Reyes INT,Calif.	**Sunset INT, Calif.	***15000
*13000 - MCA Reyes INT, NW-bound		
**15000 - MCA Sunset INT, SE-bound		
***9500 - MOCA		
Sunset INT,Calif.	Avenal,Calif.VOR N-bound	*8000
	S-bound	*11000
*6000 - MOCA		

Section 610.6108 VOR Federal Airway 108
is amended to read in part:

FROM	TO	MEA
Linden,Calif.VOR	*Big Trees INT, Calif.	14000
*16000 - MRA		
*Delta,Utah VOR	Manti INT,Utah	**17000
*11000 - MCA Delta VOR, E-bound		
**12000 - MOCA		
Manti INT,Utah	Grand Junction, Colo.VOR	*18000
*13000 - MOCA		
Mina,Nev.VOR	Currant,Nev.VOR	13000

Section 610.6109 VOR Federal Airway 109
is amended to read in part:

FROM	TO	MEA
*Altamont INT, Calif.	San Ramon INT, Calif.	5000
*4000 - MCA Altamont INT, W-bound		
San Ramon INT, Calif.	Oakland,Calif. VORTAC	4000

Section 610.6120 VOR Federal Airway 120
is amended by adding:

FROM	TO	MEA
Miles City,Mont. VOR	Dupree,S.D.VOR	*9500
*7500 - MOCA		
Dupree,S.D.VOR	Pierre,S.D.VOR	3500
Pierre,S.D.VOR	Stephan INT,S.D.	*3400
*3300 - MOCA		
Stephan INT,S.D.	Canova INT,S.D.	*5800
*5000 - MOCA		
Canova INT,S.D.	Sioux Falls,S.D. VOR	*3500
*3600 - MOCA		
Sioux Falls,S.D. VOR	Mason City,Iowa VOR	*6000
*3500 - MOCA		

Section 610.6133 VOR Federal Airway 133
is revised to read in part:

FROM	TO	MEA
Lake,Mich.VOR	Rose Hill INT,Mich.	2600

Section 610.6137 VOR Federal Airway 137
is amended to read in part:

FROM	TO	MEA
*Gorman,Calif.VOR	**Sunset INT, Calif.	***14000
*10500 - MCA Gorman VOR, NW-bound		
**14000 - MCA Sunset INT, SE-bound		
***11000 - MOCA		
Sunset INT,Calif.	Avenal,Calif.VOR N-bound	*8000
	S-bound	*11000
*6000 - MOCA		
*Los Banos,Calif. VOR	**Reception INT, Calif.	6000
*5500 - MCA Los Banos VOR, S-bound		
**8500 - MRA		
Reception INT, Calif.	Salinas,Calif.VOR	6000

Section 610.6157 VOR Federal Airway 157
is amended to read in part:

FROM	TO	MEA
Gainesville,Fla.	*Lulu INT,Fla.	1400
*2000 - MRA		
Lulu INT,Fla.	Taylor,Fla. VOR	1400
Taylor,Fla.VOR	Alma,Ga. VOR	*2000
*1300 - MOCA		

Section 610.6159 VOR Federal Airway 159
is amended to read in part:

FROM	TO	MEA
Gainesville,Fla. VOR	Greenville INT, Fla.	*5500
*1500 - MOCA		
Greenville INT, Fla.	Quitman INT,Ga.	*4500
*1300 - MOCA		
Cross City,Fla. VOR	Greenville INT,Fla.	
Via W alter.	Via W alter.	*2800
*1200 - MOCA		
Greenville INT, Fla.	Quitman INT,Ga.	
Via W alter.	Via W alter.	*4500
*1300 - MOCA		
*Dixie Ranch INT, Fla.	Bailey INT,Fla.	
Via W alter.	Via W alter.	**1500
*1500 - MRA		
**1200 - MOCA		
Bailey INT,Fla.	Orlando,Fla.VOR	
Via W alter.	Via W alter.	*1500
*1300 - MOCA		

Section 610.6162 VOR Federal Airway 162
is amended to read in part:

FROM	TO	MEA
St.Thomas,Pa.VOR	Harrisburg,Pa.VOR	5000

Section 610.6187 VOR Federal Airway 187
is amended to read in part:

FROM	TO	MEA
Rock Springs,Wyo. VORTAC	*Hudson INT,Wyo.	10000
*15000 - MRA		

Section 610.6171 VOR Federal Airway 171
is amended to read in part:

FROM	TO	MEA
Nodine,Minn.VOR	Elba INT,Minn.	2800
Elba INT,Minn.	Goodhue INT,	*3800
*2200 - MOCA		
Goodhue INT,Minn.	Farmington,Minn. VOR	2200

Section 610.6187 VOR Federal Airway 187
is amended to read in part:

FROM	TO	MEA
Dove Creek,Colo. VOR	Grand Junction,Colo.VOR	
Via W alter.	Via W alter.	12000
*Grand Junction,	Yampa INT,Colo.	13000
*12000 - MCA Grand Junction VOR,S-bound		
*Yampa INT,Colo.	Rock Springs,Wyo. VOR	13000
*13000 - MCA Yampa INT, N-bound		

Section 610.6188 VOR Federal Airway 188
is amended to read in part:

FROM	TO	MEA
Slate Run Pa.VOR	Williamsport,Pa. VOR	4000

Section 610.6189 VOR Federal Airway 189
is amended by adding:

FROM	TO	MEA
Franklin,Va.VOR	Hopewell,Va.VORTAC	1500

Section 610.6190 VOR Federal Airway 190
is amended to read in part:

FROM	TO	MEA
Las Vegas,N.M. VOR	*Hayden INT,N.M.	**9500
*7500 - MCA Hayden INT, W-bound		
**9600 - MOCA		
Hayden INT,N.M.	Derby INT,N.M.	7000

Section 610.6191 VOR Federal Airway 191
is amended to read in part:

FROM	TO	MEA
Oakwood INT,Wis.	Milwaukee,Wis.VOR	2500

Section 610.6194 VOR Federal Airway 194
is amended to read in part:

FROM	TO	MEA
McComb,Miss.VOR	*Olive INT,Miss.	1800
*2000 - MRA		
Olive INT,Miss.	*Rose Hill INT, Miss.	1900
*3000 - MRA		

Section 610.6197 VOR Federal Airway 197
is deleted:

Section 610.6214 VOR Federal Airway 214
is amended to read in part:

FROM	TO	MEA
Zanesville,Ohio VOR	Bellaire,Ohio VOR	2500

Section 610.6215 VOR Federal Airway 215
is amended by adding:

FROM	TO	MEA
Hill City,Kans. VOR	Mankato,Kans. VOR	
Via N alter.	Via N alter.	3500
Mankato,Kans.VOR	Pawnee City,Neb. VOR	
Via S alter.	Via S alter.	3000

Section 610.6218 VOR Federal Airway 218
is amended to read in part:

FROM	TO	MEA
Rochester,Minn. VOR	Waukon,Iowa VOR	2500
Lansing,Mich.VOR	Plains INT,Mich.	2900

Section 610.6222 VOR Federal Airway 222
is amended to read in part:

FROM	TO	MEA
El Paso, Tex.VOR	*Rio INT,Tex.	8000
*8800 - MRA		
Rio INT,Tex.	Salt Flat,Tex. VOR	8000

Section 610.6230 VOR Federal Airway 230
is amended to read in part:

FROM	TO	MEA
Salinas,Calif.VOR	*Reception INT, Calif.	6000
*8500 - MRA		
Reception INT, Calif.	Los Banos,Calif. VOR	6000

Section 610.6244 VOR Federal Airway 244
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	San Ramon INT, Calif.	4000
San Ramon INT, Calif.	*Altamont INT, Calif.	5000
*4000 - MCA Altamont INT, W-bound		

Section 610.6244 VOR Federal Airway 244
is amended by adding:

FROM	TO	MEA
Pueblo,Colo.VOR	Lamar,Colo.VOR	6000
Lamar,Colo.VOR	Tuttle INT,Kans.	5500
Tuttle INT,Kans.	*Modoc INT,Kans.	**7000
*7000 - MRA		
**5500 - MOCA		
Modoc INT,Kans.	Ransom INT,Kans.	**9500
*9700 - MRA		
**5500 - MOCA		
Ransom INT,Kans	Russell,Kans.VOR	5500

Section 610.6248 VOR Federal Airway 248
is amended to read in part:

FROM	TO	MEA
Paso Robles, Calif.VOR	*Red Hills INT, Calif.	4500
*7000 - MRA		
Red Hills INT, Calif.	Avenal,Calif.VOR	4500

Section 610.6253 VOR Federal Airway 253
is amended to read in part:

FROM	TO	MEA
*Twin Falls,Ida.	Buhl INT,Ida.	6000
*9000 - MCA Twin Falls VOR, SE-bound		
Buhl INT,Ida.	Boise,Ida.VOR	8500
Mountain Home, Ida. FM	Boise,Ida.VOR NW-bound only	7600

Section 610.6257 VOR Federal Airway 257
is amended to read in part:

FROM	TO	MEA
*Dubois,Ida.VOR	Dillon,Mont. VORTAC	12000
*9600 - MCA Dubois VOR, N-bound		

Section 610.6260 VOR Federal Airway 260
is amended by adding:

FROM	TO	MEA
Richmond,Va.VOR	Hopewell,Va.VORTAC	1500
Hopewell,Va. VORTAC	Deep Creek INT,Va.	2100

Section 610.6263 VOR Federal Airway 263
is amended by adding:

FROM	TO	MEA
*Sante Fe,N.M. VORTAC	**Cimarron,N.M.VOR	15500
*13000 - MCA Sante Fe VORTAC,NE-bound		
**12000 - MCA Cimarron VOR,SW-bound		
Cimarron,N.M.VOR	*Tobe,Colo.VORTAC	11000
*8000 - MCA Tobe VORTAC,SW-bound		
Tobe,Colo.VORTAC	Lamar,Colo. VOR	7000

Section 610.6267 VOR Federal Airway 267
is amended to read in part:

FROM	TO	MEA
*Dixie Ranch INT,Fla.	Bailey INT,Fla.	**1500
*1500 - MRA		
**1200 - MOCA		
Bailey INT,Fla.	Orlando,Fla.VOR	*1500
*1300 - MOCA		

Section 610.6280 VOR Federal Airway 280
is amended to read in part:

FROM	TO	MEA
El Paso,Tex.VOR	*Rio INT,Tex.	8000
*8800 - MRA		
Rio INT,Tex.	Pinon,N.M.VOR	8800
Roswell,N.M.VOR	Ranch INT,N.M. W-bound	7000
	E-bound	5000
Ranch INT,N.M.	*Caprock INT,N.M.	**7500
*7500 - MRA		
**7100 - MOCA		

Section 610.6293 VOR Federal Airway 293
is amended by adding:

FROM	TO	MEA
W.Palm Beach,Fla. VORTAC	*Clewiston INT,Fla.	
Via W alter.	Via W alter.	**1700
*7000 - MRA		
**1300 - MOCA		
Clewiston INT,Fla.	La Belle,Fla.VOR	
Via W alter.	Via W alter.	*1700
*1200 - MOCA		

Section 610.6300 VOR Federal Airway 300
is amended by adding:

FROM	TO	MEA
Sherbrooke,Que. VOR	Millinocket,Me. VOR	#5100
#For that airspace over U.S. territory		

Section 610.6307 VOR Federal Airway 307
is added to read:

FROM	TO	MEA
Victoria,B.C.	Vancouver,B.C.VOR	*2000
*For that airspace over U.S. territory		

Section 610.6442 VOR Federal Airway 442
is amended to read in part:

FROM	TO	MEA
Hector,Calif.VOR	Clipper INT,Calif.	9000

Section 610.6452 VOR Federal Airway 452
is deleted:

Section 610.6474 VOR Federal Airway 474
is amended to read in part:

FROM	TO	MEA
St.Thomas,Pa.VOR	York Springs INT, Pa.	5000

Section 610.6479 VOR Federal Airway 479
is added to read:

FROM	TO	MEA
Wind Lake INT,Wis.	Milwaukee,Wis.VOR	2500

Section 610.6482 VOR Federal Airway 482
is added to read:

FROM	TO	MEA
Las Vegas,N.M.VOR	*Yates INT,N.M.	9000
*9500 - MRA		
Yates INT,N.M.	Clayton,N.M.VOR	9000
Clayton,N.M.VOR	Liberal,Kans.VOR	7000

Section 610.6485 VOR Federal Airway 485
is added to read:

FROM	TO	MEA
*Oxnard,Calif.VOR	Fellows,Calif.VOR	9000
*6000 - MCA Oxnard VOR, NW-bound		
Fellows,Calif. VOR	*Red Hills INT, Calif.	7000
*7000 - MRA		
Red Hills INT, Calif.	Priest,Calif.VOR	7000
Priest,Calif.VOR	*Reception INT, Calif.	**8500
*8500 - MRA		
**7000 - MOCA		
Reception INT, Calif.	*Cathedral INT, Calif.	**8500
*8500 - MCA Cathedral INT, SE-bound		
**7000 - MOCA		
Cathedral INT, Calif.	Mt.Hamilton INT, Calif.	7000
Mt.Hamilton INT, Calif.	Mt.Day INT,Calif. S-bound	7000
	N-bound	6000

VOR Federal Airway 485 - cont'd.

FROM	TO	MEA
Mt.Day INT,Calif.	Mission INT,Calif. S-bound	7000
	N-bound	5000
Mission INT, Calif.	Oakland,Calif.VORTAC SE-bound	7000
	NW-bound	3500

Section 610.6604 VOR Federal Airway 1504
is amended to read in part:

FROM	TO	MEA
*Big Piney,Wyo. VOR	**Hudson INT,Wyo.	16000
*12500 - MCA Big Piney VOR, W-bound		
**13000 - MRA		
**13000 - MCA Hudson INT, W-bound		
Hudson INT,Wyo.	Casper,Wyo.VOR	*13000
*10000 - MOCA		
Wheeling,W.Va.VOR	Gregory INT,Pa.	3000
Gregory INT,Pa.	Grantsville,Md.VOR	5000

Section 610.6606 VOR Federal Airway 1506
is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VORTAC	San Ramon INT, Calif.	4000
San Ramon INT, Calif.	*Altamont INT, Calif.	5000
*4000 - MCA Altamont INT, W-bound		

Section 610.6608 VOR Federal Airway 1508
is amended to read in part:

FROM	TO	MEA
Kanosh INT,Utah	Manti INT,Utah	*21000
*13000 - MOCA		
Myton,Utah VOR	Yampa INT,Colo.	11000
*Yampa INT,Colo.	Albany INT, Wyo.	**#18000
*13000 - MCA Yampa INT, E-bound		
**14000 - MOCA		
#Continuous navigation signal coverage does not exist over the entire route segment below 21000 feet.		
Slate Run,Pa.VOR	Williamsport,Pa. VOR	4000

Section 610.6612 VOR Federal Airway 1512
is amended to read in part:

FROM	TO	MEA
*Alamosa,Colo. VOR	**Gordon,Colo.VOR	15000
*14000 - MCA Alamosa VOR, E-bound		
**12000 - MCA Gordon VOR, W-bound		
Johnstown,Pa.VOR	Huntingdon INT,Pa.	4500
Huntingdon INT, Pa.	Reedsville INT, Pa.	*5000
*4500 - MOCA		
Reedsville INT, Pa.	Selinsgrove,Pa. VOR	*8000
*4500 - MOCA		

Section 610.6614 VOR Federal Airway 1514
is amended to read in part:

FROM	TO	MEA
*Hanksville,Utah VOR	La Sal,Utah VOR	12000
*11000 - MCA Hanksville VOR, W-bound		
La Sal,Utah VOR	Bedrock INT,Utah	12000
Bedrock INT,Utah	Gunnison,Colo. VOR	14000

Section 610.6616 VOR Federal Airway 1516
is amended to read in part:

FROM	TO	MEA
Tobe,Colo.VOR	State Line INT, Kans.	*8500
*7300 - MOCA		

Section 610.6618 VOR Federal Airway 1518
is amended to read in part:

FROM	TO	MEA
Hector,Calif.VOR	Clipper INT,Calif.	9000

Section 610.6620 VOR Federal Airway 1520
is amended to read in part:

FROM	TO	MEA
Hector,Calif.VOR	Clipper INT,Calif.	9000

Section 610.6629 VOR Federal Airway 1529
is amended to read in part:

FROM	TO	MEA
Kanosh INT,Utah	Manti INT,Utah	*21000
*13000 - MOCA		

Effective August 25, 1960 the following changeover points have been added, revised or cancelled as indicated:

AIRWAY	CONNECTING	CHANGEOVER DISTANCE	POINT FROM
ADDED:			
VOR FEDERAL AIRWAY NO. 4			
V-4N	LAR-GLL	24	LAR
VOR FEDERAL AIRWAY NO. 23			
V-23W	LSN-SCK	35	LSN
VOR FEDERAL AIRWAY NO. 39			
V-39	AUG-MLT	MP	
V-39	MLT-PQI	MP	
VOR FEDERAL AIRWAY NO. 84			
V-84	FNT-PEK	MP	
V-84	PEK-XU	MP	
VOR FEDERAL AIRWAY NO. 108			
V-108	MVW-URR	80	MVW
V-108	MVA-URR	80	MVA
V-108	URR-DTA	65	URR
V-108	DTA-GJT	50	DTA
V-108S	MVA-TPH	28	TPH
V-108S	TPH-URR	40	TPH
VOR FEDERAL AIRWAY NO. 109			
V-109	LSN-SCK	35	LSN
VOR FEDERAL AIRWAY NO. 113			
V-113	LSN-SCK	35	LSN
VOR FEDERAL AIRWAY NO. 120			
V-120	MLS-DRP	90	MLS
V-120	DRP-PIR	MP	
V-120	PIR-FSD	75	PIR
V-120	FSD-MCW	72	MCW
VOR FEDERAL AIRWAY NO. 140			
V-140	BNA-LOZ	71	BNA
VOR FEDERAL AIRWAY NO. 216			
V-216	MLS-PEK	MP	
V-216	PEK-YZ	80	PEK
VOR FEDERAL AIRWAY NO. 244			
V-244	HVE-LXL	27	HVE
V-244	LXL-GUC	60	LXL
V-244	LAA-RSL	83	RSL
VOR FEDERAL AIRWAY NO 471			
V-471	AUG-MLT	MP	
V-471	MLT-HBL	MP	
VOR FEDERAL AIRWAY NO. 1504			
V-1504	BPI-CPR	60	BPI
V-1504	MLD-BPI	53	MLD
ADDED:			
VOR FEDERAL AIRWAY NO. 1508			
V-1508	MLF-MTU	86	MLF
VOR FEDERAL AIRWAY NO. 1529			
V-1529	MLF-MTU	86	MLF
VOR FEDERAL AIRWAY NO. 1531			
V-1531	PIH-BIL	102	PIH
		83	BIL
		62 NM Gap	
REVISED:			
VOR FEDERAL AIRWAY NO. 4			
V-4	DEN-TXC	39	DEN
VOR FEDERAL AIRWAY NO. 8			
V-8	GJT-RIG	50	GJT
VOR FEDERAL AIRWAY NO. 21			
V-21	DBS-DLN	41	DBS
VOR FEDERAL AIRWAY NO. 23			
V-23	BFL-FNO	49	BFL
V-23	FNO-LIN	46	FNO
VOR FEDERAL AIRWAY NO. 25			
V-25	LMT-RDM	85	RDM
V-25	RDM-DIS	44	RDM
V-25	DEG-LAX	46	DEG
VOR FEDERAL AIRWAY NO. 62			
V-62	ACH-TXO	61	ACH
VOR FEDERAL AIRWAY NO. 64			
V-64	LGB-TRM	56	LGB
VOR FEDERAL AIRWAY NO. 81			
V-81	DHT-TBE	46	DHT
V-81	TBE-PUB	27	TBE
VOR FEDERAL AIRWAY NO. 105			
V-105	PRC-LAS	71	PRC
VOR FEDERAL AIRWAY NO. 132			
V-132	CYS-AKO	53	CYS
VOR FEDERAL AIRWAY NO. 138			
V-138	RKR-CYS	32	RKR
V-138	CYS-SNY	40	CYS
VOR FEDERAL AIRWAY NO. 148			
V-148	IOC-TXC	32	IOC

AIRWAY	CONNECTING	CHANGEOVER DISTANCE	POINT FROM
REVISED (continued)			
VOR FEDERAL AIRWAY NO. 160			
V-160	DEN-SNY	58	DEN
VOR FEDERAL AIRWAY NO. 192			
V-192	ZUN-ONM	77	ZUN
V-192	CNX-TCC	55	CNX
VOR FEDERAL AIRWAY NO. 200			
V-200	ILA-RNO	82	ILA
VOR FEDERAL AIRWAY NO. 216			
V-216	LAA-HLC	63	LAA
VOR FEDERAL AIRWAY NO. 281			
V-281	RDM-PDT	55	RDM
VOR FEDERAL AIRWAY NO. 283			
V-283	LKV-RDM	53	RDM
V-283	RDM-UBG	40	RDM
VOR FEDERAL AIRWAY NO. 298			
V-298	DBS-DNW	62	DBS
V-298	DNW-HOY	32	DNW
VOR FEDERAL AIRWAY NO. 1508			
V-1508	MLF-MTU	86	MLF
VOR FEDERAL AIRWAY NO. 1514			
V-1514	HVE-LXL	27	HVE
V-1514	LXL-GUC	60	LXL
V-1514	GUC-PUB	50	GUC
VOR FEDERAL AIRWAY NO. 1520			
V-1520	SJN-ONM	58	SJN
V-1520	ONM-CNX	25	ONM
CANCELLED:			
VOR FEDERAL AIRWAY NO. 6			
V-6	OAK-SAC	20	OAK
VOR FEDERAL AIRWAY NO. 19			
V-19	LVS-RTN	49	LVS
V-19	RTN-PUB	34	RTN
VOR FEDERAL AIRWAY NO. 92			
V-92	HIG-UNT	MP	
V-92	UNT-GRV	MP	
VOR FEDERAL AIRWAY NO. 197			
V-197	LVS-PUB	91	LVS
VOR FEDERAL AIRWAY NO. 208			
V-208	SAN-TRM	28	TRM
		utilize to 029 radial of San Diego until 28 NM from Thermal	
VOR FEDERAL AIRWAY NO. 1500			
V-1500	OAK-SAC	20	OAK
VOR FEDERAL AIRWAY NO. 1502			
V-1502	OAK-SAC	20	OAK
VOR FEDERAL AIRWAY NO. 1504			
V-1504	OAK-SAC	20	OAK
VOR FEDERAL AIRWAY NO. 1531			
V-1531	OAK-SAC	20	OAK
VOR FEDERAL AIRWAY NO. 1533			
V-1533	OAK-SAC	20	OAK

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS:

ABILENE, TEXAS - Municipal Airport, Proc. No. ILS-35, Amdt. 1, Eff. 6 Aug. 60: Correct the second transition to read: "ABI-LFR to LOM" in lieu of "ABI-VOR to LOM".

The transmittal letter, dated 1 July 1960, forwarding procedures effective 13 Aug. 60, should be marked "Transmittal Letter No. 60-25."

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				Precision Approach			
All Directions	Radar site	within 20 mi	2500	T-dn-33	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 2500' and proceed direct to Hood VOR or Hood RBn.
NOTE: Prior arrangement for landing required for civil aircraft not on official business.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Killeen, Tex	Fort Hood AAF 923'	Fort Hood AAF Radar	1, Amdt 1, 6 Aug 60	Orig, 16 Jul 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
ATL VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
MDU VOR	LOM (Final)	Direct	1700	C-dn	400-1	500-1	500-1½
Stone Mt. Int	LOM	Direct	2700	S-dn-33	400-1	400-1	400-1
Tucker Int	LOM	Direct	3000	A-dn	800-2	800-2	800-2
Fulton Int	LOM	Direct	3000				

Radar Terminal transition altitudes: 0 - 360° within 25 mi, 3000'; 070°-290° within 15 mi, 2200' All bearings are from radar site with sector azimuths progressing clockwise.

Procedure turn East side SE crs, 140° Outbnd, 329° Inbnd, 2200' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 329°-4.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 mi of LOM, turn left, climb to 3000' on crs of 268° from ATL LOM (Ident. AT) within 15 mi of ATL LOM.
CAUTION: 1182' tank ¾ mi W of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Atlanta, Ga	Atlanta 1024'	LOM AZ	2, Orig, 6 Aug 60 or com. of fac.	None

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-24	500-1	500-1	500-1
				*A-dn	NA	NA	NA

Transition to final approach course by Radar vectoring is authorized at 1500 feet MSL (Otis RAPCON) when aircraft is within 20 miles (excludes noncontrolled airspace) of Otis AFB RAPCON site.

Procedure turn E side of crs, 065 Outbnd, 245 Inbnd, 1500' within 10 mi. NA beyond 10 mi (nonstandard to avoid Otis AFB traffic)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, 245-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi, make an immediate left climbing turn return to Hyannis MHW at 1300'
NOTE: Facility must be monitored aurally during this procedure.

→ *Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service
→ at the airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→ Hyannis, Mass	Barnstable 52'	MHW HYA	1, Amdt 9, 30 Jul 60	8, 23 Aug 58

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
IND-VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
IND-LFR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2000' within 10 miles of LOM.
→ Minimum altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 044°-3.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 miles, climb to 2900' on E crs IND-LFR to Greenfield Int, or as directed by ATC:
1. Climb to 2200' on S crs IND-LFR within 20 miles.
2. Make left turn, climb to 2000' and proceed to LOM.

★ City and State: Indianapolis, Ind. | Airport Name & Elev.: Weir Cook 796' | Fac. Class & Ident.: LOM IN | Procedure No. & Eff. Date: 1, Amdt 4, 20 Aug 60 | Sup. Amdt. No. Dated: 3, 6 Feb 60

All directions	Hood RBn	Direct	MEA	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 164° Outbnd, 344° Inbnd, 2500' within 7 mi. Beyond 7 mi NA.
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 344°-3.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles or over Hood FM, turn right, climb to 2500' and proceed to Hood RBn.
NOTE: Prior arrangement for landing required for civil aircraft not on official business.

★ City and State: Killeen, Tex | Airport Name & Elev.: Fort Hood AAF 923' | Fac. Class & Ident.: MHW HLR | Procedure No. & Eff. Date: 1, Orig, 6 Aug 60 | Sup. Amdt. No. Dated: None

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
→ Huntington Beach FM	LOM (Final)	Direct	1500	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn-30	500-1	500-1	500-1
LGB VOR	LOM	Direct	1500	A-dn	800-2	800-2	800-2
Radar vectoring to final approach crs authorized.							

Procedure turn S side of SE crs, 120° Outbnd, 300° Inbnd, 1500' within 10 mi of LOM. NA beyond 10 miles.
→ Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 300°-4.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . within 4.2 mi after passing LOM, climb to 800' on 300° brng from LOM; turn left, climb on 200° heading to interception of 160° crs from LAX RBn and proceed to San Pedro Int at 2500' or, when directed by ATC, climb to 800' on NW crs LGB LFR, reverse crs to left and return to LGB LFR at 1500'.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mile south of airport. All circling and maneuvering shall be accomplished North of field.

*300-1 required for takeoff Runways 16L, 25L, 34R; 600-1½ required for takeoff Rwy 16R.

★ City and State: Long Beach, Calif | Airport Name & Elev.: Municipal 56' | Fac. Class & Ident.: LOM LG | Procedure No. & Eff. Date: 1, Amdt 16, 20 Aug 60 | Sup. Amdt. No. Dated: 15, 15 Aug 59

MXF LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
MGM VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
→ Benton Int	LOM (Final)	Direct	1700	S-dn-9	400-1	400-1	400-1
Calhoun Int	LOM	Direct	1500	A-dn	800-2	800-2	800-2
Swift Creek Int	LOM	Direct	1500				
Sellers Int	LOM	Direct	2500 within 15 mi				
Radar Terminal Area Transition Altitudes:			2000 within 30 mi				

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 1700' within 10 mi. Beyond 10 mi. NA.
→ Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 093°-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . within 5.1 mi after passing LOM, climb to 2000' on crs of 093° from LOM within 15 mi or, when directed by ATC, climb to 1800' on R-127 MGM-VOR within 20 mi.
CAUTION: Tower 987' MSL, 8 mi East.

★ City and State: Montgomery, Ala | Airport Name & Elev.: Dannelly Field 221' | Fac. Class & Ident.: LOM MG | Procedure No. & Eff. Date: 1, Amdt 2, 6 Aug 60 | Sup. Amdt. No. Dated: 1, 30 May 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ... ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Coronado RBn	LPT RBn	Direct	1500	#T-dn	300-1	300-1	200-½
Oceanside RBn	LPT RBn	Direct	2500	C-dn	800-2	800-2	800-2
Miramar RBn	LPT RBn	Direct	3000	S-dn-9	600-1	600-1	600-1
Jamul RBn	LPT RBn	Direct	4500	A-dn	800-2	800-2	800-2
Sargo Int	LPT RBn (Final)	Direct	700				

Procedure turn South side of crs, 280° Outbnd, 100° Inbnd, 1500' within 10 mi.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 100°-1.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, turn right, climb to 2000' to Coronado RBn/FM or, when directed by ATC, if visual contact not established over Loma Portal RBn, make left climbing turn, climb to 1500' on a 280° crs from LPT RBn within 10 mi.
→ or if visual contact not established within 1.0 mi after passing RBn, make left climbing turn to 2500' on crs of
→ 328° to Oceanside RBn.

#300-1 required on all runways except Rwy. 27.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ San Diego, Calif	Lindbergh Fld 15'	MH LPT	1, Amdt 2, 6 Aug 60	1, 7 Nov 59

SPA-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SPA-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Buffalo Int	LOM	Direct	2000	S-dn-4	400-1	400-1	400-1
→ Mauldin Int	LOM	Direct	2100	A-dn	800-2	800-2	800-2
Woodruff Int	LOM	Direct	2000				

→ Procedure turn East side SW crs, 224° Outbnd, 044° Inbnd, 2100' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1800'
→ Crs and distance, facility to airport, 044°-4.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.4 miles, climb to 2300' on crs 044° within 20 miles or, when directed by ATC, climb to 2300' on crs 044°, then turn left and proceed direct to SPA VOR.
CAUTION: Tower 1338' 3 mi NW of airport and tower 1070' 3 mi NE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Spartanburg, S C	Municipal 816'	LOM SP	1, Amdt 1, 20 Aug 60	Orig, 11 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ... LFR

→ Windsor VOR	QG LFR	064-3.3	2000	T-dn	#500-1	#500-1	#500-1
				C-dn	800-1	800-1	800-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 142 Outbnd, 322 Inbnd, 2000 within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
→ Crs and distance, facility to airport, 327°-7.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.9 mi, climb to 2300' on NW crs Windsor LFR to Warren Int.
AIR CARRIER NOTE: Sliding scale not applicable.
Detroit RBN 2.3 mi SE Detroit City Airport.

* 300-1 take-off authorized on runway 33 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Detroit, Mich	Detroit City 626'	SBRAZ QG (Windsor LFR)	1, Amdt 6, 30 Jul 60	5, 14 Jul 56

→ Salem VOR	#Warren Int	082-23.9	2700	T-dn	#500-1	#500-1	#500-1
Pontiac Int	#Warren Int (Final)	149-9.5	1800	C-dn	700-1	700-1	700-1½
Windsor VOR	#Warren Int	343-13.5	2300	A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 329 Outbnd, 149 Inbnd, 2300 within 10 mi (non-standard due to obstruction)
High obstructions W side of crs.
Minimum Altitude over facility on final approach crs, 1800' #Warren Int
Crs and distance, facility to airport, 149-4.5 #Warren Int to Airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 mi, climb to 2300' proceed to QG-LFR or when directed by ATC: Make left turn climbing to 2300' proceed back to # Warren Int.
AIR CARRIER NOTE: Sliding scale not applicable.

*300-1 takeoff authorized on Runway 33 only.
#Warren Int: Int NW crs Windsor LFR & R-082 Salem VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Detroit, Mich	Detroit City 628'	SBRAZ QG (Windsor LFR)	2, Amdt 4, 30 Jul 60	3, 14 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hutchinson VOR	HUT-LFR	Direct	2800	T-dn	300-1	300-1	200-½
				C-dn	*400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 170 Outbnd, 350 Inbnd, 2800 within 10 mi. (non-standard to avoid ICT traffic)
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 350-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 3000' on N crs HUT-LFR within 20 mi, or when directed by ATC: (1) turn left and climb to 3000' on W crs HUT-LFR within 20 mi.
CAUTION: 2340' TV tower located 4.0 mi ESE of airport. Aircraft taking off to N,S,NE, or SE, climb to 2800' prior to proceeding toward TV tower.
Major Change: Deletes transition from North Fork RBn or marker.

* 500-1 required when necessary to circle the airport on the west side to effect a landing.

★ City and State: Hutchinson, Kans | Airport Name & Elev.: Hutchinson 1542' | Fac. Class & Ident.: SBMRLZ HUT | Procedure No. & Eff. Date: 1, Amdt 11, 6 Aug 60 | Sup. Amdt. No. Dated: 10, 22 Dec 56

Piedmont FM	TYS LFR	Direct	2400	T-dn	300-1	300-1	200-½
TYS VOR	TYS LFR	Direct	2400	C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 3000 within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 200°-2.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . .
within 2.6 miles, turn right, climb to 3000' on West crs TYS LFR within 20 mi.
Major Change: Deletes transitions from Tallahassee FM and Inskip FM.

★ City and State: Knoxville, Tenn | Airport Name & Elev.: McGhee-Tyson 989' | Fac. Class & Ident.: SBRAZ TYS | Procedure No. & Eff. Date: 1, Amdt 11, 6 Aug 60 | Sup. Amdt. No. Dated: 10, 19 Nov 54

Spartanburg BVOR	SPA-LFR	200-8.3	2300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn S side SW crs, 238° Outbnd, 058° Inbnd, 2100' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 068-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.2 miles, climb to 2300' on NE crs SPA LFR within 20 miles.

★ → City and State: Spartanburg, S C | Airport Name & Elev.: Municipal 816' | Fac. Class & Ident.: SBRAZ SPA | Procedure No. & Eff. Date: 1, Amdt 9, 20 Aug 60 | Sup. Amdt. No. Dated: 8, 8 Jan 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Alexandria LFR	AXN-VOR	Direct	2600	T-dn	300-1	300-1	200-½
				C-dn	600-2	600-2	600-2
				S-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 044 Outbnd, 224 Inbnd, 2600' within 10 mi.
→ Minimum altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport, 224-8.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.3 mi, climb to 2600' on R224 within 20 mi., make left turn and return to VOR station.
CAUTION: Tank 1535' MSL located 1 mi N of airport. Radio tower 1573' MSL located 1½ mi NW of airport. Radio tower 1555' MSL located 1 mi E of airport.

★ City and State: Alexandria, Minn | Airport Name & Elev.: Municipal 1425' | Fac. Class & Ident.: BVOR AXN | Procedure No. & Eff. Date: 1, Amdt 4, 20 Aug 60 | Sup. Amdt. No. Dated: 3, 27 Aug 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
IOW-VOR	CID-VOR	Direct	2100	T-dn	300-1	300-1	200-½
→ Belle Plaine Int	Watkins Int*	Direct	2000	C-dn	400-1	500-1	500-1½
→ Watkins Int*	CID VOR (Final)	Direct	1500	S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn South side of crs, 260° Outbnd, 080° Inbnd, 2100' within 10 mi.
→ Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 087-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 3.2 miles, climb to 2200' on R-087 CID within 20 mi.
Major Change: Deletes "No tower" note.

→ *Int IOW-VOR R-320 & CID VOR R-260

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Cedar Rapids, Ia	Municipal 863'	BVORTAC CID	1, Amdt 2, 30 Jul 60	1, 11 Jun 60

					T-dn	300-1		←
					C-dn	600-1		←
					A-dn	NA		←

Procedure turn South side of crs, 287° Outbnd, 107° Inbnd, 1200' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 107°-4.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished .
within 4.9 miles, make a left climbing turn and return to the Franklin VOR at 1200'. Hold on R-107, right turns, within 10 miles.
NOTE: Instrument takeoff not authorized from Runway 22. Right turn after takeoff from Runway 14 not authorized.
CAUTION: 277' smoke stacks .9 miles SW of airport.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Franklin, Va	Franklin Municipal 37'	BVOR FKN	1, Amdt 1, 6 Aug 60	Orig, 14 May 60

→ Harrisburg LFR	HAR-VOR	Direct	2800	T-d	500-1	500-1	500-1
Harrisburg LOM	HAR-VOR	Direct	2800	T-n	500-2	500-2	500-2
				C-dn	1200-2	1200-2	1200-2
				A-dn	1200-2	1200-2	1200-2

Takeoff minimums of 300-1 authorized for Runways 8-26 only.

Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 2800' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 108-7.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
→ within 7.5 miles after passing Harrisburg VOR, climb to 3000' on HAR VOR R-115 to Middletown Int*. Hold East
→ one-minute left turns.
AIR CARRIER NOTE: Landing on Runway 2 authorized only during daylight hours with ceiling of 1500' or better.
NOTE: Take-off on Runway 20 not authorized.

→ *Int R-115 HAR VOR & R-208 TWC VOR.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Harrisburg, Pa	York State 347'	BVORTAC HAR	1, Amdt 4, 6 Aug 60	3, 7 Dec 58

Hutchinson LFR	HUT-VOR	Direct	2700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-3	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 212 Outbnd, 032 Inbnd, 2700' within 10 mi. (nonstandard to avoid Hutchinson NAS traffic
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 032-5.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 5.0 mi, climb to 2800' on R-015 within 20 mi.
CAUTION: 2340 MSL TV tower located 3.5 mi E of airport. Aircraft taking off to N, S, NE, SE, climb to 2800' prior to proceeding toward TV tower.
Major Change: Deletes transition from North Fork RBn.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hutchinson, Kans	Hutchinson 1542'	BVORTAC HUT	1, Amdt 6, 6 Aug 60	5, 9 Jul 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
All directions	VOR	Direct	MEA	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 163° Outbnd, 343° Inbnd, 2500' within 7 mi. Beyond 7 mi NA.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles or over Hood FM turn right, climb to 2500' and proceed direct to Hood VOR.
Minimum altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 343°-4.0 mi
NOTE: Prior arrangement for landing required for civil aircraft not on official business.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated			
★ Killeen, Tex	Fort Hood AAF 923'	TVOR HLR	1, Orig, 6 Aug 60	None			
Stanford FM	LWT-VOR	direct	6000	T-dn	300-1	300-1	300-1
Lewistown LFR	LWT-VOR	direct	6000	C-dn	700-2	700-2	700-2
				S-dn-rny 7	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 271 Outbnd, 091 Inbnd, 6000' within 10 miles
→ Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 072-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 5.4 miles, turn right, climb to 6000' on R-271 within 20 miles

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated			
→ Lewistown, Mont	Lewistown 4197'	BVOR LWT	1, Amdt 3, 6 Aug 60	2, 2 May 59			
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 310 Outbnd, 130 Inbnd, 2500' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 130-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 4.1 mi after passing MFD-VOR, climb to 2500' on R-130 within 10 miles.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated			
→ Mansfield, Ohio	Mansfield 1296'	BVORTAC MFD	1, Amdt 1, 6 Aug 60	Orig, 20 Sept 58			
All Directions	MLT-VOR	Direct	MEA	T-dn	300-1	300-1	300-1
				C-dn	1000-1	1000-1	1000-1½
				A-dn	1000-2	1000-2	1000-2

Procedure turn East side of crs, 135° Outbnd, 315° Inbnd, 1600' within 10 miles.
Minimum altitude over the facility on final approach crs, 1100'
Crs and distance, facility to airport, 315°-7.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.8 miles, make right climbing turn and return to MLT VOR at 1600'. Hold on R-137 within 10 miles of MLT-VOR.
CAUTION: 600' smoke stacks .3 mi WSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated			
★ Millinocket, Me	Millinocket Municipal 408'	L-VORW MLT	1, Orig, 20 Aug 60	None			
Maxwell LFR	MGM-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Radar Terminal Area transition	altitude:	within 15 mi	2000				
		within 30 mi.	3000				

Procedure turn E side crs, 138 Outbnd, 318 Inbnd, 1700 within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 318-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.6 mi of MGM VOR, climb to 1700' on R-318 within 20 mi of VOR or, when directed by ATC, turn left, climb to
→ 2000' on West crs MGM ILS within 20 miles.
NOTE: Night operation Runway 15-33 NA due lack of obstruction and Runway lights.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Montgomery, Ala	Dannelly Field 221'	BVORTAC MGM	1, Amdt 8, 6 Aug 60	7, 30 May 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All Directions	BGR VOR	Direct	MEA	T-d	300-1	300-1	200-½
				C-d	1000-1½	1000-1½	1000-2
				S-d	NA	NA	NA
				A-d	1000-2	1000-2	1000-2

Procedure turn South side of crs, 252° Outbnd, 072° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 072°-10.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished .
within 6.0 miles, make a left climbing turn to 2500' on R-078 within 20 miles of BGR VOR.
NOTE: Distance from point of visual contact to airport, 4.5 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Old Town, Me	Old Town Municipal 126'	BVOR BGR	1, Orig, 20 Aug 60	None

Procedure CANCELLED, effective 20 August 1960, or upon decommissioning of the facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Redmond, Ore	Roberts Fld 3077'	BVOR RDM	1, Amdt 2, 1 Jun 57	1, 29 Oct 55

Clarksburg FM	SAC-VOR (Final)	direct	1000	T-dn	300-1	300-1	200-½
Isleton Int	SAC-VOR	direct	1200	C-dn	500-1	600-1	600-1½
Roseville Int	SAC-VOR	direct	1600	*S-dn-2	400-1	500-1	500-1
				A-dn	800-2	800-2	800-2

→ Radar transitions and vectoring using Mather AFB radar authorized in accordance with approved Radar patterns.

→ Procedure turn S side crs, 198° Outbnd, 018° Inbnd, 1200' within 6 miles. NA beyond Clarksburg FM.
→ Minimum Altitude over facility on final approach crs, 1000'. Minimum altitude over LFR/Z on final approach, 500'.
→ Crs and distance, facility to airport, 015°-4.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
→ within 4.4 miles, climb to 2500' on R-022 within 20 miles of SAC-VOR or, when directed by ATC, make climbing left
→ turn and climb to 2000' on R-328 within 20 miles.
→ CAUTION: 223' MSL tower between SAC-VOR and LFR.
Major Change: Deletes transition from Sacramento ILS LMM.

*Descent below 500' MSL not authorized until past SAC LFR on Final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Sacramento, Calif	Municipal 21'	H-BVORTAC SAC	1, Amdt 6, 20 Aug 60	5, 18 Jul 59

St. Louis LFR	STL-VOR	direct	1900	T-dn	300-1	300-1	200-½
Maryland Hgts VOR	STL-VOR	direct	1900	C-d	500-1	500-1½	500-1½ ←
				C-n	500-2	500-2	500-2 ←
				S-d-12	500-1	500-1	500-1 ←
				S-n-12	500-2	500-2	500-2 ←
				A-dn	800-2	800-2	800-2
				If aircraft dual omni or DME ←			
				equipped and *St. Charles Int ←			
				received, the following minimums ←			
				apply: ←			
				S-dn-12	400-1	400-1	400-1 ←

Procedure turn W side of crs, 317 Outbnd, 137 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 137-8.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.0 miles, make right turn climb to 2000' direct to MTS-VOR.

→ *St. Charles Int: Int R-137 STL-VOR & R-040 MTS-VOR or 3 mi DME fix on R-137 STL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ St. Louis, Mo.	Lambert-St. Louis Municipal 568'	BVORTAC STL	1, Amdt 7, 6 Aug 60	6, 15 Nov 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

Procedure CANCELLED, effective 6 August 1960.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Atlanta, Ga	Fulton County 820'	BVOR-DME-ATL	VOR-DME-8, Orig, 3 Sep 55	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ 10 mi fix R-277	0 mi fix R-277	Direct	2300	T-dn	300-1	300-1	300-1
0 mi fix R-040	8.1 mi fix R-040 (Final Arpt)	Direct	1900	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA

→ Procedure turn S side crs 277° Outbnd, 097° Inbnd, 2500' within 10 miles. Procedure authorized without DME, but procedure turn required.
→ Minimum altitude over facility on final approach crs, 2300'
→ Crs and distance, facility to airport, 040°-8.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 8.1 mi turn left, climb to 3000' on N crs OKC-ILS within 20 miles or, when directed by ATC, climb to 3000', turn left, proceed to OKC-VOR via R-037.
NOTE: When authorized by ATC, DME may be used within 10 miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Oklahoma City, Okla.	Tulakes 1302'	BVOR-DME OKC	VOR-DME-Arpt #1, Amdt 1, 20 Aug 60	Orig, 7 May 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE TerVOR

Int R-209 RBS VOR & R-325 CMI VORTAC	CMI VORTAC	Direct	2200	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 230° Outbnd, 050° Inbnd, 1800' within 10 miles.
Minimum Altitude over facility on final approach crs, 1252'
Crs and distance, breakoff point to Runway 4, 038°-.75 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of CMI VORTAC, make right turn, climb to 1800' on R-120 CMI VORTAC within 10 miles.
CAUTION: Tower 1703' MSL 9 mi NW of airport. Tower 1146' MSL 2.1 mi NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Champaign, Ill	University of Illinois 752'	BVORTAC CMI	TerVOR-4, Orig, 6 Aug 60	None

MCN-LFR	MCN-VOR	Direct	1600	T-dn	300-1	300-1	200-½
Robins Int	MCN-VOR	Direct	1600	C-dn	500-1	500-1	500-1½
				#S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 324° Outbnd, 144° Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 900'#
Crs and distance, breakoff point to approach end of Runway 13, 129°-.22 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 0 miles, turn right and climb to 1700' on R-324 within 15 miles.

→ #Maintain 1000' MSL inbound until after passing 190° brng to MC LOM. If 190° brng to MC LOM not received, ceiling minima become 600' and descent below 1000' MSL not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Macon, Ga	Cochran 354'	BVORTAC MCN	TerVOR-13, Amdt 1, 20 Aug 60	Orig, 11 Jun 60

Sargo Int	Abeam LPT RBn (Final)	092°-8.4	700	#T-dn	300-1	300-1	200-½	←
→ La Jolla FM/Mt. Dad Int	SAN-VOR R-272 at 5 mi from SAN-VOR	190*-5.0	1500	C-dn	800-2	800-2	800-2	
				S-dn-9	600-1	600-1	600-1	
Coronado RBn/FM	SAN-VOR	Direct	1500	A-dn	800-2	800-2	800-2	
Jamul RBn	SAN-VOR	Direct	3600					
Lemon Grove Int	SAN-VOR	direct	2500					

Procedure turn S side crs, 272° Outbnd, 092° Inbnd, 1500' within 10 miles.
→ Minimum altitude until abeam Loma Portal RBn, 700'; over VOR, 600'.
Crs and distance, breakoff point to approach end Rnwy 9, 092°-1.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, turn right, climb to 2000' on SAN-VOR R-137 to Coronado RBn/FM or, when directed by ATC, if
→ visual contact not established abeam Loma Portal RBn, make left climbing turn, climb to 2500' on SAN-VOR R-325
→ to Mt. Dad Int or, if visual contact not established 1.0 miles after passing Loma Portal RBn or at San Diego
→ VOR (DEG) R-139, make left climbing turn to 2500' on SAN-VOR R-325 to Mt. Dad Int.
Major Change: Deletes transition from Surf Int.

#300-1 required for take-off on all runways except 27
*On La Jolla transition recommended that aircraft cross final approach radial on 190°heading, then execute approximately 270° clockwise turn to Inbnd crs of 092°.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→ San Diego, Calif	Lindbergh Fld. 15'	L-VOR SAN	TerVOR-9, Amdt 4, 20 Aug 60	3, 1 Aug 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
ABI-VOR	LOM	Direct	3800	T-dn	300-1	300-1	200-½
ABI-VOR	LOM	Direct	3800	C-dn	400-1	500-1	500-1½
				*S-dn-35	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of S crs, 170° outbnd, 350° inbnd, 3800' within 10 miles. Beyond 10 miles NA.
→ Minimum altitude at Glide Slope Interception inbnd, 3800'
Altitude of Glide Slope and distance to appr end of Rnwy at OM, 3753'-6.0 mi; at MM, 2007'-.55 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
climb to 3100' on N crs of ILS within 20 miles or, when directed by ATC, turn right, climb to 3200' on R-085 of ABI-VOR.
CAUTION: Towers 2685' msl 8.7 mi SSE, 2778' msl 7.9 mi SSW, 2032' msl 2.6 mi WNW, 2115' msl 5.2 mi NW, 2067' msl 6.8 mi NW.

*400-1 required when glide slope not utilized. 3° glide slope.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Abilene, Tex	Municipal 1778'	ILS I-ABI	ILS-35, Amdt 1, 6 Aug 60	Orig, 23 Jul 60

Akron VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Navarre VOR	LOM (Final)	Direct	2400	C-dn	400-1	500-1	500-1½
→ Int Navarre R-322 & 090° brng to LOM	LOM			*S-dn-1	200-½	200-½	200-½
Int Navarre R-282 & 061° brng to LOM	LOM	Direct	2500	A-dn	600-2	600-2	600-2
→ Int Navarre R-048 & 270° brng → to LOM	LOM	Direct	2500				
		Direct	2500				

Procedure turn E side S crs 186 Outbnd, 006 Inbnd, 2500' within 10 mi.
Minimum Altitude at glide slope int inbnd: 2400'.
Altitude of glide slope & distance to approach end of runway at OM - 2410-3.8; at MM - 1450-.7
→ If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ climb to 2500' on N crs Akron-Canton ILS within 10 miles of airport or, as directed by ATC, make a right climbing
→ turn and return to LOM at 2500'.
→ CAUTION: Glide slope unusable below 200' account roughness.

* 400-¾ required with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Akron, Ohio	Akron-Canton 1228'	ILS CAK	ILS-1, Amdt 12, 30 Jul 60	11, 20 Jun 59

Atlanta LFR	LOM	direct	2200	T-dn	300-1	300-1	200-½
Atlanta VOR	LOM	direct	2200	C-dn	400-1	500-1	500-1½
Fulton Int	LOM	direct	2300	S-dn-9	#*200-½	#*200-½	#*200-½ ←
Chattahoochee Int.	LOM (Final)	direct	2300	A-dn	600-2	600-2	600-2
Raymond Int	LOM	direct	2100				

Radar terminal area transition altitudes: 0-360 within 25 mi, 3000'; 070-290 within 15 mi, 2200'.
All bearings are from radar site with sector azimuths progressing clockwise.

Procedure turn S side W crs, 268 Outbnd, 088 Inbnd. 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300
→ Altitude of G.S. and distance to appr end of Rnwy at OM, 2324'-4.1 mi; at MM, 1236'-.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2200 on E crs ILS within 20 miles.
CAUTION: 1182' tower ¾ miles W of airport.

→ #Runway visual range 2600' also authorized for takeoff and landing on Rnwy 9; provided, that all components
→ of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer
→ compass locators and all related airborne equipment are in satisfactory operating condition. Descent below
→ 1224' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft
→ is clear of clouds.
*400-¾ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Atlanta, Ga.	Atlanta 1024'	ILS I-ATL	ILS-9, Amdt 20, 6 Aug 60	19, 20 Feb 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
ATL-VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
MDU-VOR	LOM (Final)	Direct	2300	C-dn	400-1	500-1	500-1½
Stone Mt. Int	LOM	Direct	2700	S-dn-33*	200-½	200-½	200-½
Tucker Int	LOM	Direct	3000	A-dn	600-2	600-2	600-2
Fulton Int	LOM	Direct	3000				

Radar Terminal transition altitudes: 0-360° within 25 mi, 3000'; 070°-290° within 15 mi, 2200' All bearings are from radar site with sector azimuths progressing clockwise.

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 2300' within 10 mi. Beyond 10 mi NA.
Minimum Altitude at Glide Slope Int inbnd, 2300'
Altitude of Glide Slope and distance to approach end of Runway at OM, 2257'-4.5 mi; at MM, 1173'-.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left, climb to 3000' and proceed to Chattahoochee Int or, when directed by ATC, climb to 4000' and proceed to Fulton Int.
CAUTION: 1182' tank ¾ mi W of airport.

*400-¾ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Atlanta, Ga	Atlanta 1024'	ILS	I-AZA ILS-33, Orig., 6 Aug 60 or com. of facility.	None

CPR LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
CPR VOR	LOM	direct	7500	C-dn	500-2	500-2	500-2
→ Alcova Int	LOM	direct	7000	S-dn-7	200-½	200-½	200-½ ←
→ Glenrock Int	LOM	direct	7000	A-dn	800-2	800-2	800-2
Int R-201 CPR & ILS W crs	LOM	direct	7000				

Procedure turn S side W crs, 254 Outbnd, 074 Inbnd, 7000' within 5 mi LOM. Beyond 5 mi NA.
Minimum Altitude at G.S. int inbnd, 7000
→ Altitude of G.S. and distance to appr end of rnwy at OM, 6680'-3.9 mi; at MM, 5648'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 7500' on E crs of ILS within 20 miles of LMM or, when directed by ATC, climb to 7500' on N crs CPR LFR within 20 miles.
CAUTION: 6719' MSL terrain 15 mi W LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Casper, Wyo	Casper Air Terminal 5348' 5348'	ILS CPR	ILS-7, Amdt 5, 20 Aug 60	4, 20 Dec 58

→ FAT LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
→ FAT VOR	LOM	direct	2000	C-dn	500-1	500-1	500-1½
→ Bowles Int	LOM	direct	2000	S-dn-29#	200-½	200-½	200-½
→ Fowler Int	LOM	direct	2000	A-dn	600-2	600-2	600-2

Procedure turn *S side of crs, 109° Outbnd, 289° Inbnd, 2000' within 7 miles of LOM. Beyond 7 mi NA.
Minimum altitude at G.S. Int inbnd, 1500'
→ Altitude of G.S. and distance to approach end of Rnwy at OM, 1440'-4.0 mi; at MM, 516'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ climb Northwestbound on FAT-VOR R-130 to FAT-VOR. Continue climb to 1700' on R-305 within 20 miles or, when
→ directed by ATC, climb to 1500' on NW crs ILS, turn left and climb to 2000' on W crs of FAT-LFR within 20 mi.

#400-¾ required with glide slope inoperative. 400-1 required when only localizer and either the outer marker or outer compass locator operative.
*Nonstandard due to high terrain to North.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Fresno, Calif	Fresno Air Terminal 331'	ILS FAT	ILS-29, Amdt 10, 20 Aug 60	9, 10 Mar 60

Harrisburg LFR	LOM	Direct	2700	T-d	500-1	500-1	500-1
Harrisburg VOR	LOM	Direct	2700	T-n	500-2	500-2	500-2
New Kingstown FM	LOM	Direct	2700	S-d-8	600-1½	600-1½	600-1½
				S-n-8	600-2	600-2	600-2
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Takeoff minimums of 300-1 authorized for Runways 8-26 only.

Procedure turn S side W crs, 259 Outbnd, 079 Inbnd, 2700 within 10 miles.
Minimum Altitude over LOM 2700'. No Glide Slope. Distance to appr end of rny at OM 7.1, at MM 1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 7.1 miles after passing LOM, climb to 3000' on Harrisburg VOR R-115 to Middletown Int*. Hold East
→ hold East one-minute left turns.
AIR CARRIER NOTES: Landing on Rnwy 2 authorized only during daylight hrs with ceiling 1500' or better.
NOTE: Take-off on Rnwy 20 not authorized.
NOTE: ADF approach not authorized.
CAUTION: Circling minimums do not provide standard clearance over 1136' ridge & tower 1.6 mi S of airport.
CAUTION: Nonstandard instrument landing system. Approaches not authorized with any commissioned component inoperative.

→ *Int R-115 HAR VOR & R-208 TWC VOR.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Harrisburg, Pa	York State 347'	ILS HAR	1, Amdt 5, 6 Aug 60	4, 22 Aug 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
Maxwell LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Montgomery VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Catona Int	LOM	Direct	1700	*S-dn-9	200-½	200-½	200-½
→ Benton Int	LOM (final)	Direct	1700	A-dn	600-2	600-2	600-2
Calhoun Int	LOM	Direct	1500				
Swift Creek Int	LOM	Direct	1500				
Sellers Int	LOM	Direct	2500				
Radar Terminal Area Transition	Altitudes:	within 15 mi	2000				
		within 30 mi	3000				

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 1700'
Altitude of glide slope and distance to appr end of Rny at OM, 1700' - 5.1; at MM, 435'- 0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 1800' and proceed to MGM VOR or, when directed by ATC, climb to 2000' on E crs ILS within 20 miles.
CAUTION: Tower 987' MSL, 8 mi East.

*400-¾ required when Glide Slope not used.

★ City and State: Montgomery, Ala | Airport Name & Elev.: Dannelly Fld 221' | Fac. Class & Ident.: ILS I-MGM | Procedure No. & Eff. Date: ILS-9, Amdt 7, 6 Aug 60 | Sup. Amdt. No. Dated: 6, 8 Aug 59

SBA VOR	LMM	Direct	5000	T-dn	300-1	300-1	#300-¾
El Capitan FM	ILS W crs	Direct	2500**	C-dn	700-2	700-2	700-2
→ GVO VOR	ILS W crs	R-163	3000**	##S-dn-7	300-¾	300-¾	300-¾
→ Int E crs ILS & SBA VOR R-107	LMM	Direct	5000	A-dn	800-2	800-2	800-2

→ Procedure turn S side W crs, 253° Outbnd, 073° Inbnd, 3000' within 10 mi of Naples Int
Minimum altitude at glide slope int inbnd *2000'
→ No Outer Marker. Altitude of Glide Slope at El Capitan FM, 2674'; at Naples Int, 1400'; at MM, 195'
→ Distance to appr end of Rnwy from El Capitan FM, 10.0 mi; from Naples Int, 5.2 mi; from MM, 0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb straight ahead to 800', make climbing right turn and climb to 3000' on crs of 165° from SBA LMM or on
→ SBA VOR R-170 within 15 mi.
→ CAUTION: All maneuvering must be accomplished South of localizer course. High terrain to the North.
→ NOTE: Simultaneous use of VOR and ILS required for this procedure.
→ Naples Int: Int W crs ILS & GVOR VOR R-117 or SBA VOR R-225.
Major Change: Deletes transition from SBA LFR.

→ **Straight-in approach authorized on the localizer course from El Capitan FM or Intersection of GVO VOR R-163.
300-1 required on runways 3 L-R, 7 and 33 L-R.
500-1 required with glide slope inoperative.

★ City and State: Santa Barbara, Calif. | Airport Name & Elev.: Municipal 14' | Fac. Class & Ident.: ILS SBA | Procedure No. & Eff. Date: ILS-7, Amdt 6, 6 Aug 60 | Sup. Amdt. No. Dated: 5, 26 Mar 60

SPI-LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Int R-209 SPI-VOR and/or SW crs SPI-LFR & R-312 VLA-VOR (Via crs 015°)	SW crs ILS (Final)	direct	2000	S-dn-4 A-dn	200-½ 600-2	200-½ 600-2	200-½ 600-2
→ Int R-097 SPI-VOR & 250°-070° Brg SPI LOM	LOM	Direct	2600				
Int R-265 SPI VOR & 125°-305° Brg SPI LOM	LOM	Direct	2000				

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles
Minimum Altitude at Glide Slope interception inbnd, 2000'
Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
climb to 2000' and proceed to SPI-VOR.

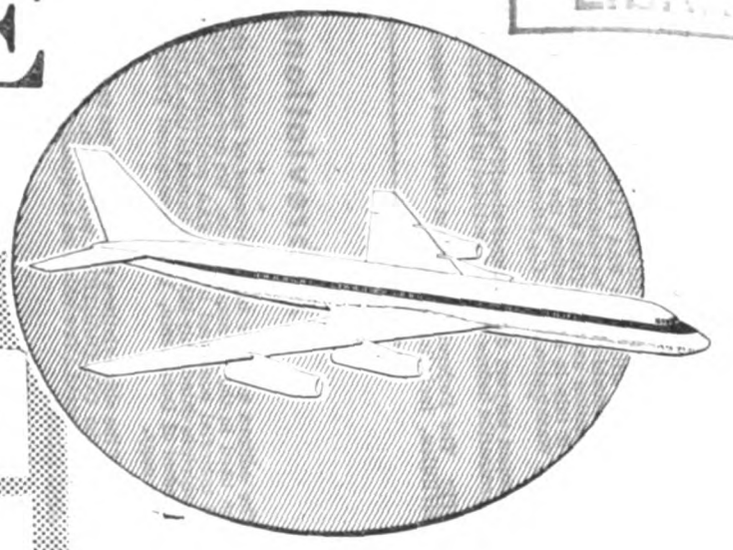
★ City and State: Springfield, Ill | Airport Name & Elev.: Capital 593' | Fac. Class & Ident.: ILS I-SPI | Procedure No. & Eff. Date: ILS-4, Amdt 5, 30 Jul 60 | Sup. Amdt. No. Dated: 4, 16 Apr 60

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AIRMAN'S GUIDE

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special notices

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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FEDERAL AVIATION AGENCY

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

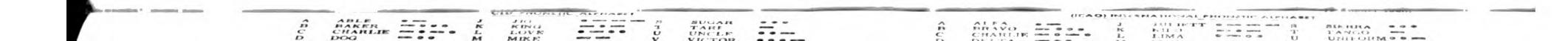
Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

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A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal coverage [illegible] Category II = No longer in use; formerly applied to VAR. Category III = Facility monitored solely through use of automatic visual course and signal level monitor with [illegible] VOR to be inoperative for a limited period [illegible] VHF ranges which are not controlled by an FSS, and located [illegible] with a VHF receiver will fall into Category III. NOTE: Category I, II, III [illegible] before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for [illegible]

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
→ = New or revised data
■ = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid, aircraft must have BFO oscillator
D . . . . . Doppler VOR/TAC
DME . . . . . Distance Measuring Equipment
DVRT . . . . . TACAN compatible VOR
FM . . . . . VHF low power [illegible] watts
GCA . . . . . Ground Controlled Approach System
H . . . . . Non-directional radio beacon with power 50 watts to less than 2 [illegible] watts
HH . . . . . Non-directional radio beacon [illegible] power 2000 watts or more
ILS . . . . . Instrument Landing System (localizer, glide slope, marker beacons)
J . . . . . L/MF/HF keyed voice facility on power other than range frequency
LFM . . . . . VHF low power [illegible]
LNM . . . . . Compass locator [illegible]
LOM . . . . . Compass locator [illegible] at Inner Marker site
MA . . . . . Portable-[illegible] vertical radiator, power less than 50 watts
MH . . . . . Non-directional radio beacon [illegible] power less than 50 watts
ML . . . . . Fan or [illegible] power less than 50 watts
MM . . . . . VHF marker beacon
MEA . . . . . Fan or [illegible] vertical radiator, power 50 watts or more, but less than 150 watts
MEL . . . . . Fan or [illegible] radiators, power 50 watts or more, but less than 150 watts
OM . . . . . VHF outer marker
PA . . . . . Fan or [illegible] vertical radiator, power 150 watts or more
PL . . . . . Fan or [illegible] radiators, power 150 watts or more
S . . . . . Simplified omni range, homing signal and or voice
T . . . . . Teletype
TACAN . . . . . UHF omni-directional bearing and distance type facility
TX . . . . . Press to talk type
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic inbearings.
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0700-2300)
4. VHF/LMr ranges listed with the same identifier are controlled by the same FSS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. **Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.**
2. **Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.**
3. **Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)**
4. **Under no circumstances shall civil aircraft operate on Code 00.**
5. **Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.**
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the words "transponder" or "no code transponder," as appropriate, to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 1180mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. " (Mesa Rica)	1190, 1203, 269.2, 301.4, 2846, 3176	ARSR	
Albuquerque-Kirtland AFB, N. Mex.	109.2,1103,113.2,121.1,1239,124.3,126.2, 134.1,136.8,13788,142.02,2430, [redacted] 270.6, 289.4, 335.8, 363.8 3054 2630	ASR-PAR BCN	
Atlanta, Ga.	133.35, 327 TMGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.2, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. Dptr Ctl Fulton Co. Arpt
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.2, 134.1, 137.88, 243.0, 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore, Friendship Intl Arpt., Md	257, 281;109.7, 119.3, 120.4, 243.0, 360.8, 361.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.2, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1203, 125.2,243.0, 301.4, 324.7, 319.2, 132.3, 307.9, 3537, 1190, 3630, 3406, 1206, 124.5, 3732, 2504	ARSR BCN	
Boston, Logan Intl Arpt., Mass.	278, 382;110.3, 118.1, 118.3, 119.1, 126.5, 126.2, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo, Greater Buffalo Arpt. N. Y.	278,120.5,110.3, 119.8, 126.5 126.2, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 118.5, 119.8, 125.9, 126.2, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 123.7, 126.2, 243.0, 257.8,	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332;109.7, 118.1, 125.4, 119.0, 126.2, 236.6, 2430, 3486, 3638, 3838, 1257, 1250	ASR BCN	Gds 122.6 mc.
Cincinnati, Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.2 243.0, 257.8, 323.8, 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1,1244,125.0,125.2,284.6	ARSR	
(Brecksville)	120.2,124.3, 283.7, 317.7	ARSR	
Cleveland Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.18, 275.1, 348.6, 275.1	ASR-PAR	
Columbus, Port Columbus Arpt., Ohio	278; 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 120.18	ASR	
Dallas-Love Fld.,	278;110.3, 118.7, 119.5, 119.8, 121.1,	ASR	
Milwaukee, General			

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas-Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.2, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.2, 134.1, 136.8, 137.88 13842, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486, 3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts.
Denver, Colo.	118.9, 119.3, 124.1, 125.0, 243.0, 126.5, 301.4, 319.2, 324.7, ,285.5	ARSR&BCN	
Denver, Stapleton Airfld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124.8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4, 12 3.9, 124.5, 125.3, 125.6, 126.1, 126.4, 3558 243.0 3630, 269.2, 2696, 3014, 3104, 317.5, 319.9, 3356, 351.9, 360.7 3541	ARSR	
Detroit, Willow Run Arpt., Mich.	332;109.5, 118.4, 121.3, 123.7, 124.9, 14274, 243.0, 257.8, 263.0,	ASR-PAR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.2, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 &26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 225.4, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209, 1194, 1255, 1203, 3606, 3232, 3791, 3537	ARSR	
Ft Worth, Carter Fld., Texas	317;109.5, 118.1, 118.9, 123.9, 126.2, 2706 263.6, 2430, 2578, 2630, 3079, 3638	ASR	Gds: 3023.5 kc on req.
Great Falls, Mont.	1265, 1239, 2430, 2846, 3014, 3072, 3230	ARSR	
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.2, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Intl Arpt, Texas	278;109.9, 118.1, 118.3, 118.7, 123.7, 126.18, 257.8, 284.6, 290.3, 312.6, 348.6	ASR	
Indianapolis, Ind.	119.3, 120.1, 125.3, 312.6, 319.8,	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.3, 118.1, 119.9, 121.3, 126.2, 243.0, 257.8, 355.8, 290.3, 121.1, 348.6	ASR	
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.2, 243.0, 250.4, 257.8, 269.2, 348.6	ASR	
Kansas City, Mo.	1189, 123.6, 1197, 125.1, 317.7, 335.6, 326.2, 381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.2, 243.0, 257.8, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville, McGhee-Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 120.4; 126.2, 243.0, 257.8, 305.4, 348.6, 382.2, 3608	ASR	
Lake Charles-Chennault AFB/Mun, La.	119.1, 119.3, 126.2, 134.1, 136.8, 3414 124.5, 137.88, 142.02, 236.6, 243.0, 225.4, 270.6, 2758, 2894, 3358, 3638, 3794, 3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.2, 243.0, 257.8, 348.6, 379.1, 1198, 3382	ASR	Dprt ctl unavbl.
Los Angeles (Paso Robles)	121.0, 124.0, 362.3, 381.6	ARSR	
Los Angeles Intl Arpt., Calif.	109.9, 124.8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville, Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.2, 243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Mun Arpt, Tenn	278, 371;109.9, 118.3, 119.1, 1197, 126.2, 2430, 257.8, 291.6, 3406, 3486	ASR	
Miami, Florida	1189, 1203, 124.7, 1205, 12 58, 291.6, 301.4, 311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt, Fla.	1181, 118.3, 1197, 121.6, 1237, 126.2, 263.0, 1239, 2430, 250.2, 257.8, 3386, 3486	ASR	
Milwaukee, General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 118.0 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203, 124.7, 1255, 301.4, 3192, 324.7, 3416	ARSR	
Minneapolis-St. Paul Intl Arpt., Minn.	266, 278, 1183, 1175, 1187, 1193, 1185, 126.2 2430, 2578, 2630, 2908, 3054, 3382, 3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3, 118.5, 123.7, 125.7, 126.2 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4, 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1, 136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4, 126.2	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville, Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.2, 243.0 257.8, 348.6, 383.8, 284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.2, 257.8 35390	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB 1clzr 1093mc.
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9 3238, 301.4	ARSR	
New Orleans-Moisant Intl. Arpt., La.	278;109.9, 118.1, 119.9, 121.1, 126.2, 243.0, 250.4, 257.8, 269.2, 348.6 1255, 284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 2904, 124.3, 123.6, 124.1, 3007, 125.1, 1253, 1254, 125.5, 3438, 1259, 132.3, 13788, 2430, 2854, 3014, 3306.3, 3356, 355.8, 363.1, 381.6, 3535	ARSR BCN	
" (Palermo, N. J.)	1188, 2783, 317.6, 301.4	ARSR&BCN	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 134.1, ,136.8, 137.88, , 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362;1099, 1265, 1187, 1189, 1204, 1257, 2430, 2630, 274.3, 3814, 126.1	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1255, 118.5, 120.7, 124.1, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 342.2	ARSR	Does not guard 120.7 &
Norfolk Mun Arpt, Va.	281, 1168, 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2,
Oakland, Calif.	120.4, 123.8, 1242, 124.6, 1258, 2430 3792 271.2, 291.7, 3014, 3134, 3356, 3739, 3854	ARSR BCN	
Oakland Metropolitan Oakland Intl Arpt Calif.	341, ;109.9, 118.1, 118.3, 119.3, 128.9, 126.2, 243.0, 257.8, 274.3, 305.4, 379.1	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.2, 134.1 1368, 13788, 142.02, 236.6, 243.0, 2554, 263.0, 2706, 2894, 3054, 3358, 3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 126.2 121.1, 137.88, 243.0, 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 134.1, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8, 3606, 3623, 1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	1172 119.0, 123.9, 134.1, 1420 2, 14384, 2430, 2636, 2708, 2894, 2996, 3068, 3108, 3148, 3188, 3220 3556, 3284,		Does not gd 3023.5kc; 117.2 mc. Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	371;109.3 124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona	124.5, 125.4, 126.6, 275.1, 279.6, 2837 2854, 2430 1264, 301.4, 2696, 1198, 2690, 2502	ARSR	

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.8, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 121.1, 126.2, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR-PAR	
Portland Intl Arpt., Oreg.	278;109.9, 118.1, 124.9, 126.18, 2903, 119.8, 2430, 284.6, 3054, 3486, 3856	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 134.1, 126.2, 1208, 121.2, 1189	ASR BCN	Does not gd 3023.5kc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7, 121.4, 2360	ARSR	Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 383.8, 142.02, 243.0, 327.4, 379.9, 289.4, 335.8, 363.8, 252.6	BCN	Arrl & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, , 319.2, 121.0, 3438	ARSR&BCN	
St. Louis, Lambert-St. Louis Mun Arpt., Mo.	278, 103, 117.4, 118, 1185, 1199, 126.2, 1237, 257.8, 342.2, 3382, 3486, 3606, 3791, 121.1	ASR PAR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1206, 123.6, 2430, 2692, 2783	ARSR&BCN	
Salt Lake City Mun #1 Arpt, Utah, 2502	278;116.8, 109.5, 118.3, 119.5, 120.9, 126.2, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex. 3538	118.2, 119.7, 120.5, 291.7, 335.6, 3831, 319.6, 121.2, 278.3, 285.4, 322.5	ARSR BCN	Arrival Ctl unavbl
San Antonio Intl Arpt., Texas	278;109.7, 118.9, 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.18 mc
San Diego-Miramar NAS, Calif.	353, 119.7, 124.9, 125.3, 125.7 126.2, 132.3, 137.88, 142.02, 243.0, 263.6, 300.4, 304.4, 3631 307.6, 317.2, 354.8, 363.8	ASR-BCN	Gds 122.7mc. Does not gd 3023.5kc Arr & dptr ctl avbl Miramar NAS, Lindbergh Fld, N. Island NAS. Dptr ctl avbl Brown&Ream NAS.
San Francisco Intl Arpt., Calif.	379;109.5, 118.5, 124.8, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 121.4	ASR	Gds 122.7 mc
San Jose-Moffett Fld NAS, Calif.	201;120.1, 121.3, 123.7, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.2, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 236.6	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc.
Seattle Wash. 1206	120.3, 121.2, 124.6, 2430, 2837, 301.4, 317.6, 3192, 311.8, 2855, 2904, 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash. 1180	323, 110.3, 1236, 1195, 1259, 3486, 1180, 126.2, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34 Gds 122.6 mc.
Sherman-Perrin AFB, Tex.	109.6; , 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 348.6	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 2692, 2751, 2916, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0; 270.6 289.4, 294.8, 301.4, 3358, 3638 Req: 236.6, 275.8, 2956, 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 269.6, 237.5 2706, 2758, 2904, 323.2, 3358, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 30235 kc.
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4
Tucson-Davis Monthan AFB. Ariz.	117.1, 118.5, 125.1, 125.9, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB. Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 306.3, 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.2, 134.1, 225.4, 236.6, 243.0, 2630., 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	124.7, 125.8 124.0, 124.4, 123.9, 132.3, 137.88, 3182, 326.2, 378.8, 385.4, 243.0, 382.2	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278;109.9, 118.1, 118.3, 119.1, 1197 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332;109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	284;119.5, 124.2, 124.6, 126.18, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	

INSTRUMENT LANDING SYSTEMS

(2 August 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE THR @ (MC)	ARCH BRG. DEG. MAG.	MM dist ** miles	LMM Freq/Ident (KC)	OM (dist dashes) ** miles	LOM Freq/Ident (KC)	REMARKS

INSTRUMENT LANDING SYSTEMS

(2 August 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG., DEG. MAG.	MM alter * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham Mun (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile, Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery, Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith Mun (L7)	109.5	FSM	332.6	253	0.68	201 SM	7.9	221 FOI	BC-unusable LOM is HW facil
Little Rock, Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	314	0.66	233 CV	4.67	257 AC	BC-unusable LMM is BMH facil.
Bakersfield, Meadows Fld (L7)	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank, Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.68	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.7	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International (Rnwy 25R) (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey, Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland, Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.60	315 NT	7.2	347 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento Mun (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco Intl (L7)	109.5	SFO	332.6	281	0.54	379 FO	5.49	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara Mun (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs, Peterson Fld	109.9	COS	333.6	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the LMM ident
Denver, Stapleton Airfld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction, Walker Fld (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks, Bradley Fld (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington, New Castle Co. (L7)	110.3	ILG	335	14	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	45	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando Mun	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola Mun	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee, Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7) (rnwy 9E)	109.9	ATL	333.8	89	0.62	308 TL	4.7	375 AT	DME
Atlanta (rnwy 15-33) (L7)	109.3	AZA	332.0	328	0.62	326 ZA	5.23	344 AZ	
Augusta, Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus, Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon, Mun (Cochran Fld) (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah, Travis (Chatham) (L7)	109.9	SAV	333.8	92	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise-Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello Mun	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L (L7)	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with MIX ILS only.
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	
Chicago-O'Hare Intl, Rnwy 14L (L7)	110.1	OHA	334.4		0.70	379 HA	6.7	368 OH	
Moline, Quad-City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Peoria, Greater Peoria	109.9	PIA	333.8		0.66	201 IA	6.05	219 PI	
Quincy - Mun Baldwin Fld	110.3	UIN	335	35	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield, Capital (L7)	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville, Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne, Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis, Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.51	341 IN	DME
South Bend, St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines Mun (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	414 SU	LOM is MHW facil.
Waterloo Mun (L7)	109.9	ALO	333.8		0.62	201 LO	5.20	382 AL	
KANSAS: Topeka-Philip Billard Mun (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita Mun (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	243 LEX	LOM is HW facil
Louisville, Standiford Fld (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge, Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles, Chennault AFB Mun	109.9	LCH	333.8	147	0.68	219 CH	6.29	227 LC	
Monroe, Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	BC-unusable.
New Orleans, Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport, Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.21	219 SH	
MAINE: Portland Mun (L7)	109.9	PWM	333.8	112	0.66	326 WM	6.2	394 PW	BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. + & − **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore, Friendship Intl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston, Logan Intl (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford Mun (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester Mun (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit, Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint, Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.88	289 FN	
Grand Rapids, Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing, Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Muskegon County	109.9	MKG	333.8		0.63	201 KG	4.3	219 MK	
Sault Ste Marie, Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth Mun (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intl (L7) (Rnwy 4)	109.3	APL	332.0		0.65	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson, Hawkins Fld (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin Mun	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City Mun (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis, Lambert-St Louis Mun (L7)	110.3	STL	335	238	0.64	201 TL	4.74	219 ST	DME
Springfield Mun (L7)	109.9	SGF	333.8		0.60	230 GF	4.11	290 SG	
MONTANA: Billings-Logan Fld (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	ILS not certified for auto apch.
Great Falls Intl (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln, Union Mun	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha Mun (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno Mun	109.3	RNO		163	2.6	254 RNO	6.67		LMM is LFR. MHW ident ACE, freq 215 kc, lctd 12.83 sml. BC-restricted
NEW JERSEY: Atlantic City, (Pomona) NAFEC (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	60	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany Mun (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	All day Sun, MM, OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lctr, glide slope monitored auto shutdown 2400-0800 Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lctr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM, OM & MM unmonitored 2400-0700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22L	110.9	IWY	330.8	223	0.66		6.37	392 IW	rnwy 4R or 22L Simultaneous opern not avbl.)
Niagara Falls Mun (L7)	110.1	IAG	334.4	277	0.65	233 AG	4.7	329 IA	
Rochester - Monroe Co.	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse, Hancock (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains, Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte, Douglas Mun (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington, New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 IL	BC-restricted
Winston-Salem, Smith Reynolds	110.3	INT	335	328	0.60	296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck Mun (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati, Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus, Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton Mun (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield Mun (L7)	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown Mun (L7)	110.1	YNG	334.4	320	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City, Will Rogers Fld (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa Mun (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	338 TU	
OREGON: Eugene, Mahlon-Sweet Fld (L7)	109.5	EUG	332.6	159	0.71		4.31	379 EU	

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(L5) - Instrument Approach (neon) (L7) - Hi-Intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

(2 August 1963)

LOCATION | LCLZR FREQ (MC) | LCLZR IDENT | GLIDE SLOPE FREQ (MC) | APCH BRG. DEG. MAG. | MM alter. + & − **miles (statute) | LMM Freq/Ident (KC) | OM (cont dashes) **miles (statute) | LOM Freq/Ident (KC) | REMARKS

(2 August 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. *& = **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford Mun (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton (L7)	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland, Intl (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem, McNary Fld	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem-Easton (L7)	110.1	ABE	334.4	61	0.64		7.15	224 AB	
Erie, Port Erie (L5)	110.3	ERI	335	59	0.62	201 RI	4.35		BC-unusable
Harrisburg-York State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia-Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh, Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading, General Spaatz Fld (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence, Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston AFB/MUN (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville Mun	110.3	GRL	335	2	0.71	201 RL	4.2	272 GR	BC-unusable.
Spartanburg Mun (L7)	109.3	SPA	332.0	44	0.7	209 PA	5.08	287 SP	BC-unusable
SOUTH DAKOTA: Huron, Howes Mun	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls, Foss Fld (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol, Tri-City (L5)	109.9	TRI	333.8	271	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga, Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	unusable above 6000', LOM is North Chattanooga MHW Lclzr/glide slope
Knoxville, McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis Mun (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville, Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Abilene Mun (L7)	110.3	ABI	335	350	0.63	332 BI	6.9	353 AB	
Amarillo AFB/Mun (L7)	110.3	AMA	335	29	0.67	314 MA	5.8	338 TDW	LOM is Tradewind MHW facil
Austin, Mueller Mun (L7)	109.5	AUS	332.6	305	0.60		5.5	353 AU	LOM is MHW facil.
Beaumont, Jefferson Co. Mun (L7)	109.5	BPT	332.6	113	0.4	221 PT	4.8	257 BP	
Brownsville-Rio Grande Valley Intl (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas, Love Fld (L7)	110.3	DAL	335	127	0.72	211 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth, Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth, Meacham Fld (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston Intl (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock Mun (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland-Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.87		
San Antonio Intl (L5)	109.7	SAT	333.2	32	0.66	201 AT	4.38	219 SA	
Tyler, Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun (L7)	109.7	SPS	333.2		0.64	254 PS		296 SPS	LOM is HW facil.
UTAH: Salt Lake City Mun #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington Mun (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	65	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk Mun (L7)	109.9	ORF	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond, Byrd Fld (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.96	224 SE	BC-unusable
Spokane, Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima Mun (L7)	110.1	YKM	334.4	269	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington, Tri-State	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling, Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison, Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee, General Mitchell Fld (L5)	110.3	MKE	335	6	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne Mun (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs Mun (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. * -Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) -Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	L-BVOR-DTV	ANB	108.8;V;207,243.0,2554,2727	(3)-30235 req,#	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-30235req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Mun	AC(g)		278;118.7, 126.2 , 348.6, 257.8, 243.0, 119.9 , 124.9 ,305.4, 385.6 ,124.5,3198	(2), #	
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;207,2430,2554 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2V;207,2430,2554,2727	(3), #	FSS -Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-30235,#	
(1)Gadsden	M-BVOR-DTV	GAD	112.0V;207,2430,2554,272.7	(3)-30235,req	FSS-Anniston
(1)Huntsville	L-BVOR	HSV	1082;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,253,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3V;207,2430,2554,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates Fld	C(g)		385;118.3,126.2,2578,2430,3486	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108.4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 ,272.7	(3)-30235req,#	DME
" Dannelly Fld	C(g)		278;119.7, 126.18,243.0,2578,348.6	(2), #	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	M-BVOR-DTV	MSL	1165 ;V;255.4, 243.0 120.7 ,272.7	(3)-30235,req,#	
Ozark	MRLW	OZR	212		60 A 114 N
Cairns AAF	MHW	OKB	410		240 A 294 N
" Brantley	MHW	XBR	251		
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9 ,126.3 , 1254	1225,2344,2410,2482,2416	Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MHW	ITS	407		
Selma,Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-24
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-30235req,#	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3V;207,2430,2554,272.7	(3)-30235req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	M-BVOR-DTV	BXK	115.9V;243.0,2554,207,272.7	(3)-30235,#	DME FSS Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	114.8V;207,2430,2554,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ,120.7, 272.7	(3), #	
(3)Drake	L-VORW	DRK	110.4		
Ft. Hauchuca-Libby AAF	HW	FHU	410		
	CM		[redacted]	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7, 272.7	(3)-30235,req,#	67 N 166 A 262 N 346 A
(1)Gila Bend	H-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VOR TACW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6 2430		DME
" Sky Harbor " Mun	AC(g)		278;118.1,1187,1202,126.18,2578,3486,3538	(2), #	
	Center		119.8, 124.5, 125.0, 125.40 120.1, 126.4, 126.6, 132.10, 132.45, 132.70, 133.85, 134.35, 134.65, 243.0, 250.2, 269.0, 269.6, 271.2, 275.1, 279.6, 281.5, 283.7, 285.4, 290.3, 300.7, 301.4, 317.7, 3071	#	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 120.7, 243.0,272.7	(3)-30235,req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVORTAC DTV	SJN	112.3V;207,2430,2554,2727	(3)-30235prior req,#	FSS-Zuni,NMex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Mun	C(g)		371;118.3,243.0,2578,348.6	(2), #	
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	M-BVORTAC	INW	113.4		DME
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ;119.1, 126.2 , 243.0,3828,340.2,360.2	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	108.2 ;V;255.4, 243.0, 120.7 ,272.7	(3)-30235, req,#	DME
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
(1)Fayetteville	M-BVOR-DTV	FYV	114.9V;207,2430,2554,2727	(3)-3023.5,#	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req,#	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1V;207,2430,2554,2727	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Mun	AC(g)		269;118.3,126.2,2578,2430,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams Fld	AC(g)		335;126.2 , 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVORTAC	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1)Walnut Ridge	M-BVOR-DTV	ARG	112.6V1207.2430.2554.272.7	(3)-3023.5req.#	DME
CALIFORNIA					
(1)Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3)-30235 req.#	
Arcata	SBMH-DTV	CV	233V1207.2430.2554.2727	(3)-30235req.#	
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1)Avenal	M-BVOR-DTV	AVE	117.6V2430.2554.1207.272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g)		278;118.1,126.2 243.0,257.8,1237,2696,3486	(2), #	
(3)Big Sur	M-VORW	BSR	114.0		
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req.#	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
"Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6, 118.4, 348.6	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.18, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAE	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Mun	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1)Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272.7	(3)-30235 req.#	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORTACW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req.#	68 A 165 N 248 A 345 N
(1)El Centro	M-BVORTAC	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1)Fillmore	M-BVORTAC-DTV	FLM	112.5V1207.2430.2554	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4, 120.7 272.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	M-VORW	FJS	114.3		
(1)Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4, 120.7 272.7,2430	(3)-30235 req.#	DME
Fremont	MHW	FRX	388		
(1)Friant	M-VORW	FRA	115.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Fresno	SBRAZ-DTV	FAT	344;V;255.4, 120.7 272.7	(3), #	75 A 135 N 255 A 315 N
(1) "	H-BVOR	FAT	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0,1211,2578,348.6,317.7	(2), #	
Fullerton Mun	C(g.7)		212;119.1, 243.0, 2578, 3486	#, 122.5	(0700-2300)
(1)Gaviota	M-BVOR-DTV	GVO	112.3V1207.2430.2554.2727	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
(3)Golfs	M-VORW	GFS	114.4		
(1)Gorman	M-BVORTAC-DTV	GMN	116.1V2430.2554.1207.272.7	(3), #	FSS-Bakersfield
Hawthorne Mun	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward " Mun	MHW	HWD	242		
	C		219;118.9,126.2,137.88,236.6,2430,295.4	(2), #	
(3)Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(1) "	M-BVOR-DTV	JLI	114.0V1207.2430.2554.2727	(3)-30235req.#	FSS-San Diego
(1)Lake Hughes	L-VORW	LHS	108.4		
(1)Linden	M-BVORTAC-DTV	LIN	115.5V2430.2554.1207.2727	(3)-30235req.#	FSS-Stockton
Lompoc-Vandenburg(A)	HW	VBG	524		
Long Beach, FSS-Los Angeles	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Int'l	AC(g)		242;119.5, 120.5, 126.2, 119.8, 243.0, 257.8, 348.6, 379.1, 3362	(1), 122.6, #	
"	VHF/DF		Gds: 118.9,119.3,119.5,122.1,120.5,121.1,122.5,126.2,143.64 122.6,122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7 Trans wea bcst 332	(3), #	
(1) " Int'l	H-BVOR	LAX	113.6		DME
	AC(g.7)		278;124.8,118.9, 119.3, 1237 1211,2430,1186,324.7,2630,291,8,3486,2690,3070	(1), #, 122.7	
	Center IFF BCN		119.6, 119.9,120.0,120.6, 120.8, 121.0, 121.2, 123.6, 123.9, 124.2, 124.4, 125.6 125.9 126.4, 126.6, 132.10, 132.30, 132.50, 132.95, 133.40, 133.55, 133.80, 133.95, 134.20, 134.40, 134.55, 134.6, 134.75, 134.95, 243.0, 269.4, 275.1, 278.3, 281.4, 283.7, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 318.2, 323.2, 323.8, 340.6, 352.0, 353.5, 353.9, 354.1, 360.7, 362.3, 379.2, 380.1, 381.6, 385.6		
"	VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 1189,1193,1195,1203,121.1, 122.1,1225,1227,1248,126.18,1359		
(1)Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305V2430.255.4.1207.272.7	(3), #	
(1)Maxwell	L-BVORTAC-DTV	MXW	112.5V1207.2430.2554.2727	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
	CM		1189	122.5	
Montague	BH-DTV	SIY	388 V2430.2554.1207.272.7	(3), #	
Monterey NAAS	MHZ	NSU	356		Cont exep VFR on req
" Peninsula	CM		356;119.9	(1), #	(Apch ctl avbl 0800-2400)
Mountain View, Moffett NAS	SMRLZ	NUQ	201.		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
(1)Napa	M-BVORTAC-DIXV	APC	110.8V1207.2430.2554	(3)-30235req.#	FSS-Oakland
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7,272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V=122.2, 126.7, 135.9 mc transmitted. #=Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded, (2) = 3023.5 kc; 122.5 mc, (3) = 3023.5 kc, 122.1, 126.7, 135.9 mc; e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7 Trans wea bcst 362 kc	(3)-30235 req.#	20 A 124 N 200 A 304 N
(1) "	H-BVORTAC	OAK	116.8		DME
Metropolitan Oakland Intl	AC(g.7)		341;118.1;183.1;193.1;239.1; 126.2, 2504,2578,2693,2743,3054,3791	(1), #, 122.6	
"	Center		119.4, 119.7, 120.2, 120.3, # 120.4,120.8,121.2,123.9,124.0,124.1,124.2,124.6,125.0,125.15, 125.55, 125.6, 125.7, 125.8, 125.9, 126.6, 132.65, 132.80, 133.00, 133.35, 133.50, 133.75, 133.90, 134.30, 134.45, 134.60, 134.85, 243.0, 250.2, 269.0, 271.2, 271.4, 281.5, 285.4, 285.5, 290.4, 290.8, 291.6, 291.7, 300.7, 301.4, 313.4, 317.5, 319.9, 322.5, 326.2, 335.6, 343.8, 250.2, 353.8, 355.8, 360.8, 363.0, 378.8, 379.2, 380.3, 385.4		
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 120.3, 122.1, 122.5, 123.9, 122.6, 126.2, 126.7		
"	UHF/DF		Gds: 243.0, 2504, 2578, 2692, 2743, 3054		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	H53;V;243.0,2554,120.7,272.7	(3)-30235 req.#	FSS- San Deigo
(1)Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7,272.7	(3), #	DME
" Intl	AC(g)		215;118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Oxnard	L-VORW	OXR	108.2		
" Venutra Co.	AC(g)		275;185,1247,2430,2578,3192,3486	#, 122.5	(0500-2100)
" AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req.#	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
"	AC(g)		307;2183,1205,126.2,2430,2578,3486	122.5, #	Official Business Only
(1)Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7,272.7	(3)-30235 req.#	DME
Pt. Mugu NAS	HW	NTD	224;391;118.5, 126.18	(2)	
(1)Point Reyes	M-VORW	PYE	113.7		DME
(3)Priest	L-VORW	ROM	110.0		
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3)Rice	H-VORTACW	RCE	117.7		
Richmond (A)	MHWZ	NMN	265		
Riverside (S)	L-VORW	RAL	111.4		Unmonitored
Riverside FSS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7,272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	18 A 115 N 202 A 295 N
(1) "	H-BVORTAC	SAC	115.2		DME
" Mun	C(g)		260;119.5,126.18,243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	M-BVORTAC-DTV	SNS	117.3;V;207,2430,2554,2727	(3)-30235 prior req.#	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1)San Diego-Lindbergh	L-VOR	SAN	111.8		
"	H-BVOR-DTV	DEG	1145;V;207,2430,2554,2727	(3)-30235 req.#	
"	C(g)		278;183,126.2,2578,3486,2430	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NK1	239		
San Francisco " Intl	AC(g)		379;185,124.8,1205,120.9,126.18, 2430,2630,2694,2848,2903,307.2,121.4	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds:185,124.8,1205,1209,1227,126.18,req:1201,120.3,122,1267,1359		
San Francisco Gap	MHWZ	SFG	332		
(1)San Jose	L-VOR	SJC	108.2		
" " Mun	C(g.7)		227;119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 1201,121.3,1237,1225,132.3,1368 (req 100-155)		
" " "	UHF/DF		Gds: 1201,121.3,1237,122.5,132.3,1368 (req 225.0-399.9)		
(1)San Luis Obispo	M-BVORTAC-DTV	SBP	112.4;V;207,2430,2554,272.7	(3)-30235 req.#	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
SanRafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C(g.7)		290;121.3,2430,2578,3486	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4,1207 272.7	(3), #	74 A 139 N 254 A 319 N
(1) "	H-BVORTAC	SBA	114.9		DME
(1)Santa Catalina	L-BVOR-DTV	SXC	111.6;V;2430,2554,120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" " Mun	C(g)		201;120.3,126.18,243.0,2578	(1), #, 122.6	(0700-2300)
(1) Sausalito	L-BVORTAC-DTV	SAU	110.4;V;2430,2554,1207	(3)-30235 req.#	FSS-Oakland
Stockton	BMRLZ-DTV	SCK	212;V;2430,2554,1207,272.7	(3)-30235 req.#	65 A 147 N 245 A 327 N
(1) "	H-BVORTAC	SCK	116.0		
" Mun	C(g)		299;1187,126.2,2430,2578,3486	(2), #	
(1)Thermal	M-BVORTAC-DTV	TRM	116.7;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance Mun	CI		221;118.1	(2), #	10-sunset,wkdays 09-sunset,Sat,Sun,hol
(3)Twenty Nine Palms	M-BVORTACW	TNP	114.2		
(1)Ukiah	M-BVOR-TVBJ	UKI	112.3;V;243.0, 255.4; 120.7,278,272.7	(3), #	DME
Van Nuys	C(g.7)		281;1201,126.18,2430,258.8,2758	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0,257.8,275.8		
Victorville, Geo. AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
(1)Williams	M-BVORTAC-DTV	ILA	114.4;V;2430,2554,1207,2727	(3), #	FSS-Marysville
(1)Woodside	L-BVOR-DTV	OSI	111.4;V;243.0,2554,1207	(3)-3023.5 req.#	DME FSS Oakland
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1) Alamosa	M-BVOR-DTV	ALS	113;V;207,2430,2554,2727	(3)-30235 req.#	FSS-Leadville
CONNECTICUT					
Windsor Locks	AC(g)		284;119.5,134.2,1268,2654,3454	124.0,372.2,3854	

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1) Alamosa	M-BVOR-DTV	ALS	113.9V1207.2430.2554.2727	(3)-3023.5 req #	FSS-Trinidad
Aurora	MHW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	117.1	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215;118.5,1199,1202,12618,2430,2578,2743,3486,275.4V(2), #		
" "	VHF/DF		Gds: 1185,1199,1202,1221,1225,1259,126.18,1266,1267		
Denver	SBMRAZ-DTXV	DEN	379;V1207,2430,2554,2727 Trans wea bcst 379	(3)-3023.5 req, #	59 N 168 A 239 N 335 A
(1) "	M-BVORTAC	DEN	116.3		DME
" Stapleton Airfld	AC(g)		118.3,1195,1248,1205, 126.18,13788,2430, 2578, 307.0343.6,348.6, 363.8	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	VHF/DF		Gds: 118.1 118.3.119.3 1195.120.5.120.9,122.1,126.18,135.9137.88		
(1) Dove Creek	M-BVORTAC-DTV	DVC	114.4V2430,2554,1207,272.7	(3)-3023.5 req	FSS-Farmington,NM.
Durango (P)	L-VOR	DRO	109.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V;243.0, 255.4;391; 120.7	(3)-3023.5 req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1) Gill	L-BVOR-DTV	GLL	1088;V2430 2554,1207 272.7	(3)-3023.5 req #	FSS-Denver
(1) Grand Junction	H-BVORTAC-DTVBJ	GJT	112.4;V;243.0, 255.4, 278;120.7, 272.7	(3)-3023.5 prior req., #	DME
(1) Gunnison	M-BVORTAC-DTV	GUC	114.9V2430,2554,1207,2727	(3)-3023.5 req #	FSS Grand Jct
Hanover	MHW	HNR	356		
(1) Hugo	M-BVOR-DTV	HGO	1084V2430,2554,1207,2727	(3)-3023.5 prior req #	FSS-LaJunta
(1) Kiowa FSS-Denver	M-BVORTAC-DTV	IOC	114.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	
(1) Kremmling FSS-Eagle	M-BVORTAC-DTVBJ	RLG	113.8;V;243.0, 255.4; 391;120.7	(3)-3023.5 req, #	
(1) Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	DME
(1) Meeker	H-BVORTAC-DTV	EKR	115.7;V1207,2430,2554	(3)-3023.5 req #	FSS-Eagle
Pueblo	SBRAZ-DTV	PUB	302; V;243.0, 255.4 120.7,272.7	(3), #	80 A 165 N 260 A 330 N
(1) "	M-BVORTAC	PUB	116.7		
Memorial	AC(g)		396;119.1,126.2,2430,2578	(2), #	
(3) Thurman	M-VORW	TXC	112.9		
(1) Tobe	M-BVORTAC-DTV	TBE	134;V1207,2430,2554,2727	(3)-3023.5 req, #	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,1207 272.7	(3)-3023.5 req #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Mun	C(g)		203;120.9,2578,243.0	(2), #	
E Hartford Rctchler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Groton	MHW	GON	245		
Hartford FSS	SBMRAZ-DTV	HFD	329V2430,2554,1207,272.7	(3), #	64 A 143 N 244 A 323 N
(1) Windsor Locks	L-BVOR	HFD	114.9		
(3) New Haven (P)	L-VOR	HVN	111.2		
(1) Norwich	L-BVORTAC-DTV	ORW	109.8;V;243.0,2554,1207	(3), # DME FSS Providence,RI	
(1) Putnam	M-BVORTAC-DTV	PUT	113.8;V;1207, 255.4	(3), #	FSS-Worcester,Mass
(1) Wilton FSS-Idlewild	M-BVOR-DTXV	ILT	113.6;V;255.4, 120.7 2430	(3)-3023.5, #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks, Bradley Fld	AC(g)		284;119.5,124.2,12618,263.0,2430, 3799,1246,3232,3854	(2), #	
	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
(1) Kenton FSS Millville, NJ	H-BVORTACDTV	ENO	114.8V2430,2554,1207,272.7	(3), #	DME
New Castle	MRLWZ DTV	ILG	350		19 A 109 N
(1) " FSS-N.Phila,Pa	L-BVORTAC-	EWT	112.4V1207,2430,2554,2727	(3), #	199 A 289 N
Wilmington, New Castle Co.	AC(g)		278,324.7,121.1, 126.2, [redacted] .1208 243.0, 257.8, 305.4,275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;V:255.4, 120.7 272.7 Trans wea bcst 332 (Wash., D.C.)	(3), #	18 A 140 N 214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-*VOR	DCA	112.3		
"National	AC(g)		278;118.1, 118.3, 119.1, 1197., 126.5, [redacted] 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	VHF/DF(Chtr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
"	Center		119.2,119.4,1196,120.2,121.0,1239,124.0, # 124.3,1244,124.5,124.7,125.2,1258,126.4,132.4,133.30, 133.65, 133.85, 137.88, 243.0, 269.2, 271.2, 279.6,2854, 285.5,290.3,301.4,318.2, 323.8, 326.2, 338.6,363.0, 378.8, 380.3, 382.2, 385.4, 385.6	Call Washington Center	
" " "	VHF/DF(twr)		Gds: 118, 1183, 1191, 1239, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1V1207,2430,2554,2727	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 126.2 137.88,1368,134.1)		
"	UHF/DF		Gds: 243.0, 255.4, 272.7, 3054, (Req: 363.8, 3014, 279.6, 3502, 2368, 3854)		
Cross City	SMRAWZ	CTY	269		33 A 125 N 213 A 316 N
(1) "	M-BVOR-DTV	CTY	1120V1207,2430,2554,2727	(3)-3023.5 #	FSS-Gainesville
Daytona Beach	SBMLZ-DTV	DAB	284;V;243.0, 255.4 120.7, 272.7	(3), #	17 A 102 N 197 A 282 N
(1) "	M-BVOR	DAB	112.5		DME
" Mun	AC(g)		353;119.1, 126.2, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
" Broward Co Intl	C(g.7)		272;121.3,2430,257.8,3486	#, 122.5	
Ft. Myers	BH-DTV	FMY	341V1207,2430,255.4,272.7	(3)-3023.5 req #	
(1) "	M-BVOR	FMY	114.7		

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7,272.7	(3)-3023.5:#	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7,272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.2, 243.0, 257.8,2504,2692,3486,124.8,317.7	(2), #	
"	Center	SEE PAGE 33 FOR CENTER FREQUENCIES			
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.2 , 24.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-1	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EYW	332;V;207,2430,2554,2727	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" NAS	CM		350;187,126,18,132.3,2636,3052	(2), #	
(1)LaBelle	M-BVOR-DTV	LEL	112.9;V;207,2430,2554,2727	(3)-30235 req,#	FSS-Ft Myers
(1)Lakeland	H-BVOR-DTV	LAL	116;V;2554,207,2727	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7 ,2430,2727	(3)-30235,req,#	69 A 159 N 249 A 343 N
	CM		118.4,13788	#,122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7 ,272.7	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 119.7, 123.7, 121.6,3486,1239,2630,126.2,2430,250.2,257.8,348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.5, 120.9, # 123.6, 124.0, 124.1, 124.2, 124.5, 124.7, 125.1, 125.2, 125.8, 132.60, 132.95, 133.75, 134.35, 134.95, 243.0, 269.0, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 283.7, 285.4, 285.5, 285.6, 291.6, 301.4, 311.8, 319.9, 340.6, 351.9, 355.8, 380.3		
"	VHF/DF(Twr)		Gds: 118.1,118.3,119.7,122.7,123.7,123.9,126.2		
" Tamiami	C(g,7)		209;121.1	122.6,#	(0600-2200)
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Gainesville	M-BVORTAC-DTV	OCF	112.8;V;120.7,243.0, 255.4, 272.7	(3)-3023.5:#	
(1)Orlando	H-BVOR-DTV	ORL	112.2;V;207,243.0,2554,2727	(3)-30235 req	DME
" Mun	AC(g)		278;187,126.2,2430,2908,2578,1194,3486	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVORTAC DTV	PHK	112.4;V;207,2554,272.7	(3), #	FSS-W.Palm Beach
Panama City, Tyndall AFB	MRAWZ	PAM	275	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	396		
" " "	M-VOR	PAM	112.4		
	CM		275;119.1	122.5,#	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7,272.7	(3)-30235req,#	78 A 161 N 232 A 341 N
" Mun	C(g)		305 ,119.9,126.2,2430,2578,3486	(2), #	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VORW	NUN	117.2		
" "	MHW	NUN			
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVORTAC-DTV	PIE	116.4;V;255.4,120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intl	C(g.7)		317;118.3,257.8,3486,2430	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272;120,257.8,2430,3486	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	10 A 117 N 190 A 267 N
(1) "	H-BVORTAC	TLH	117.5		DME
" Dale Mabry	AC(g)		281;118.7, 126.2, 257.8, 243.0, 348.6, 118.1, 3182	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N 236 A 316 N
" Intl	C(g)		278;119.9, 126.2 , 257.8, 348.6, 243.0	(2), #	
(1)Taylor	L-BVOR-DTV	TAY	109.6;V;2430,2554,2727	(3)-30235req #	FSS-Voldesta,Ga.
Vero Beach	BMH-TV	VRB	209;V;207,2430,2554,2727	(3)-30235,req,#	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4,120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intl	AC(g)		278;119.1, 126.2 , 257.8, 243.0, 348.6, 3182, 1180	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4, 120.7 , 272.7	(3)-30235,req,#	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson,S.C	L-BVORTAC-DTV	AHN	109.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7 , 272.7	(3)-30235,req,#	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
"	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.2 , 243.0,1237 257.8,271.2,290.8,3382, 3436, 348.6,121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Rec 118.1 119.1 123.7 257 126.2		
IDAHO					

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118, 119.1, 1193, 122.7, 1257, 126.2 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		118.8, 118.9, 119.2, 119.4 # 120.0, 120.3, 120.8, 120.9, 121.2, 123.9, 124.9, 125.0, 125.2, 125.5, 126.4, 126.5, 132.10, 132.20, 132.75, 132.90, 133.10, 133.35, 133.60, 134.40, 134.55, 243.0, 250.2, 250.4, 269.6, 278.3, 281.4, 285.6, 290.3, 291.6, 300.7, 301.4, 307.9, 311.8, 312.6, 317.6, 319.9, 324.7, 326.2, 327.1, 335.6, 342.2, 343.8, 353.7, 353.8, 360.6, 360.7, 379.2		
" Fulton Co.	C(g.7)		245;118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AGS	385;V;243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;187, 126.2, 2578, 348.6	(2), #	
Brunswick	EMH-TV	SSI	382V1207.2430.255.4.272.7	(3)-3023.5 req. #	
(1) "	M-BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	60 A 143 N 240 A 323 N
" "	HW	NEA	275		
(1)Columbus	H-BVOR-DTV	CSG	117.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
"Muskogee Co.	AC(g)		287;125.3, 257.8	(2), #	
" Lawson AAF	MH	LSF	407		
Doles (A)	MHW	DLE	400		
Hinesville-Ft.Stewart	MHW	HIN	407		
(1)La Grange	M-BVOR-DTV	LGC	115.6;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MCN	353;V;243.0, 255.4, 120.7, 272.7	(3)-30235req #	24 A 146 N 204 A 324 N
(1) "	L-BVORTAC	MCN	110.8		DME
Mun(Cochran Fld)	AC(g.7)		278;118.3, 243.0, 2578, 3486	(2)-3023.5, #	
(1)McDonough	M-BVOR-DTV	MDU	113.6V1207.2430.2554.272.7	(3)-30235 req #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1)Norcross FSS-Atlanta	M-BVORTAC-DTV	OCR	116.6;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Savannah	SBMRLZ-DTV	SAV	263;V;243.0, 255.4, 120.7	(3), #	52 A 142 N 232 A 322 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278;191, 126.2, 257.8, 3486	(2), #	
" (Chatham)	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1)Toccoa	L-BVOR-DTV	TOC	109.8V1207.2430.2554.272.7	(3)-30235 req #	FSS-Anderson,S.C.
(1) Valdosta	M-BVOR-DTV	VLD	113.7;V;243.0, 255.4, 272.7	(3)-3023.5 req, #	
" Moody AFB	HW	VAD	338		
(1)Vienna	L-BVORTAC-DTV	VNA	116.1V1207.2430.2554.2727	(3)-3023.5 req, #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26A 121 N 206 A 290 N
(1) "	H-BVORTAC	BOI	113.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise Air Term.	AC(g.7)		278;118.1, 126.2, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds:243.0 2554 257.8 305.4 3486		
Burley	SBMRAZ-DTV	BYI	272;V;243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVORTAC	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	368;V;243.0, 255.4, 120.7, 2727	(3)-30235 req #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		
Gooding	BH-DV	GNG	215V 2554 1207	(3), #	DME FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MLD	332;V;243.0, 255.4, 120.7	(3)-3023.5 req, #	93 A 148 N 270 A 331 N
(1) "	H-BVORTAC	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MLP	206V2430.2554.1207	(3)-30235 #	.5 A 95 N 185 A 275 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PIH	257;V;243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N 235 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
" Mun	C(g)		278;119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1) Twin Falls	M-BVOR	TWF	1158		Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	50 A 144 N 230 A 324 N
" "	L-VOR	BLV	112.2		
" "	MHZ	BVX	362		
(3)Bible Grove	L-VORW	BIB	109.0		
(1)Bradford	M-BVOR	BDF	114.7 (122.1 ctld PeoriaCS/T)		DME
(3)Centralia	M-VORW	ENL	108.8		
(1)Champaign	L-BVORTAC-DTV	CMI	1100,122.2,2430,1267,2554,272.7 #,122.1		
" University of Ill.	AC(g)		233;1189,1198,257.8,2430 #,122.6		
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350V1207.2430.2554.272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	245		
"Meigs Fld	C(g)		206;121.3, 257.8, 2430	(2), #	(0600-2200)
"Midway	AC(g.7)		278;184, 1187, 119.5, 1199, 123.7, 126.2, 243.0, 257.8, 311.8 119.2	(1), #, 122.7	
" "	VHF/DF(twr)		Gds: 1184, 118.7, 1195, 1227, 1237, 126.2, 1189, req 121.3, 1267, 1359, 1265		
"	Center		118.2, 119.4, 119.7, 120.2, # 120.5, 120.6, 120.9, 121.2, 123.6, 124.0, 124.2, 124.5, 124.6, 124.7, 125.1, 126.5, 132.60, 132.85, 133.70, 133.90, 243.0, 250.2, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.2, 311.8, 317.6, 318.2, 323.2, 340.6, 353.5, 353.8, 354.1, 360.8, 362.3, 378.8, 379.1, 382.2		
" O'Hare Intl	AC(g)		332;118.1, 119.0, 125.4, 125.7, 126.2, 236.6, 1250 243.0, 348.6, 363.8, 3838	(1), #, 122.6	
(1) " "	L-VORTAC	ORD	111.6		
" "	VHF/DF		Gds:118.1, 119.0, 122.6, 124.5, 125.7, 126.2, (req 122.1, 1267, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR TAC-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	109.4V;207,243.0,255.4,272.7	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257.7V;207,243.0,255.4,272.7	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVORTAC	JOT	Trans wea bcst 257 kc. 112.3		
"	VHF/DF		Gds: 121.3, 122.5, 122.7, 126.18, 126.7, 135.9, req 100-160		
Moline	SBMRAZ-DTV	MLI	224V;207,243.0,255.4,272.7	(3), #	85 A 174 N 265 A 354 N
(1) "	M-BVORTAC	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	116.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVORTAC-DTV	OBK	113.0V;207,243.0,255.4,272.7	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Greater Peoria	AC(g)		278;191,126.2,257.8,348.6	(2), #	
"	UHF/DF		Gds: 257.8, 255.4, 272.7, 243.0; req: 305.4, 353.5, 285.6		
(1)Peotone	M-BVORTAC-DTV	EON	116.5V;207,243.0,255.4,272.7	(3), #	FSS-Joliet
(1)Polo	M-BVORTAC-DTV	PLL	113.4V;243.0,255.4,207,272.7	(3)-3023.5 req,#	FSS-Rockford
(1)Pontiac FSS Peoria	L-BVOR-DTV	PNT	109.6V;243.0,255.4,207,272.7	(3), #	DME
(1)Quincy	M-BVORTAC-DTV	UIN	115.6V;207,243.0,255.4,272.7	(3)-3023.5,req,#	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	M-VORW	RAN	117.2		
(3)Roberts	M-VORTACW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVORTAC-DTV	RFD	110.8V;243.0,255.4,207,272.7	(3)-3023.5,req,#	DME
"Grtr Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,257.8	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SPI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	M-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,305.4,348.6	(2), #	
"	UHF/DF			243.0,305.4	
(1)Troy	M-BVORTAC-DTV	TOY	116.0V;207,243.0,255.4,272.7	(3)-3023.5,req,#	FSS-St. Louis, Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0,207,255.4,272.7	(3)-3023.5,req,#	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-BakalarAFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DTV	EVV	113.3V;207,243.0,255.4,272.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	113.9		
" Baer Fld	AC(g)		278;348,191,126.2,255,257.8,338.2	(2), #	
"	UHF/DF		Gds: 243.0,255.4,257.8,338.2,348.6, On req:300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	286V;207,243.0,255.4,272.7	(3)-3023.5,req,#	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	Trans wea bcst 266 kc. 116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 118.5, 121.3, (1), 122.7, # 121.1, 126.2, 243.0, 257.8, 355.8; 290,3,348.6		
"	Center		115.2, 118.5, 119.3, 119.7, # 120.1, 120.9, 123.8, 124.1, 124.6, 124.9, 125.2, 125.3, 125.4, 125.6, 126.0, 126.3, 132.10, 132.60, 133.45, 133.75, 134.35, 269.6, 271.2, 275.1, 278.3, 281.5, 285.4, 290.4, 291.7, 301.4, 312.5, 318.2, 319.8, 338.6, 342.2, 352.0, 353.5, 353.7, 380.1, 385.4, 385.6		
"	VHF/DF(Twr)		Gds 118.1,118.5,119.9,121.1,122.5,126.2;req 122.1,123.3,126.7,135.9		
	VHF/DF(Ctr)		Gds:119.3,120.85,120.1,124.9,125.3,req 122.1,122.5,126.2,126.7,135.9		
(1)Knox	M-BVOR-DTV	OXI	117.1V;243.0,255.4,207,272.7	(3)-3023.5,req,#	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	109.8V;207,243.0,255.4,272.7	(3)-3023.5,req,#	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V;120.7,243.0,255.4,272.7	(3)-3023.5,req,#	
(1)Lewis	M-VORW	LEU	112.4		
McCool	MHW	MCL	359		
(1)Nabb FSS-Louisville,Ky	M-BVOR-DTV	AUB	113.5;V;243.0, 255.4, 120.7, 272.7	(3), #	
Richmond	MHW	RID	385		
(1) "	M-BVOR-DTV	RID	116.6V;243.0,255.4,207,272.7	(3)-3023.5,req,#	FSS-Dayton,Ohio
(1)Scotland	L-BVORTAC-DTV	SCJ	111.2V;207,243.0,255.4,272.7	(3)-3023.5,req,#	DME/FSS-Terre Haute
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V;207,243.0,255.4,272.7	(3)-3023.5,req,#	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7, 272.7	(3)-3023.5,req,#	03 A 97 N 183 A 256 N
(1) "	M-BVORTAC	SBN	115.4		DME
" St. Joseph Co.	AC(g)		278;189,243.0,257.8,121.0	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman Fld	AC(g)		278;183,126.2,257.8,243.0,263.0	(2), #	
" "	UHF/DF		Gds: 243.0,255.4,257.8,263.0,272.7; req:275.2,305.4		
(1)West Point	L-BVOR-DTV	EPT	110.4V;207,243.0,255.4,272.7	(3)-3023.5req,#	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req,#	DME
Cedar Rapids	BMH-DTV	CID	248V;207,243.0,255.4,272.7	(3)-3023.5req,#	
(1) "	L-BVORTAC	CID	111.8		
" Mun	AC(g)		278;199 187,257.8, 243.0	122.5, #	
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7 272.7	(3)-3023.5req,#	78 N 183 A 258 N 6 A
(1) " M-BVORTAC-DTV		DSM	113.1		DME
" Mun	AC(g)		278;183,124.9, 126.2,243.0,257.8,348.6,338.8	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req,#	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req,#	
(1)Iowa City FSS-Cedar Rapids	L-BVOR-DTV	IOW	111.0;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTV	LMN	116.7;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5req,#	
(1)Mason City	M-BVOR TAC-DTV	MCW	114.9;V;243.0, 255.4. 120.7,272.7	(3)-3023.5req,#	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0, 255.4 120.7 272.7	(3)-3023.5req,#	
(1)Newton	L-BVOR-DTV	TNU	112.2V;207,243.0,255.4,272.7	(3)-3023.5req,#	FSS-Des Moines (3)-3023.5 prior req,#
(1)Ottumwa	L-BVORTAC-DTV	OTM	111.6V;207,243.0,255.4,272.7	(3), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (Continued)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-		135.V	130.7	63 A 154 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Arkansas City	MHW				

AIR NAVIGATION RADIO AIDS

(2 August 1966)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.6		DME
" Mun	AC(g)		396;187,126.2,2430,2578,3054,3485	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.2,1359		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1)Waterloo	L-BVORTAC-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
" Mun	AC(g)		278;118.1 257.8	(2), #	
(1)Waukon	L-BVOR-DTV	UKN	109;V;207,2430,2554,2727	(3)-3023.5 req, #	FSS-LaCrosse,Wis
KANSAS					
(1)Anthony FSS-Wichita	M-BVOR DTV	ANY	112.9;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req, #	101 N 179 A 281 N 359 A
(1) "	M-BVOR	CNU	114.6		
(1)Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
(1)Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1)Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 req, #	DME
(1)Hill City	H-BVOR-DTV	HLC	113.7;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5 req, #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	M-BVORTAC	HUT	116.8		
" Mun	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax Mun	C(g.7)		278;119.1,126.2, 243.0 257.8	(2), #	
(1)Liberal FSS-Garden City	M-BVOR-DTV	LBL	116;V;243,255,120,272,727	(3)-3023.5 req, #	
(3)Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
(3)Oswego	M-VORW	OSW	117.6		
Oxford	HW	OXS	382		
(1)Russell	M-BVOR-DTV	RSL	114.5;V;243.0, 255.4; 120.7,272.7	(3)-3023.5 req, #	DME
(1)Salina	M-BVORTAC-DTV	SLN	115.3;V;243.0, 255.4; 120.7,272.7	(3)-3023.5,req, #	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3,	#, 122.5	Apch Ctl avail.
(1)Topeka	M-BVORTAC DTV	TOP	117.8;V;255.4,120.7 272.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Topeka	MHW	TOP	304		
"Philip Billard Mun	C(g)		278;187,126.2,2430,2578	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req, #	46 A 161 N 226 A 347 N
Transcribed wea (1) " best 332kc	M-BVOR	ICT	113.8		DME
" Mun	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1)Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1)Falmouth FSS-Cinn,Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4,272.7	(3), #	
Ft.Knox, Godman AAF	MH	FTK	395		
Hopkinsville, Campbell AAF	HW	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVORTAC-DTV	LEX	115.9;V;243.0,255,120,7	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272,119.1,121.1,2430,2578,2690	(2), #	
London	BMH-DTV	LOZ	263;V;207,2430,2554,2727	(3)-30235,req, #	
(1) "	M-BVORTAC	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman Fld	C(g)		278;195,126.2,2430,2578	(2), #	
" Standiford Fld	AC(g.7)	3486	317;119.0,124.5,126.2,120.3 243.0,257.8,326.2, 381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0, 120.3, 122.7, 124.5		
" "	UHF/DF		Gds 243.0, 257.8, 326.2, 348.6, 381.6		
(1)Mystic	L-BVOR-DTV	MYS	108.2;V;207,2430,2554,2727	(3)-30235, #	FSS-Louisville
(1)New Hope - Owensboro-Daviess Co.	L-BVOR-DTV	EWO	110;V;2430,2554,207,2727	(3)-30235, #	FSS-Louisville (0800-2000
(1)Paducah	L-VOR	OWB	108.6		
"	M-BVOR-DTV	PUK	117;V;207,2430,2554,2727	(3)-30235,req, #	
	BMH	PUK	356		
(1)York	L-VORW	YRK	116.2		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 134.1	#, 122.5	
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7,272.7	(3), #	55 A 120 N 235 A 300 N
(1) "	M-BVOR	BTR	115.6		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 243.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 prior req, #	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	92 A 173 N 253 A 351 N
(1) "	H-BVORTAC	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.2, 243.0, 257.8, 348.6	(2), #	
	Center		118.4, 118.9, 120.3, 123.6 # 124.0, 124.1, 124.3, 124.7, 124.8, 125.1, 125.4, 132.60, 133.00, 133.30, 133.65, 133.85, 134.75, 243.0, 269.4, 271.2, 274.3, 279.6, 281.5, 283.7, 290.8, 291.6, 291.7, 300.7, 301.4, 307.9, 313.4, 323.8, 327.1, 350.2, 380.1, 385.4		
" Callender NAS	CM		118.7	#	
" Moisant Intl	AC(g)		278;118.1, 119.9, 121.1, 126.2, 243.0, 250.4, 257.8, 269.2, 348.6	(1), #, 122.7	1255, 284.6
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.2, 132.0 135.9 122.1, 122.5		
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Shreveport	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		54 A 144 N 234 A 342 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.0;V;243.0, 120.7, 255.4, 272.7	(3)-3023.5 req, #	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req, #	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	15 N 129 A 195 N 309 A
(1) "	L-*BVOR-DTV	HUL	108.2		DME
(1) Kennebunk FSS-Portland	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone-LoringAFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(1) "	M-BVOR	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Mun	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQI	388;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-3023.5 req, #	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	ADW	379;V;255.4, 120.7, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash., D.C.	SBMRLZ-DTV	BAL	257;V;122.2, 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship Intl	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun
" " (P)	H	MTN	528		08-2330T, W & Th)
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5 req, #	FSS-Morgantown, W.Va
Hagerstown Mun	CI		203;126.18, 257.8 req 118.5	(2), #	(0800-1600 Mon-Fri.)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SMRLZW	NHK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-3023.5 req, #	DME
(1) Shadyside	L-BVOR-DTV	SHZ	110.8;V;255.4, 120.7, 272.7	(3), #	FSS-Wash., DC
"	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash., D.C.	L-BVOR-DTV	EMI	109.4;V;122.2, 255.4 120.7	(3)-3023.5, #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 382 kc.	(3)-3023.5 req, #	58 A 118 N 211 A 293 N
(1) "	H-*BVORTAC	BOS	117.7		
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.9 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston-Bedford (Hanscom)	AC(g)		278;118.1,126.15,243.0 244,2366,257.8,305.4,348.6	#,122.5 3023.5 req	
" "	VHF/DF		Gds:124.4,121.9,122.5,126.15,(100-156 req)		
" "	UHF/DF		Gds: 243.0,257.8,305.4,348.6,2366		
" Logan Intl	AC(g)		278;118.1,118.3,119.1,121.7,126.2, 126.5,137.85,2430,2578,2630,271,2798,3436,3486	(1)req,#,1225	
" "	VHF/DF		Gds: 118.1,118.3,119.1,122.5,126.5,126.15,137.85		
Canton (P)	MHW	CTS	212		
(1)Chester - FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6;V:243.0,255.4 272.7,120.7	(3),#	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1)Gardner FSS-Worcester	L-BVORTAC-DTV	GDM	110.6;V: ,255.4, 120.7	(3),#	DME
Hyannis	MHW-DV	HYA	239;V:	#,122.1	Ctld from Nantucket
(1) "	L-VORW	HYA	110.8		
Lawrence (P)	MHW	LWM	245		
Martha's Vineyard	MHW-DV	MVY	388;V:	#,122.1	Ctld from Nantucket
(1) " "	L-VOR	MVY	108.2		Ctld from Otis AFB
(1)Nantucket	H-BVOR-DTVJ	ACK	112.7;V:243.0,255.4; 281;120.7,272.7	(3),#	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1,126.7,135.9		
New Bedford Mun	C(g)		254;121.3,257.8,2430,3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323		
Westfield, FSS-WindsorLocks,Conn	SBMRLZ-DV	BAF	230;V:243.0,255.4 272.7,120.7	(1) (3),#	Clsd Sun 10-1100 23 A 113 N 203 A 293 N
(1)Westfield	M-BVOR-DTV	BAF	113.0V2430,2554,272.7,120.7	(3),#	FSS-Windsor Locks,Conn
" Barnes	C(g)		212;121.3,126.2,2430,257.8,3486	(2),#	(0700-2300)
" "	UHF/DF		Gds: 243.0,257.8,348.6		
Worcester Mun	C(g)		281;1205,243.0,257.8	(2),#	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V:243.0,255.4,120.7 272.7	(3),#	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg	AC(g)		396;118.3,118.5,257.8	(1),122.7,#	
"	UHF/DF		Gds: 257.8,2554,272.7,2430,req 307.9,2696,3199,3607,3054		
(1)Carleton FSS-Detroit	M-BVORTAC DTV	CRL	113.6;V:243.0,255.4 120.7,272.7	(3)-30235,req,#	DME
Detroit	SBRAZ-DTV	DTW	388;V:243.0,255.4, 120.7,272.7	(3)-30235,req,#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" "	AC(g)		278;118.7,120.0,243.0,257.8	(2),#	
" "	VHF/DF		Gds:117,122.5,120.0,123.1req:126.7,135.9,121.3,126.2,122.7,121.1,125.3		
" Metropolitan Wayne Co.	C(g.7)		245;121.1,126.2,2430,257.8,3486	(1),#,122.7	
" "	VHF/DF		Gds: 119.5,120.3,123.9,124.5,125.6,126.4;req 121.1,122.1,122.7,126.7		
"	UHF/DF		Gds: 243.0,257.8,348.6;req 255.4,272.7,283.0,301.4,3054,3558,		
	Center		118.8, 119.8, 120.3, 120.4, 123.9, 124.5, 125.3, 125.6, 125.9, 126.1, 126.4, 133.55, 133.85, 134.30, 134.65, 134.80, 243.0, 269.0, 269.2, 269.6, 275.1, 281.4, 290.4, 301.4, 310.4, 317.5, 319.9, 326.2, 335.6, 343.8, 351.9, 354.1, 360.7, 363.0		
(1) " Willow Run	L-VOR	YIP	111.4		
Detroit	AC(g)		332;118.4,123.7,123,1249, 2430,2578,2630,142.74, 355.8	(2),#	
" Willow Run	VHF/DF		Gds: 121.3,122.5,123.7,124.9,126.2,req:121.1,122.1,1147,1247,1359		
(1)Flint	L-BVORTAC-DTV	FNT	111.6V;2554,120.7,272.7	(3),#	
" Bishop	AC(g)		278;119.5,243.0,257.8	(2),#	
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257V243.0,2554,1207,2727	(3)-30235,req,#	
Grand Marais	RLW	GMI	341		21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4,120.7,272.7	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;1193,1252,257.8,307.9	(2),#	
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	237V2430,2554,1207,272.7	(3),#	
(1) "	M-BVOR	CMX	112.8		18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	28;V243.0,2554,1207,2727	(3)-30235,req,#	
(1) "	L-BVOR	JXN	109.6		
(1)Kalamazoo	L-BVOR-DTV	AZO	1090V,1207,2430,2554,2727	(3),#	FSS-BattleCreek
(1)Keeler FSS-South Bend, Ind.	M-BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7, 272.7	(3)30235,req,#	
Lansing	SBMRAZ-DTV	LAN	206;V:243.0, 255.4 272.7,120.7	(3)-30235,req,#	100 A 155 N 281 A 335 N
(1) "	L-BVOR	LAN	110.6		DME
" Capital City	AC(g)		245;119.9,243.0,257.8	(2),#	
(1)Litchfield	L-BVORTAC-DTV	LFD	118.4V207,2430,2554,2727	(3),#	FSS-Jackson DME
Marquette-Sawer(A)	H	SAW	359		
" "	CM		119.1	122.5	Apch ctl avbl.
Mount Clemens Selfridge AFB	SRAZ	MTC	230		4 A 116 N
	M-VORW	MTC	113.4		184 A 296 N
Muskegon	SBMRLZ-DTV	MKG	263;V:243.0, 255.4, 120.7,272.7	(3),#	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" County	AC(g)		362;121.1, 257.8	(2),#	
(1)Peck	H-BVOR-DTV	PEK	114.8V2554,1207,272.7	(3),#	
Pellston	BMH-TV	PLN	33;V,207,243.0,2554,272.7	(3)-30235,req,#	FSS-Flint
(1) "	L-BVOR	PLN	111.8		
(1)Pullman	H-BVORTAC-DTV	PMM	112.4V2430,2554,1207,2727	(3)-30235,req,#	DME FSS-So-Bend,Ind.
Reed City (P)	MHW	RBC	275		
Saginaw	BMH-TV	MBS	212V,207,2430,2554,272.7	(3),#	
(1) "	M-BVOR	MBS	112.9		
(1)Salem	H-BVORTAC-DTV	SVM	117.8V2430,2554,1207,2727	(3)-30235,req,#	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400V2430,2554,1207,2727	(3),#	31 A 104 N
(1) " " "	M-BVOR	SSM	112.2		211 A 297 N
" "	MHW	INK	410		
Traverse City	SBRAZ-DTV	TVC	365;V:243.0, 255.4, 120.7,272.7	(3),#	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1)White Cloud	M-BVOR-DTV	HIC	114.5V2430,2554,1207,272.7	(3),#	
Wurtsmith AFB	H	OSC	236		FSS-Muskegon
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		DME
(3)Austin (S)	L-VOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	L-VOR	BJI	111.2	122.1	V-0515-1215-1920-2315
(3)Brainerd(S FSS	L-VOR	BRD	109.2	122.1	V-05-23 wkdays
(1)Darwin, Minneapolis	L-BVOR-DTV	DWN	1030V2430,2554,1207,2727	(3)-30235,req,#	05-1915Sat09-23Sun

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) " "Mun	H-BVOR	DLH	112.6		
" "	AC(g)		278;118.3,126.2, 257.8,348.6	(2), #	
" "	VHF/DF		Gds: 118.3 121.9,122.1,122.5,126.2, 126.7,135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7;V;207,243.0,255.4,272.7	(3)-30235,req,#	FSS-Minneapolis
(3)Grand Rapids (S)	L-VOR	GPZ	111.4	122.1	Voice 0800-SS
(3) Intl Falls (S)	L-VOR	INL	111.8	122.1	V=08-17daily,
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4, 120.7,272.7 Trans wea bcst 266 kc	(3)-30235,req,#	58 A 118 N 192 A 298 N
(1) " " St. Paul Intl	H-*BVOR	MSP	117.3		DME
	AC(g)		278;118.7, 119.3, 118.5 126.2,243.0,257.8,263.0,290.8,305.4,338.2,348.6	(1), #, 122.7	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds:118.7,119.3,118.5,122.7,126.2,req,203,122.1,122.5,126.7,135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.2V,207,243.0,255.4,272.7	(3)-30235,req,#	DME FSS-La Crosse, Wisc.
(3)Park Rapids (S)	L-VOR	PKD	110.6	122.1	Voice 08-ss
(1)Redwood Falls	M-BVOR-DTV	RWF	113.2V,207,243.0,255.4,272.7	(3)-30235,req,#	
Rochester (1) " Lobb Fld Mun	SBMRLZ-DTV M-BVOR	RST RST	404;V;243.0,255.4,120.7 112.0	(3), #	77 A 170 N 260 A 350 N
	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman Fld	CI		396;119.1, 126.18	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
[redacted]					
(3)Thief River Falls(S)	L-VOR	TVF	108.4	122.1	(V-0800-1900)
(3)Willmar (S)	L-VOR	ILL	108.4,	122.1	(voice 0800-Sunset)
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7,272.7	(3)-30235,req,#	
[redacted]					
Columbus AFB	CM		118.1	122.5, #	
Greenville AFB " "	HWZ	GVS	344		
	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7 272.7	(3)-30235 prior req, #	85 N 180 A 265 N 355 A
(1) "	L-BVOR	GRW	114.2		DME
Gulfport	L-BVOR-DTV	GPT	108.8V,207,243.0,255.4,272.7	(3)-30235,#	FSS-Mobile, Ala.
(1)Hattiesburg	L-BVOR-DTV	HEG	110.6V,243.0,255.4,207,272.7	(3)-30235,req,#	FSS-McComb
(1)Holly Springs	M-BVOR-DTV	HLI	112.4V,207,243.0,255.4,272.7	(3)-30235,req,#	FSS-Memphis
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3)-30235,#	87 N 176 A 265 N 353 A
(1) " " Hawkins Fld	H-BVORTAC	JAN	112.6		DME
	AC(g)		278;120.2,317.7,118.7,126.2, 257.8,348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7V,207,243.0,255.4,272.7	(3)-30235,req,#	DME
Meridian	SBMRAZ-DTV	MEI	308V,207,243.0,255.4,272.7	(3)-30235,#	83 A 154 N
"	HW	MDA	356		263 A 334 N
(1) " " Key Fld	M-BVORTAC	MEI	115.4		DME
	CI		257,118.2,126.2,236.6,243.0 [illegible]	# 122.5	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2V,207,243.0,255.4,272.7	(3)-30235,req,#	FSS-NewOrleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-BVOR-DTV	BSP	113.6V,243.0,255.4,207,272.7	(3)-30235,req,#	FSS-Kansas City
(1)Butler	H-BVOR-DTV	BUM	115.9;V;122.2,207,255.4 [redacted]	(3)-30235,req,#	DME FSS-Kansas City
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	96 A 169 N 269 A 349 N
(3)Dogwood	L-VORW	DGD	109.4		
Farley	MHW	FRY	290		
(1)Farmington	H-BVORTAC-DTV	FAM	115.7;V;122.2,120.7,255.4	(3)-30235, #	DME FSS-Cape Girardeau
(1) Hallsville	M-BVOR-DTV	CBI	115.4V,207,243.0,255.4,272.7	(3)-30235,req,#	DME FSS-Columbia
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	44 A 148 N 232 A 328 N
(1) " " Mun	H-*BVORTAC	MKC	112.6		DME
	AC(g)		299;118.1, 118.3, 126.2, 119.5,121.1,257.8,243.0, [redacted] 274.3,307.0	(1), #, 122.7	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds: 118.1,118.3,119.1 ,122.1, 122.5,126.7, 126.2,		135.9,122.7
(1)Kirksville	L-BVORTAC-DTV	IRK	108.4V,207,243.0,255.4,272.7	(3)-30235,req,#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9V,207,243.0,255.4,272.7	(3)-30235,req,#	FSS-Kirksville
(1)Malden	L-BVOR-DTV	MAW	111.2V,207,243.0,255.4,272.7	(3)-3023.5,req,#	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	109.6V,207,243.0,255.4,272.7	(3)-30235,req,#	FSS-Columbia
(1)Maryland Heights	L-BVORTAC-DTV	MTS	110.8V,207,243.0,255.4,272.7	(3)-30235,req,#	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0,255.4,257.8,req,272.7,305.4,362.3)		
St. Louis	SBRAZ-DTXV	STL	338;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
Lambert-St Louis Mun	AC(g)		278;118.1, 118.5,119.9,121.1 126.2,243.0,257.8,342.2,338.2,348.6,360.6,381.6	(2), #	
"	Center		118.4, 118.8, 120.3, 120.4, 120.6, 120.8, 124.1, 124.3, 124.4, 124.8, 124.9, 125.2, 125.5, 125.7, 125.9, 126.4, 126.6, 132.55, 132.65, 132.90, 133.40, 133.80, 134.60, 243.0, 269.0,269.4,269.6, 271.2, 275.1, 278.3, 281.5, 283.7, 290.4, 291.7, 301.4, 307.9, 313.4, 317.5, 319.2, 322.5, 324.7, 343.6, 343.8, 353.7, 358.8, 360.7, 363.1, 379.2, 379.9, 380.1		
"	VHF/DF		Gds:118.1,118.5,119.9,121.1,125.0,126.2,122.5,255,req,122.1,126.7,135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7,272.7	(3), #	54 A 134 N 232 A 314 N
(1) " " Mun	H-BVORTAC	SGF	116.9		DME
	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.6V,207,243.0,255.4,272.7	(3)-30235,req,#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	67 A 146 N 234 A 297 N
(1) " " Logan Fld	M-BVOR	BIL	114.5		DME
	AC(g)		278,118.3,243.0,257.8,348.6	(2), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-	BZN	323;V;243.0, 255.4,	(3), #	79 A 140 N
NEBRASKA					

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 140 N
(1) "	M-*BVOR	BZN	112.2		248 A 320 N
(1)Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req, #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 149 N
(1) "	M-BVOR	CTB	114.4		230 A 311 N
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1) "	H-BVORTAC	DLN	113.0		78 N 186 A
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7, 272.7	(3)-30235, prior req., #	258 N 330 A
(1) "	M-BVOR	DRU	117.1		6 A 96 N
Glasgow (A)	HW	GSG	236		186 A 253 N
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1) "	H-BVOR	GTF	115.1		23 A 131 N
" Intl	C(g)		278,187,126.2,2430,2578,3486	(2), #	198 A 270 N
"	Center		119.8, 123.9, 124.6, 125.8, 126.5, 132.65, 132.95, 133.95, 134.55, 243.0, 250.4, 281.4, 284.6, 291.7, 301.4, 307.2, 312.6, 323.0		
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7, 272.7	(3), #	72 N 166 A
(1) "	M-BVOR	HLN	117.9		280 N 358 A
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 88 N
(1) "	H-BVOR	LWT	112.0		198 A 271 N
Livingston	BH-DTV	LVM	224,V;207,243.0,255.4,272.7	(3)-30235 req, #	DME
(1) "	H-BVORTAC	LVM	116.1		
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, prior req., #	DME
(1) "	M-BVORTAC	MLS	112.1		56 A 143 N
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7, 272.7	(3), #	239 A 327 N
(1) "	M-BVOR	MSO	112.8		DME
					96 A 154 N
					276 A 334 N
Whitehall FSS-Butte	SBRAZ-DTV	HIA	284,V;122.2,207,255.4	(3)-3023.5, #	4 A 96 N
(1) "	M-BVOR	HIA	113.7		173 A 257 N
					DME
NEBRASKA					
Ainsworth (S)	L-VOR	ANW	112.7	1267, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
(1) " (S)	L-VOR	AIA	111.8	(1), 122.1, 126.7	
(Monitoring category (1) 0600-2100 and (3) 2100-0600. Rcvrs remoted to Scottsbluff FSS					
Beatrice (S)	L-VOR	BIE	110.6	122.1, 126.7	
(Monitoring category (1) 0400-1800 and (3) 1800-0400. Rcvrs remoted Lincoln FSS					
(1)Chadron	M-BVOR-DTV	CDR	113,4V;243.0,255.4,120.7,272.7	(3)-30235 req, #	
" (S)	HW	CDR	275		
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	69 A 165 N
(1) "	M-BVOR	GRI	112.0		249 A 345 N
(1)Hayes Center	M-BVORTAC-DTV	HCT	112.2,V;207,243.0,255.4, 272.7	(3)-30235 req, #	DME. FSS-Imperial
Imperial (S)	BH-DTV	IML	353,V;243.0,207,255.4,272.7	122.1, #	FSS-FAA Imperial
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385,V;207,243.0,255.4,272.7	(3), #	72 A 171 N
" AFB	CM		272;118.5	(2), #	252 A 351 N
McCook (S)	L-VOR	MCK	110.0	1267, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5,122.1,1267	
(Monitoring category (1)0530-2130 & (3)2130-0530;Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	224;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	80 N 172 A
(1) "	H-BVORTAC	LBF	117.4		260 N 347 A
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235 req, #	DME
(1) "	M-BVORTAC	OMA	116.3		70 A 154 N
"Eppley Airfld	C(g)		278,191,126.2,2430,2578,	(2), #	256 A 326 N
" Onutt AFB	MHW	OFF	296		DME
" " "	CM		296	(1)	
(1)Oneill	M-BVORTAC-DTV	ONL	112,V;207,243.0,255.4,272.7	(3)-30235 req, #	FSS-Grand Is.
(1) Pawnee City	M-BVORTAC-DTV	PWE	112,V;207,243.0,255.4,272.7	(3), #	FSS-Lincoln
(1) Raymond	M-BVORTAC-DTV	RAY	116,V;207,243.0,255.4,272.7	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BFF	341;V;243.0, 255.4, 120.7 272.7	(3)-30235, req, #	26 A 122 N
(1) "	M-BVORTAC	BFF	112.1		206 A 302 N
(1)Sidney	M-BVOR-DTV	SNY	115.7,V;207,243.0,255.4,272.7	(3)-30235 req, #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
(1) Wolbach	H-BVOR-DTV	OBH	114,V;243.0,255.4,207,272.7	(3)-30235 req, #	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 272.7 120.7,	(3)-30235 req, #	50 A 122 N
(1) "	L-BVOR	BAM	109.6		230 A 302 N
(3)Beatty	M-VORW	BTY	114.7		DME
(1)Coaldale	M-BVORTAC-DTV	OAL	115,V;243.0,255.4,207	(3)-30235 req, #	FSS-Tonopah
(3)Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N
(1) "	M-BVORTAC	EKO	114.5		220 A 321 N
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		DME
Goodsprings	HW	GDS	245		10 A 101 N
IndianSprings AFB	HW	INS	215		174 A 303 N
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4, 120.7,272.7	(3), #	23 A 112 N
(1) "	H-BVORTAC	LAS	116.9 2430		208 A 282 N
" McCarran Fld	AC(g)		278,284.6, 118.3,137.88,121.1,257.8,348.6	(2), #	DME
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	48 A 138 N
(1) "	L-BVORTAC	LOL	109.0		228 A 318 N
(3)Mina	M-VORW	MVA	113.1		DME
(1)Mormon Mesa	M-BVOR-DTV	MMM	114,V;243.0,255.4,207,272.7	(3), #	DME FSS-LAS
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4, 120.7	(3), #	48 A 161 N
"	MHW	ACE	215		228 A 341 N
(1) "	M-VORTACW	RNO	114.3		DME
" Mun	AC(g)		278,183,119.3 378,2430,2578,319.2 3486	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TPH	221V243.0,255.4,120.7	(3)-30235 req, #	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	115.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235,#	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req, #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	109.4V1207,2430,2554,272.7	(3)-30235 prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	208.4V1207,2430,2554,272.7	(3)-30235 req, #	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) " FSS-Concord	M-BVOR-DTV	MHT	113.9V1207,2430,2554, 272.7	(3)-30235 prior req., #	
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM			122.5	
Whitefield (S)	MHW	HIE	275		
NEW JERSEY					
Atlantic City	SMRLZ	ACY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VORTAC	ACY	110.2		
"(Pomona)NAFEC	AC(g)		278,195,126.2	(2), #	
" " "			2366,243.0,257.8,360.2,263.8 3486		
" " "	VHF/DF		Gds: 100-156 mc on req		
	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar- (A)	CM		281;121.3	#, 122.5	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck FSS-Idlewild	M-BVOR-DTXV	COL	115.1;V;255.4,120.7 2430	(3)-3023.5,#	DME
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,#	72 A 157 N 243 A 324 N
Morristown Mun	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark FSS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
"	AC(g)		278,118.3,119.2,120.6,121.4, 126.2, 118.1, 257.8,243.0	(1)req, #, 122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 118.1, 122.7		
Paterson	MHW	PNJ	347		
(1)Robbinsville	L-BVOR-DTV	RBV	109.0V1207,2430,2554,272.7	(3), #	FSS-N.Phila, Pa.
Scotland Lightship	MHW	C	294		Marine rdo bcn
(1)Solberg FSS-Idlewild, NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4,	(3)-3023.5,#	DME
(1)Sparta	L-BVOR-DTV	SAX	108.2V2554,120.7	(3), #	FSS-Allentown, Pa.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
(1)Stillwater	M-BVORTAC-DTV	STW	115.4V255.4, 120.7	(3), #	FSS-Allentown, Pa.
Teterboro	C(g)		328;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7, 272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	C(g)		278,118.3,121.1,123.0,124.3, 1192,3856,2630,3054,126.2,134 ,1368,13788,14202,2450,2578,2706,2894,3486,3358,3638	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
	UHF/DF		Gds: 2430,2630,2706,2894,3054,3358,3638		
(1)Anton Chico	L-BVOR-DTV	ACH	110.0V2430,2554,1207,2727	(3) -30235 req, #	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	109.2V1207,2430,2554,2727	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
(1)Carlsbad	M-BVOR-DTV	CNM	116.3V2430,2 554,1207,2727	(3) 30235 prior req, #	DME
(3)Clayton	M-VORW	CAO	114.1		
Clovis-Cannon	HW	CVS	272		
" AFB	CM		118.7,126.18	#, 122.5	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7 , 272.7	(3)-30235 req, #	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.6		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Crown Point	M-VORW	CPT	114.2		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235 prior req, #	79 N 169 A 259 N 349 A
(1)Farmington	H-BVORTAC-DTV	FMN	115.8V1207,2430,2554,2727	(3)-30235 req, #	
(1)Grants	H-BVOR-DTV	GNT	116.5;V;1207, 2430, 2554,2727	(3)-3023.5, #	DME
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co.	C(g)		215,118.3,126.2,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7,272.7	(3)-30235 req, #	21 A 109 N 201 A 289 N
(1) "	H-BVORTAC	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7,272.7	(3), 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DTV	SAF	110.8V1207,2430,2554,2727	(3)-30235, #	DME
" Co. Mun	C(g)		245,119.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DTV	ONM	112.6V2430,2554,1207,272.7	(3), #	FSS-Albuquerque
(1)Taos	M-VORW	TAS	117.6		
(3)Texico	M-VORW	TXO	112.9		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7,272.7	(3)-30235 prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7,272.7	(3)-30235 req, #	77 A 167 N 257 A 347 N
(1) "	M-BVOR	TCC	113.8		DME

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	108.4;V;207,2430,2554,2727	(3)-3023.5 prior req.#	
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req, #	15 A 113 N 208 A 283 N
(1) "	H-BVORTAC	ALB	116.9		DME
" Mun	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 363.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1)Binghamton	M-BVORTAC-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7 272.7	(3)-30235 req.#	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intl	AC(g)		278;120.5, 126.2, 119.8, 3486,2578,1265,2430,338.6	(2), #	
"	VHF/DF		Gds: 122.5,120.5,126.18,126.5,119.8		
Calverton - Peconic River	CI(g)		323;121.3, 126.18,142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1)Dunkirk	L-BVOR-DTV	DKK	111.6V;207,2430,2554,272.7	(3)-30235 req.#	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung Co.	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	122.2,257.8, 126.18	(0700-1530 Mon - Fri)
(1)Geneseo	L-BVORTAC-DTV	GEE	111.8V;120.7,2430,2554,2727	(3)-30235 req.#	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206V;2430,2554,1207,272.7	(3)-30235 req.#	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284 Voice from Schenectady Twr 0700-2300 & req.		
(1)Hampton	M-VORW	HTO	114.5		
Hempstead, FSS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7 243.0	(3)-30235, #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	M-BVORTAC-DTV	HUO	112V;255.4,1207,272.7	(3), #	FSS-Wilkes-Barre,Pa.
Islip MacArthur Fld	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
(1)Ithaca	L-BVOR-DTV	ITH	109.4V;1207,2430,2554,2727	(3)-30235 req.#	FSS-Elmira
(1)Jamestown	L-BVOR-DTV	JHW	110.8V;1207,2430,2554,2727	(3)-30235 req.#	FSS-Bradford,Pa.
Lido	MHW	LDO	239		
(1)Massena	M-BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 242;120.7, 272.7	(3)-30235 req.#	
Newburgh, Stewart Fld (A)	MHW	SWF	335		
New Rochelle	MHW	RWC	385		
New York, (1)Idlewild	H-BVORTAC-DTV	IDL	115.9;V;255.4, 120.7 243.0	(3)-3023.5, #	DME
" "	MHW	IDL	373		
New York, Idlewild Intl	AC(g)		119.1, 121.1,121.65 123.7, 123.9, 119.7, [redacted] 134.1, [redacted] 136.8, 137.88, 14274, 243.0, 257.8, 269.2, 269.0, 290.3, 289.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.881		
"	Center		119.6, 119.8, 120.0, 120.1, 120.2, 123.6, 123.8, 124.1, 124.3, 124.8, 124.9, 125.1, 125.3, 125.4, 125.5, 125.6, 125.9, 126.0, 126.3, 126.4, 132.60, 132.95, 133.55, 133.80, 134.80, 137.88, 243.0, 250.4, 269.6, 278.3, 283.7, 285.5, 285.6, 290.4, 300.7, 301.4, 306.3, 313.4, 317.5, 317.8, 317.7, 319.9, 323.8, 327.1, 335.6, 343.8, 353.5, 355.8, 360.7, 362.3, 363.1, 381.6		
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 27		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209V;2430,2554,1207 Trans wea bcst 209 kc	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia	AC(g.7)		362;1265, 118.7, 113.9 120.4, 125.7, 243.0, 263.0 274.3,1261 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7,1189,1204,122.7,1257,1265		
[redacted]					
Niagara Falls Mun	C(g.7)		272;118.5, 126.2 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1)Plattsburgh FSS-Burlington,Vt	H-BVOR-DTV	PLB	116.7, V;255.4 ,120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5 req.#	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1)Riverhead FSS-Idlewild	M-BVORTAC-DTV	RVH	117.2V;1207,2430,2554	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Monroe Co.	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.6		
Rome-Griffiss AFB	HW	RME	212		
Schenectady Co.	CI		234;121.3 2630,1263	(2), #	0700-2300; req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	H-BVORTAC	SYR	117.0		DME
" Hancock	AC(g)		278;119.9,126.2, 243.0, 2630, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	MHW	UTI	275		
(1) "	L-BVOR-DTV	UCA	112.4V;2430,2554,1207,272.7	(3)-30235 req.#	
" Oneida Co.	C(g)		332;118.1, 243.0, 257.8 348.6	(2), #	
(1)Watertown	L-BVOR-DTVBJ	ART	110.6;V;243.0, 255.4; 224;120.7, 272.7	(3), #	DME

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3) Watkins Glen	L-VOBW	ATE	117.6		
(1) Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	116.0;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
White Plains Westchester Co.	AC(g) 260;185,1244,1261 8,14832,2630,2430,319.8			(2)-3023.5 req	
	UHF/DF		Gds: 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7, 272.7	(3)-30235 req, #	
(1) "	M-BVORTAC	AVL	112.4		
"Hendersonville	C(g)		262;121.1, 243.0, 257.8, 348.6	(2)-30235 req, #	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CLT	307;V;120.7	(3)-30235 req, # 255.4	89 A 179 N 269 A 359 N
"	L-VORTACW	CLT	110.6		
" Douglas Mun	AC(g) 124,0307,0381,4120.5,243.0, 257.8, 3356,3486		263;118.1, 123.7, 126.18	(2), #	
Cherry Point	H	NKT	245		
" MCAS	M-BVOR	NKT	115.4		
"	CM			(1)	
(1) Cofield	L-BVORTAC-DTV	CVI	1162V;1207,2430,2554,2727	(3)-30235 req, #	FSS-Eliz. City
(1) Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	DME
Fayetteville	MHW	FAY	209		
" Grannis Fld	C(g.7)		278;183, 2430,2578,3486	(2), #	
Ft. Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4, 120.7, 272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	1158		DME
" High Point	AC(g)		242;118.5, 119.1, 126.2 243.0, 257.8, 348.6	(2), #	
(1) Hickory	M-BVOR-TVJ	HKY	1100;V;323;120.7	(3)-30235 req # 255.4	
(1) Kinston	L-BVOR-DTV	ISO	109.6,V; 1207,2430,2554,2727	(3)-30235 req #	FSS-New Bern
(3) Liberty	L-BVOR-DTV	LIB	111.2V2430,2554,1207,2727	(3)-3023.5 req, #	FSS-Raleigh-Durham
Lumberton	MHW	LBT	359		
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1) Pinehurst	L-BVOR-DTV	SOP	111.8V2554,1207,2727	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4 1207, 272.7	(3)-30235 req #	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
"	AC(g)		266;119.3,126.2,243.0,2578, 1253,3486,133.2,13 68,2783,3104,1341,13788,3072,1206,3638 281.4	(2)-3023.5 #	
(1) Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5, #	
Weeksville NAF	MRLWZ	NFG	254		65 A 140 N 245 A 320 N
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4, 120.7, 272.7	(3), #	
(1) "	M-BVORTAC	ILM	113.6		DME
" New Hanover County	AC(g)		388;119.9, 243.0, 257.8, 348.6	(2), #	
Winston-Salem					
" Smith Reynolds	AC(g)		278;187,1198,126.2 2430,2578,3486	(1), 122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7, 272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	1157		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	M-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GFK	353;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3)-30235 req, #	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 1207,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1) Williston	M-BVOR-DTV	ISN	116.3;V;1207,2430,255.4,2727	(3), #	FSS-Minot
OHIO					
Akron	HW	AKR	362		
(1) "	L-BVOR-DTV	ACO	1084;V;1207,2554,2727	(3), #	
" Mun	C(g.7)		272;1201,2430,2578	(1), #, 122.7	
" Canton	AC(g)		278;118.3, 126.2, 2430, 257.8, 1265	(2), #	
Amanda (A)	MHW	AAD	201		
(1) Appleton FSS-Columbus	H-BVORTAC-DTV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
(1) Attica	L-BVOR-DTV	ATO	114.4V;1207,2430,2554	(3)-30235 req #	FSS-Mansfield
(1) Bellaire	L-BVOR-DTV	AIR	1156V;120.7,255.4	(3), #	FSS-Wheeling, W.Va.
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1) Chardon	L-BVORTAC-DTXV	CXR	1098V;2430,2554,1207,272.7	(3)-30235 req #	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	47 A 122 N 224 A 296 N
(1) "	M-BVORTAC	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,1210,126.2,124.7, 257.8,2430, 2383606	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.2		
" Lunken	C(g)		227;118.7, 126.2, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (2 August 1960)

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	95 A 144 N 279 A 324 N
(1) " Trans wea bcs on 344kc	M-BVORTAC	CLE	118.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6 307.0, 348.6	(2), #	
" "	VHF/DF		Gds: 1183 1185 1191 121.0 122.5 126.18		
"	Center		118.6, 119.2, 119.6, 120.2 120.8, 124.0, 124.1, 124.2, 124.3, 124.4, 124.6, 125.0, 125.2, 125.7, 126.8, 132.20, 132.45, 133.95, 134.25, 243.0, 269.4, 283.7, 284.6, 285.5, 301.4, 306.3, 307.2, 311.8, 317.7, 318.2, 319.8, 323.0, 340.6, 350.2, 353.7, 379.2, 379.9, 380.3		
Clinton Co AFB	MHW	ILN	319		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req.*	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278 109.5, 121.1 127.3, 126.18, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6	(2), #	
" "	VHF/DF		Gds: 121.1 121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.1, 305.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	115.0V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	DME
" Mun	C(g)		278 119.5, 126.2, 243.0, 257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 291 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2V;207, 2430, 2554, 272.7	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209V;120.7, 243.0, 255.4, 272.7	(3), #	
(1) "	L-BVOR	FDY	1082		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	M-BVORTAC-DTV	JFN	113.2V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	108.8V;207, 243.0, 255.4	(3)-30235 req.*	
" Mun	AC(g)		278 381.6 124.7, 126.5, 257.8, 275.8	(2)-30235 req.*	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DTV	AVR	112.4V;255.4, 1207	(3), #	FSS-Akron
(1) Newcomerstown	L-BVOR-DTV	CTW	111.8;V;207, 243.0, 255.4, 272.7	(3)-30235 req.*	FSS-Zanesville
Perry	MHW	PEX	333		
(1) Sandusky	L-BVORTAC-DTV	SKY	109.2V;207, 243.0, 255.4, 272.7	(3)-30235 req.*	FSS-Cleveland
(1) Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	209		
Tipp City	MHW	TPC	212		
(1) Tiverton	M-VORW	TVT	1158		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		278 118.1 238 126.2, 243.0, 257.8, 383.8, 348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 383.8		
(1) Waterville	M-BVORTAC-DTV	VWV	113.1V;255.4, 1207	(3), #	DME/FSS-Toledo
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	5 A 101 N 185 A 281 N
(1) "	M-BVOR	YNG	114.7		DME
" Mun	AC(g)		278 119.5, 126.2, 243.0, 257.8, 118.0, 275.8, 381.4	(2), #	
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-DTV	ZZV	275V;207, 2430, 2554, 2727	(3)-30235 req.*	
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMAN					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400V;207, 2430, 2554, 272.7	(3)-30235 req.*	
(1) "	M-BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	383;118.5, 126.18, 122.2	(1), #, 122.1 2.2	DME
(1) "	M-BVOR-DTV	BVO	117.9V;255.4, 1207, 272.7	(3)-30235 req.*	ctld Tulsa FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.*	39 A 134 N 224 A 314 N
(1) "	M-BVORTAC	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req.*	
(1) Kingfisher	M-BVORTAC-DTV	IFI	114.2V;207, 2430, 255.4, 272.7	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2V;207, 2430, 2554, 272.7	(3)-30235 req.*	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	308		
" " "	CM		308; 1186, 121.3, 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req.*	
Muskogee Davis Fld	AFB H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	B-BVORTAC	OKC	115.0		DME
"Tulakes	C(g.7)		391; 118.1, 348.6, 378.8 243.0	122.5, #	(0600-2200)
"Will Rogers Fld	C(g)		278 126.2 118.1, 137.8, 243.0, 257.8, 348.6	(1), #, 122.7	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	108.2V;207, 2430, 2554, 272.7	(3)-30235 req.*	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	L-BVOR-DTV	PGO	111.2V;207, 2554, 2430, 2727	(3)-3023.5, #	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368V;207, 2430, 255.4, 272.7	(3)-30235 req.*	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	115.2V;2430, 2554, 1207, 272.7	(3)-30235 req.*	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7 272.7	(3)-30235, req.*	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Mun	AC(g)		278 118.7, 119.1, 126.2, 243.0, 257.8, 338.6, 348.6	(2), #	
(1) Woodring	L-BVOR-DTV	ODG	109.0V;207, 2430, 2554, 2727	(3)-30235 req.*	FSS-Ponca City.
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 120.7, 272.7	(3), #	28 A 120 N 208 A 296 N
(1) "	M-BVORTAC	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7, 272.7	(3), #	65 N 177 A 245 N 331 A
(1) "	M-BVORTAC	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 120.7, 272.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	M-BVORTAC	LMT	115.9		DME
" Kingsley Fld	AC(g)		284 118.5, 126.2, 257.8, 348.6	#, 122.5	
(1) Lakeview	M-BVORTAC-DTV	LKV	112.0V;243.0, 255.4, 1207, 272.7	(3), #	FSS-Klamath Falls
Medford	SBRAZ-DTV	MFR	253;V;255.4, 120.7 272.7	(3), #	75 A 152 N 255 A 338 N
(1) "	H-BVORTAC	MFR	113.6		DME

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Mun	AC(g)		278;118.3, 126.2, 243.0 257.8, 3486	(2), #	
" "	VHF/DF			100-156	
(1)Newberg	M-BVOR-DTV	UBG	114.4;V;120.7,255.4,243.0	(3), #	FSS-Portland
(1)Newport	H-BVOR-D	ONP	117[illegible]	122.1	Ctld Eugene FSS
(1)North Bend	M-BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235 req.#	
Ontario	MHW	ONO	305		
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7, 272.7	(3), #	57 A 107 N 237 A 302 N
(1) "	H-BVORTAC	PDT	114.7		DME
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4, 120.7	(3), #	61 A 152 N 244 A 357 N
(1) "	M-BVORTAC	PDX	115.7		DME
" Intl	AC(g)		278;118.1,118.7,1249,126.2, 3054,119.8,243.0,284.6,2578,2903,3486,3856	(2), #	
" "	VHF/DF			126.2	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7, 272.7	(3)-30235 req.#	102 N 164 A 282 N 357 A
(1) "	M-BVOR	RDM	113.5		
(3)Rome	M-VORW	REO	112.5		DME
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7, 272.7	(3), #	76 N 185 A 255 N 343 A
(1) "	H-BVORTAC	DLS	117.2		DME
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	321;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) " Bethlehem Easton	M-BVORTAC	ABE	117.5		DME
	AC(g)		278;120.5, 243.0, 257.8, 118.2	(2), #, 126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235req.#	23 A 88 N 203 A 281 N
(1) "	L-BVOR	AOO	108.8		
(1)Bradford	M-BVOR-DTV	BFD	066;V;207,2430,2554,2727	(3)-30235req.#	DME
"	BMH	BFD	224		
Butler	MHW	BTP	205		
Cecil	MHW	CEU	219		
(3)Clarion	L-VORW	CIP	109.0		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Du Bois	BH-DTV	DUJ	356;V;207,2430,2554,2727	(3)-30235req.#	FSS-Brookville
(1)East Texas	M-BVORTAC-DTV	ETX	115.8;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Ellwood City FSS-Pittsburgh	L-BVORTAC DTV	EWC	109.6;V;120.7, 243.0 255.4, 272.7	(3)-30235req.#	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7 , 272.7	(3), #	69 A 184 N 243 A 357 N
(1) "	H-BVORTAC-DIV	ERI	115.7		DME
" Port Erie	AC(g)		278;190,3539;118.1,2430,2578,3486	(2), #	
(3)Fitzgerald	M-VORW	FTZ	112.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	07 A 104 N 194 A 298 N
(1) "	L-BVORTAC	HAR	109.8		DME
"York State	AC(g)		278;195,1209,126.2,2430,2578,281.4	(2), #	
Hazleton (P)	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Imperial	L-BVORTAC-DTV	IRL	1100V;2430,2554,1207,272.7	(3)-30235req.#	FSS-Pittsburgh
(3)Indianhead	L-VORW	IHD	108.6		
(1)Johnstown	M-BVOR-DIV	JST	113.0V;2430,2554,1207,2727	(3)-30235req.#	FSS-Altoona
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
(1)Keating	M-BVOR-DTV	ETG	113.7V;1207,2430,2554,2727	(3)-30235 req.#	FSS-Philipsburg
Lancaster	MHW	LRP	326		
(1) "	L-BVOR-DTV	LRP	111.4V;1207,2430,2554,2727	(3)-30235, #	FSS-Harrisburg
McKeesport	MHW	MKP	287		
(1)Milton	L-BVORTAC-DIV	MIP	109.2V;1207,2430,2554,2727.3	(3)-30235req.#	FSS-Williamsport
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	343V;2430,2554,1207,272.7	(3), #	58 A 148 N 238 A 328 N
(1) "	L-VOR	PNE	110.0		
"	C(g)		326;121.3,126.18,2430,2578	(2), #	
Philadelphia FSS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7, 272.7	(3), #	80 A 160 N 253 A 350 N
" Intl	AC(g)		372;118.5, 119.0, 125.0, 124.6,126.8,142.74,2430,2917,2630,3072,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds: 118.5,1190 ,125.0, 122.7,124.6,126.18,142.74		
Philadelphia - Mustin Fld ALF	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	110 A 163 N 287 A 349 N
(1) "	M-BVORTAC	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 254 kc.	(3)-30235req.#	44 A 138 N 224 A 304 N
(1) "	H-BVORTAC	PIT	117.4		DME
" Allegheny Co.	C(g)		278;213, 126.2,2430,2578	(2), #	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7,119.1,121.1,123.8, 126.2, 134.1, 236.6, 243.0, 257.8, 305.4,348.6,3638,3608	(1), #, 122.7	
"	Center		118.4, 118.9, 119.2, 120.4 # 120.6, 120.9, 125.1, 126.0, 126.1, 126.6, 126.8, 132.25, 137.88, 243.0, 275.1, 281.5, 285.6, 290.8, 301.4, 307.9, 312.6, 319.2, 322.5, 324.7, 343.6, 353.8, 379.1		
" "	VHF/DF-1		Gds: 1187,1193,121.1, 122.5,126.2		
" "	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown FSS- N. Phila.	L-BVOR-DTV	PTW	111.7;V;243.0, 255.4, 120.7, 272.7	(3), #	
Reading, General Spaatz Fld	AC(g)		281;126.2, 1199., 243.0, 257.8	#, 122.5	
"	VHF/DF		Gds: 100-156 mcs (req)		
(1)St.Thomas	M-BVOR-DIV	THS	115.0V;2430,2554,1207,2727	(3)-30235.#	FSS-Harrisburg
Selinsgrove	BMH -DTV	SEG	353;V;1207,2430,2554,272.7	(3)-30235 req.#	FSS-Williamsport
(1) "	M-BVORTAC	SEG	113.3		DME
(3)Slate Run	M-VORW	SLT	113.2		
(3)Stony Fork	L-VORW	SFK	111.2		
(1)Stroudsburg	M-BVORTAC-DIV	SSB	114.2;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Thornhurst	M-BVOR-DTV	THT	116V;2554,1207,2727	(3), #	FSS-Wilkes-Barre
(1)Tidioute	L-BVOR-DTV	TDT	110.6V;1207,2430,2554,2727	(3)-30235req.#	FSS-Bradford
(1)Tower City	L-BVOR-DTV	TWC	114.6V;1207,2430,2554,2727	(3)-3023.5, #	FSS-Harrisburg
(1)Tyrone	M-BVORTAC-DIV	TON	113.0V;2430,2554,1207,272.7	(3)-30235 req.#	FSS-Philipsburg
(1)Uniontown	L-BVORTAC-DIV	UNT	110.4V;2430,2554,1207,2727	(3)-30235req.#	FSS-Pittsburgh

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
(1)West Chester FSS-N, Phila.	M-BVORTAC DTV	ESR	116.4;V;243.0, 255.4 120.7, 272.7	(3), #	DME
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7 , 272.7	(3), #	68 A 174 N 271 A 360 N
(1) "	M-BVOR	AVP	117.8		DME
"	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;207,2430,2554,2727	(3)-30235req.#	11 N 101 A
(1) "	M-BVORTAC	IPT	114.4		176 N 280 A
" Lycoming Co.	AC(g)		281;119.1,2430,2578,3104,3486	122.5, #	
Willow Grove NAS	SMRLZ	NXX	388;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	L-BVOR-DTV	ARD	116;V;207,2430,2554,272.7	(3). #	FSS-N Phila.
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;120.7,243.0,255.4	(3). #	47 A 106 N
(1) "	M-BVOR	PVD	115.6		205 A 291 N
" Green	C(g)		278;118.7, 126.2, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	M-BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	H-VORW	ALD	116.7		
Anderson	BMH-TV	AND	353;V;207,243.0,2554,2727	(3)-30235req.#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7, 272.7	(3), #	47 A 121 N 198 A 291 N
(1) "	M-BVORTAC	CHS	113.5		DME
" AFB/MUN	AC(g)		278;118.3,1193,126.2,2578,2630, 3486	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
(1)Chesterfield	L-BVOR-DTV	CTF	108;V;207,2430,2554,2727	(3)-30235req.#	FSS-Florence
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7,2727	(3)-3023.5req.#	88 A 150 N 269 A 330 N
(1) "	M-BVOR	CAE	114.7		DME
"	AC(g)		335;195,126.2,2430,2578,3486	(2)-30235req.#	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4,124.7 272.7	(3-3023.5req.#	12 A 112 N 192 A 292 N
(1) "	M-BVOR	FLO	115.5		DME
(1) Fort Mill	M-BVOR-DTV	FML	117.2		
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7 272.7	(3), #	3 A 93 N 183 A 273 N
" Mun	AC(g)		398;180,1199,1245,1259,126.2, 2578,3192,3252,3486/Gds:	(2). #	
(1)Greenwood	M-BVOR-DTV	GRD	114.2;V;207,2430,2554,272.7	(3), #	FSS-Anderson,S.C.
(1)Myrtle Beach	M-BVOR-DTV	MYR	117.8;V;207,2430,2554,2727	(3), #	DME
	BMH	MYR	380		
" Conway	HW	MTL	269		
"	CM			122.5	Apch ctl avail.
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7, 272.7	(3), #	58 A 148 N 235 A 328 N
(1) "	M-BVOR	SPA	115.7		DME
" Mun	AC(g)		317;118.3, 126.2, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAW	SSC	375		36 A 126 N 216 A 306 N
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7, 272.7	(3)-30235req.#	110 A 162 N 290 A 342 N
(1) "	H-BVOR	ABR	113.0		
(1)Dupree	H-BVOR-DTV	DPR	116;V;2430,2554,1207,272.7	(3), #	FSS-Pierre
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req.#	45 A 114 N 225 A 294 N
(1) "	M-BVOR	HON	117.6		
Lemmon (S)	L-VOR	LEM	111.4	122.1	(0700-1900)
(1)Philip	L-BVOR-TV	PHP	108.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235req.#	DME
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7, 272.7	(3), #	60 N 168 A 263 N 348 A
(1) "	M-BVOR	PIR	112.5		DME
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 120.7, 272.7, 301.4	(3), #	67 A 166 N 256 A 347 N
(1) "	M-BVORTAC	RAP	116.5		DME
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7 , 272.7	(3), #	54 A 118 N 234 A 337 N
(1) "	H-BVORTAC	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Smithwick	M-BVOR-DTV	SWK	117.4;V;2430,2554,1207,272.7	(3)-30235req.#	FSS-Chadron
(1)Watertown	M-BVORTAC-DTV	ATY	116;V;2430,2554,1207,272.7	(3)-30235req.#	
(1)Winner	M-VORW	ISD	116.7		
Winner (S)	L-VOR	INE	108.6	122.1	(0700-1900)
Yankton (S)	L-VOR	YKN	111.4	122.1	(0700-1900)
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	M-BVORTAC-DTV	CHA	112;V;122.2,1207,2554	(3)-30235req.#	FSS-Crossville
" Lovell Fld	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	M-BVORTAC-TV	CSV	113.4;V;243.0, 255.4 120.7 ,272.7	(3)-3023.5req.#	DME
(1)Dyersburg	M-BVORTAC-DTV	DYR	116.8;V;243.0, 255.4 120.7 ,272.7	(3)-30235req.#	
"	BMH	DYR	251		
Emmett	MHW	EME	320		
Gainsville (N)	MH	NQ4	263		
(1)Graham	M-VORW	GHM	113.8		DME
Jack's Creek FSS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req.#	6 A 63 N 186 A 243 N
(1) "	L-BVOR	JKS	109.4		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7 ,272.7	(3)-30235req.#	12 N 70 A 174 N 243 A
(1) "	H-BVORTAC	TYS	116.4		DME
" McGhee - Tyson	AC(g)		278;181,1187,1204,126.2,2578, 3054,3486,382.2,3608	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7,1203,122.1,122.5,1239,1267,126.2,1320,1323,1359		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7 , 272.7	(3)-30235req.#	
(1) "	M-BVORTAC	MEM	117.8		DME
" /Mun	AC(g)		278;183,1191,126.2,2430,257.8,291.6 3406,3486,1197	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds: 118.3,1191,1197,120.3,122.1,122.5,126.7,126.2,1320,1359		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.2,134.1; 236.6,243.0,340.6,360.2,382.8	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4,120.7 272.7	(3)-30235req,#	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.2 , 243.0 257.8, 383.8, 119.9 , 119.1	(2), # 348.6, 284.6	
"	VHF/DF		Gds:118.5,119.1,120.3,122.1,123.7,122.5,126.8,126.7,132.3,135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7 , 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
"	AC(g)		278;1195,1257,126.2, 2578,3486	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7 , 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.1, 126.2, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
(1) Addison	L-BVOR-DTV	ADS	111.4;V;207,2430,2554,2727	(3)-30235req,#	FSS-Dallas
Alice	SBRAZ-DTV	ALI	224;V;255.4,120.7 243.0,272.7	(3)-30235req,#	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AMA	251;V;120.7, 2430,2554 272.7	(3)-30235,req,#	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.2, 2430,2578,3486,3070,2903,1195,121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-30235,req,#	
(1) "	H-BVORTAC	AUS	112.5		DME
" Mueller Mun	C(g)		272;118.3, 126.2, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7 ,272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
"Jefferson CoMun	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7 ,272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVORTAC-DTV	BPR	1165;V;207,2430,2554,2727	(3)-30235,req,#	FSS-Ft Worth
(1)Britton	M-BVOR-DTV	BRT	1170;V;207,2430,2554,2727	(3)-30235,req,#	FSS-Ft.Worth
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		
TEXAS					
Brownsville Rio Grande Valley Intl	AC(g)		278;118.9, 126.2, 119.5, 250.2, 257.8, 348.6	(2), #	
(1)Carter FSS-Ft.Worth	L-BVORTAC-DTV	ACF	1106;V;243.0,255.4,120.7 272.7	(3)-30235,req,#	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1)Childress	M-BVOR-DTV	CDS	117.6;V;243.0,255.4,120.7,272.7	(3)-3023.5,#	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6;V;243.0,255.4,120.7,272.7	(3)-30235,req,#	
(1)College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4. 120.7,272.7	(3)-30235,req,#	DME
" Easterwood Fld	C(g)		272;118.5, 126.2 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CRP	382;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5req,#	51 A 139 N 219 A 319 N
(1) "	M-BVORTAC	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.2 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7 ,272.7	(3)-3023.5,#	
(1)Culberson	M-VORW	CXN	113.4		DME
(1)Dalhart	M-BVORTAC-DTV	DHT	112.0;V;243.0, 255.4 120.7 , 272.7	(3)-30235,req,#	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.2 , 243.0, 257.8, 290.3, 307. 2, 312.6, 348.6 ,1198,1237	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.2 , 132.0		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272,7 ,120.7	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intl	C(g)		278;118.3, 126.2, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 120.4, # 124.1, 124.2, 124.4, 125.4, 133.10, 133.35, 133.95, 134.45, 243.0, 250.4, 269.0, 269.2, 271.2, 274.3, 275.1, 278.3, 281.4, 301.4, 313.4, 323.0, 363.1		
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton FSS-Wink	M-BVORTAC-DTV	FST	112.8;V;243.0, 255.4, 120.7 ,272.7	(3)-30235 req.#	

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (2 August 1960)

AIR NAVIGATION RADIO AIDS

(2 August 1960)

TEXAS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
Ft. Worth	SBRAZ-DTXV	FTW	365;V2430,2554,1207,2727	(3)-30235 req.#	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)	↘	317;118.1,118.9,123.9, 126.2 2636, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5req, #, 122.7	
" "	VHF/DF	↘	Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 22.5, 126.2, 132.0, 142.74, 119.6, 123.9		
" Meacham Fld	C(g)	↘	272;118.3, 126.2, 243.0 257.8, 348.6	(1), #, 122.7	(0600-2200)
"	Center		119.4, 120.3, 120.5, 120.9, 124.3, 124.6, 124.7, 125.5, 125.6, 126.0, 132.10, 132.40, 132.45, 132.75, 133.00, 133.30, 134.55, 134.65, 243.0, 250.2, 250.4, 269.2, 269.4, 283.7, 285.5, 285.6, 291.7, 300.7, 301.4, 306.3, 323.2, 326.2, 343.6, 351.9, 353.7, 360.6, 363.1, 379.1	#	
" Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1) Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req, #	
" Longview Mun	AC(g)		347;118.1, 257.8, 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
(1) Harlingen	L-BVOR-DV	HRL	1088;V;243.0, 255.4, 120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1) Hudspeth	M-VORW	HUP	115.0		DME
(1) Junction	M-BVOR-DTV	JCT	1160;V;1207, 2430, 2554, 2727	(3)-3023.5, #	
"	BMH	JCT	275		
Kelly AFB	M-VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
" " "	L-VORW	GRK	114.2		
Kingsville NAAS	M-VOR	NQI	117.8		
"(Alazan-Bay)	MHW	NGI	356		
"(Riviera)	HW	NQ	532		
Laredo (A)	HW	LRD	308		
(1) "	H-BVORTAC-DTV	LRD	1134;V;122.2, 120.7, 255.4	(3)-3023.5, #	FSS-Cotulla
"	CM		118.5	122.5	
Lavernia (A)	MHW	LVR	407		
(1) La Vernia	L-BVOR-DTV	LVR	1084;V;2430, 2554, 1207, 2727	(3)-30235 prior req.	FSS-San Antonio
(1) Leona	M-BVOR-DTV	LOA	1084;V;1207, 2430, 2554, 2727	(3)-30235 req.#	College Station
(1) Llano	L-BVOR-DTV	LLO	1082;V;1207, 2430, 2554, 2727	(3)-30235 req.#	FSS-Austin
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4, 120.7 272.7	(3), #	79 N 174 A 259 N 354 A
(1) Lubbock	H-BVORTAC	LBB	116.4		
" Mun	AC(g)	↘	278;119.9, 126.2, 257.8, 348.6, 118.1 3356	(2), #	
(1) Lometa	M-BVORTAC-DTV	MTA	117.9;V;1207, 2430, 2554, 272.7	(3)-3035req.#	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1;V;1207, 2430, 2554, 2727	(3)-30235, req. #	DME
(1) McAllen	L-BVOR-DTV	MFE	109.6;V;1207, 2430, 2554	(3), #	FSS-Brownsville
(3) Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MAF	311;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)	↘	278;118.7, 126.2, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
"	VHF/DF		Gds: 118.7, 121.1, 122.1, 122.5, 126.7, 132.0, 135.9		
Mineral Wells	BMH-TV	MWL	284;V;1207, 2430, 2554, 2727	(3)-30235 prior req.#	
(1) "	M-BVORTAC	MWL	111.5		DME
Newark	HW	EWX	407		
(1) Newman	M-BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req. #	
FSS-El Paso					
Normanna (N)	MHW	NCN	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pasadena	MHW	PDA	245		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHH	308		
(1) Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	1090;V;1207, 2430, 2554, 2727	(3), #	FSS-Junction
(1) Sabine Pass	M-BVOR-DTV	SBI	1154;V;1207, 2430, 2554, 272.7	(3), #	FSS-Beaumont
Salt Flat Ctld from El Paso	MRLZW-DV	SFL	335;V;243.0, 255.4, 120.7	(3)-3023.5, #	79 A 162 N 259 A 342 N
(1) "	M-VORW	SFL	113.0		DME
(1) San Angelo	H-BVOR-DTV	SJT	115.1;V;255.4, 120.7 272.7	(3), #	
" Mathis Fld	AC(g)		272;118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	BHZ	SAT	254;V;2430, 2554, 1207, 2727	(3)-30235 prior req#	
(1) "	M-BVORTAC	SAT	116.8		DME
" Intl	AC(g)		278; 118, 119.5, 123.9, 124.3, 2430, 257.8, 348.6, 381.4,	(2), #, 126.18 ,307.0, 317.5	
"	Center		118.2, 119.4, 119.7, 120.1, 120.5, 121.0, 121.2, 124.0, 124.2, 124.4, 124.5, 124.6, 124.7, 125.2, 125.4, 125.8, 125.9, 132.15, 132.90, 133.75, 133.90, 134.35, 134.70, 134.80, 134.95, 243.0, 269.0, 269.2, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 285.4, 290.4, 291.6, 291.7, 300.7, 301.4, 311.8, 319.8, 322.5, 323.8, 326.2, 335.6, 340.6, 342.2, 353.8, 355.8, 363.1	#	
" "	VHF/DF		Gds: 118.9, 119.5, 122.1, 122.5, 123.9, 124.3, 126.18, 126.7, 132.0, 135.9, 137.88		
" Randolph AFB	MHW	RND	359		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.0;V;243.0,255.4,120.7,272.7	(3)-3023.5, prior req. #	FSS-San Antonio
(1)Sulphur Springs	M-BVOR-DTV	SLR	116.3;V;243.0,255.4,120.7,272.7	(3)-3023.5 req. #	DME FSS-Dallas
(1)Temple	L-BVOR-DTV	TPL	110.4;V;120.7,243.0,255.4,272.7	(3), #	FSS-Waco
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;120.7,255.4,272.7	(3), #	
" Pounds Fld	AC(g)		272,119.1,243.0,257.8,348.6	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2;V;120.7,243.0,255.4,272.7	(3)-3023.5 req. #	FSS-Palacios
Waco	SBRAZ-DTV	ACT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVORTAC	ACT	115.3		DME
" Mun	C(g)		278,119.1,126.2,257.8,348.6	(2), #	
"Connally AFB	MH	CNW	400		
Wichita Falls	H-BVORTAC-DTV	SPS	112.7;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req. #	
(1) "	HW	SPS	296 348.6		
Sheppard AFB/Mun	AC(g) 278,118.2,119.1,126.2,243.0,257.8,327.1,274.3		#,122.5		
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req. #	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4, 120.7,	(3)-3023.5, #	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req. #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7, 272.7	(3)-3023.5 req. #	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req. #	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVORTAC-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3)-3023.5 req. #	DME
(1) LaSal	M-BVOR-DTV	LXL	112.9;V;207,243.0,255.4,272.7	(3)-3023.5 req. #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	H-*VORW	LCU	115.6		261 A 337 N
(1)Milford	H-*BVORTAC-DTV	MLF	112.1;V;207,243.0,255.4,272.7	(3)-3023.5 req. #	FSS-Cedar City
(3)Myton	M-VORW	MTU	117.0		
Ogden FSS-Salt Lake City	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-BVOR-DTV	PVU	116.6;V;243.0,255.4,120.7,272.7	(3), #	FSS-Salt Lake City
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4, 120.7, 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Mun #1	AC(g)		278;118.3, 119.5, 120.9 126.2,243.0,250.2,257.8,305.3,348.6	(2), #	
" "	VHF/DF		Gds: 119.5 (req 120.9,120.1,120.3,121.9,122.1,122.5,126.2,126.7,135.9)		
"	Center		120.3, 120.6, 121.3, 123.6, 124.2, 125.1, 125.3, 125.8, 126.6, 132.25, 132.55, 132.70, 132.75,132.85,133.10,133.15,133.25,134.25, 134.70, 134.90, 243.0, 269.0, 269.2, 269.6, 274.3, 275.1, 278.3, 285.6, 290.4, 291.6, 301.4, 310.4, 311.8, 312.6, 317.5, 319.8, 351.9		
" " "	UHF/DF			305.4	
UTAH					
Wendover FSS-Salt Lake City	SRAZ-DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8;V;243.0,255.4,120.7,272.7	(3)-3023.5 req. #	FSS-GFL
Burlington	SBRAZ-DTV	BTV	323;V;255.4, 120.7	(3), #	30 A 169 N
(1) "	L-BVOR	BTV	111.2		210 A 331 N
" Mun	AC(g)		278;118.3, 126.2, 243.0 348.6,353.3,121.1,192,360,257.8,363.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-3023.5 req. #	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	242		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
(3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8;V;207,255.4,272.7	(3), #	FSS-Wash., D.C.
(1)Cape Charles	L-BVORTAC-DTV	CCV	109.0;V;243.0,255.4,120.7,272.7	(3)-3023.5 #	FSS-Newport News
(1)Casanova	L-BVORTAC-DTXV	CSN	109.6;V;120.7,255.4,272.7	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344;V;120.7,243.0,255.4,272.7	(3)-3023.5 req. #	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4, 120.7,272.7	(3)-3023.5. #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
(1)Franklin	L-BVOR-DTV	FKN	106.6;V;207,243.0,255.4,272.7	(3)-3023.5. #	FSS-Newport News
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	233;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req. #	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 req. #	67 A 136 N 247 A 316 N
(1) "	H-BVORTAC	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LFI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	116.3;V;255.4, 120.7,272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HLS	111.4;V;120.7, 255.4 272.7	(3)-3023.5 req. #	
(1)Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9;V;243.0,255.4,120.7,272.7	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(1)Linden	M-BVOR-DTV	LDN	114.3;V;255.4,120.7,272.7	(3), #	FSS-Wash., D.C.
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N
(1) "	L-BVORTAC	LYH	109.2		234 A 345 N
" Preston Glenn	C(g)		287;118.1, 243.0, 257.8	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS -Lynchburg	M-BVOR-DTV	MOL	112.8;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Beary	C(g)		317;118.7, 243.0, 257.8 3486	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Mun	AC(g)		396;121.1, 137.88, 257.8, 348.6	(2), #	
"	Center		118.5, 118.6, 118.9, 120.3, 124.1, 124.9, 125.5, 125.7, 132.55, 137.88, 269.4, 284.6, 301.4, 319.8, 323.0, 342.2, 350.2, 353.7, 354.1, 360.6, 383.8	#	
"	VHF/DF		Gds: 125.1, 118.5, 119.9, 121.1, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7, 272.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	H-BVOR	PSK	117.7		DME
Quantico MCAS	SMRLZ	NYG	351;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 144 N 196 A 303 N
(1) "	L-BVOR	RIC	110.6		
" Byrd Fld	AC(g)		396;190,1195,1261.8,2578,3486,3558,3512	(2), #	
" "	UHF/DF		Gds: 243.0,257.8,348.6,3558		
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7, 272.7	(3)-3023.5,req #	73 A 170 N 244 A 350 N
" Mun(Woodrum Fld)	AC(g)		278;118.3,119.9,243.0,257.8	(2)-3023.5,req #	
(1) "	L-VOR	ROA	109.0		
(1)South Boston	L-BVOR-DTV	SBV	110.4;V;207,243.0,255.4,272.7	(3)-3023.5,req #	DME FSS Danville
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7, 272.7	(3), #	40 A 115 N 220 A 326 N
(1) "	L-BVOR	BLI	108.4		
Ellensburg FSS-Wenatchee	SBMRAZ-DV	ELN	379;V-122.2,207,255.4	(3)-3023.5,#	91 N 176 A 230 N 347 A
(1) "	M-BVORTAC	ELN	117.9		DME
Ephrata	SMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 157 N 230 A 337 N
(1) "	H-BVOR	EPH	116.8		DME
Everett	MRLWZ	EVZ	385		64 A 146 N 244 A 337 N
Everett Paine AFB	HW	PAE	396		
"	CM		397	122.5req (1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7, 272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	526		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 269 N 359 A
(1)Olympia	L-BVOR-D	OLM	108.2		Ctld Seattle FSS
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton Mun	C(g)		335;121.8 2758	(2), #	(0700-2300)
Richland, AEC	CI		126.18, 121.5, 123.3, 364.5req	(1) 243.0req #	
Seattle	SBRAZ-DTXV	SEA	280;V;243.0, 255.4, 120.7, 272.7	(3), #	117 N 186 A 289 N 356 A
" Boeing Fld	C(g)		278;118.3, 126.2, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 119.2, 120.3, 121.2, 128.1, 124.4, 124.5, 124.6, 125.0, 125.3, 125.4, 125.6, 132.45, 132.80, 133.05, 133.45, 133.50, 133.65, 133.90, 134.35, 134.65, 134.95, 243.0, 274.3, 278.3, 281.5, 283.7, 285.4, 285.5, 290.4, 291.7, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 313.4, 317.6, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.2, 125.9, 243.0, 257.8, 122.7, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-BVORTAC	SEA	114.5		DME
" " Intl	AC(g)		323;1236, 119.5, 119.9, 126.2, 243.0, 2578, 3486 1180, 271.2, 290.8, 338.2, 125.9	(1), #, 122.6	
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	332		
Shelton	HW	SIN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7, 272.7	(3), #	1 N 58 A 151 N 255 A
(1) "	H-BVORTAC	GEG	115.5		DME
" Intl	C(g)		278;118.3, 126.2, 243.0 257.8 348.6	(2), #	
"	Center		125.2, 125.7, 126.0, 134.75, 250.2, 269.2, 275.1, 281.6, 301.4, 362.0, (on req 121.5, 243.0.)	#	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRA	TCM	272		40 A 158 N 234 A 339 N (Ctc ctl zone)
"	CM		272	(2)	
" Gray AAF	H	GRF	216		
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	358;V;243.0, 255.4, 120.7, 272.7	(3), #	2 A 92 N 182 A 272 N
(1) "	L-BVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 226.2	(1), #	41 A 123 N 221 A 303 N
	M-BVOR	NUW	113.4		

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 132.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Mun	AC(g)		278 119.1, 120.2, 269 0, 257.8, 348.6	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V;207,243 0,255 4,272.7	(3)-30235 prior req #	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	1133;V;207,243 0,255 4,272.7	122.1, #	135.9 unavbl
Charleston	SBRAZ-DTV	CRW	400;V;207,243 0,255 4,272.7	(3)-30235 prior req #	101 A 179 N
(1) "	M-BVORTAC	CRW	115.4 348.6		271 A 359 N
" Kanawha Co.	AC(g)		317 118.5, 119.8, 125.9 126.2, 257.8, 383.8	(2), #	
" "	VHF/DF		Gds: 118.5, 119.8, 122.5, 125.9 126.8		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7,272.7	(3)-30235 req #	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVORTAC-DTV	HNN	111.2;V;207,243 0,255 4,272.7	(3)-30235 prior req #	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;207,243 0,255 4,272.7	(3)-30235 prior req, #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7,272.7	(3)-30235 req #	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Mun	C1		1205 126.8, 236.6 243 0, 121.5 req #	122.5	(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req, #	36 A 140 N 216 A 320 N
(1) "	H-BVORTAC	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7,272.7	(3)-30235 req #	DME
(1)Rainelle	L-BVOR-DTV	RNL	1088;V;243 0,255 4,207,272.7	(3)-30235 prior req #	FSS-CRW
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4, 120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(3)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " " "	L-BVOR-DTV	SSU	1084;V;255 4,207,272.7	(3)-30235 req #	FSS-Roanoke, Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req #	
(1)Green Bay	H-BVORTAC-DTV	GRB	117.0;V;243 0,255 4,120 7,272.7	(3)-30235 req #	
" "	MHW	XGB	396		FSS-Rockford Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;207,243 0,255 4,272.7	(3)-30235 req #	
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278 119 3, 126.2, 190 1, 243 0, 257 8, 363 8, 323 8	(2), #	
" "	VHF/DF		Gds: 119.3, 121.9, 122.1, 122.5, 126.2, 135.0, 135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4 272.7, 120.7 Trans wea best 242 kc	(3)-30235 req #	100 A 173 N 258 A 359 N
(1) "	H-BVORTAC	MKE	116.4		DME
" General Mitchell Fld	AC(g)		278;119.1, 118.0, 124.9, 126.2, 243 0, 257 8, 263 0, 295 4, 123 8, 291.7	(2), #	
Milwaukee	VHF/DF		Gds: 119.1, 122.5, 250 124.9, 126.2 (Req 119.3, 121.1, 122.1, 126.7, 135.9)		
Gen Mitchell Fld	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DTV	OSH	111.8;V;243 0,255 4,120 7,272.7	(3)-30235 req #	FSS-Green Bay
(3)Rewey	M-VORW	RWY	115.8		
(1)Rhinelander	L-BVOR-DTV	RHI	109.2;243 0,255 4,120 7,272.7	(3)-30235 req #	FSS-Wausau
(1)Stevens Point	L-BVOR-DTV	STE	110.6;V;243 0,255 4,120 7,272.7	(3)-30235 req #	FSS-Wausau
(1)Wausau	L-BVOR-DTV	AUW	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	0800-sunset other hrs. req.
WYOMING					
(1)Big Piney	M-BVOR-DTV	BPI	116.5;V;207,243 0,255 4,272.7	(3)-30235 req #	FSS-Rocks Springs
(1)Boysen Reservoir	M-BVORTAC	BOY	114.9;V;243 0,255 4,207,272.7	(3)-30235 req #	FSS-Worland
Casper	SBRAZ-DTV	CPR	269;V, -122.2;243.0 255.4;120.7,272.7	(3)-3023.5 req #	76 A 159 N 256 A 335 N
(1) "	H-BVORTAC	CPR	116.2		
" Air Term.	AC(g)		278 118 3, 126.2, 257 8, 348 6	(2), #	
(1)Cherokee FSS-Rawlins	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7, 272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	M-BVORTAC	CYS	113.1		DME
" Mun	AC(g)		201 118 7, 119, 126 2, 257 8, 263 0, 348 6	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	114.2;V;207,243 0,255 4,272.7	(3)-3023.5 req #	DME/ FSS Sheridan
(1)Douglas FSS-Casper	L-BVOR-DTV	DGW	108.6;V-122.2; 255.4, 120.7	(3)-3023.5, #	
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger FSS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	L-BVOR	FBR	109.6		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River FSS-Laramie	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req #	28 A 118 N 208 A 298 N
(1) "	H-BVORTAC	SHR	115.3		
Sinclair FSS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7, 272.7	(3)-30235, # 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Puerto Rico Intl	AC(g)		272;118.3, 243.0, 257.8 348.6, 190, 269.2,	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396 118 7, 126.2 233 8, 257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (2 August 1960)

AIR NAVIGATION RADIO AIDS

(2 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SWAN ISLAND					
Swan Island	HHW	SWA	407;121.5	#, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Christiansted Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	#, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St. Thomas, Charlotte Amalie Harry S Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 2430 2554	(3)-3023 5 req #	
" "	M-BVOR	STT	108.6		

LOCATION	FREQUENCIES TRANSMITS & GUARDS
Denver, Colo. Center	118.1, 118.9, 119.3, 120.1, 120.8, 124.1, 124.7, 125.0, 125.9, 126.5, 132.15, 132.20, 132.35, 132.50, 132.70, 132.80, 133.00, 133.55, 133.75, 133.85, 134.60, 134.85, 243.0, 250.2, 269.6, 278.3, 281.4, 281.5, 285.4, 285.5, 285.6, 290.8, 300.7, 301.4, 307.9, 319.2, 322.5, 324.7, 326.2, 338.2, 353.7, 379.1
Jacksonville, Fla Center	119.0, 119.7, 120.0, 120.1, 120.4, 121.2, 123.6, 124.0, 124.3, 124.7, 125.5, 132.30, 132.50, 132.80, 133.40, 133.95, 134.25, 134.30, 134.70, 134.85, 243.0, 269.0, 269.4, 269.6, 274.3, 275.1, 281.5, 283.7, 284.6, 290.4, 291.7, 301.4, 306.3, 307.2, 317.5, 318.2, 322.5, 323.8, 326.2, 353.5, 353.8, 360.7, 378.8, 381.4
Boston, Mass. Center	118.2, 118.4, 119.0, 119.8, 120.3, 120.6, 124.2, 124.5, 124.8, 124.9, 125.0, 125.2, 125.8, 125.9, 126.0, 132.10, 132.65, 133.75, 134.45, 134.85, 134.95, 243.0, 250.2, 250.4, 269.2, 269.6, 275.1, 291.6, 301.4, 307.9, 319.2, 324.7, 340.6, 342.2, 352.0, 353.7, 353.9, 354.1, 378.8, 379.1, 379.2, 380.3
Minneapolis, Mn Center	118.4, 119.4, 120.3, 121.0, 124.2, 124.4, 124.6, 124.7, 125.3, 125.4, 125.5, 125.9, 132.10, 132.40, 132.60, 133.40, 133.65, 134.25, 134.45, 134.55, 134.65, 134.75, 243.0, 250.2, 250.4, 269.2, 269.4, 269.6, 274.3, 275.1, 278.3, 281.4, 281.5, 283.7, 284.6, 291.7, 300.7, 301.4, 319.2, 324.7, 343.6, 352.0, 360.7, 363.0
Kansas City, Mo Center	118.2, 118.8, 118.9, 119.0, 119.2, 119.4, 119.6, 119.7, 120.2, 120.4, 121.0, 123.6, 123.8, 124.2, 125.0, 125.1, 125.2, 125.3, 125.4, 125.6, 125.9, 126.4, 132.25, 132.50, 132.80, 132.95, 133.45, 133.50, 134.30, 134.70, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 283.7, 285.4, 290.3, 290.4, 290.8, 291.6, 301.4, 307.2, 306.3, 310.4, 311.8, 312.6, 317.7, 318.2, 323.2, 323.8, 326.2, 335.6, 350.2, 354.1, 355.8, 380.3, 381.4, 382.2, 385.4, 385.6
Albuquerque, New Mexico Center	119.0, 119.7, 120.0, 120.6, 121.2, 123.7, 124.7, 125.3, 126.0, 126.4, 132.20, 132.30, 132.65, 133.05, 133.40, 133.65, 134.50, 134.75, 243.0, 250.2, 269.2, 269.4, 281.4, 281.5, 284.6, 290.4, 291.6, 301.4, 306.3, 307.2, 310.4, 311.8, 317.6, 319.8, 319.9, 353.8
Memphis, Tenn. Center	118.2, 118.6, 119.3, 120.1, 120.5, 121.0, 123.6, 123.8, 124.2, 124.3, 124.6, 124.7, 125.4, 125.8, 126.0, 126.1, 126.5, 132.10, 132.30, 132.35, 132.50, 133.55, 134.45, 134.90, 243.0, 250.2, 269.2, 269.4, 275.1, 281.4, 285.4, 285.5, 290.4, 300.7, 301.4, 306.3, 307.2, 310.4, 311.8, 318.2, 319.9, 323.0, 323.2, 354.1, 378.8, 380.3, 381.4

V = 122.2, 126.7, ., 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: BIRMINGHAM MUN ARPT: Due to comsng apch lgt system rnwy 5, ILS min day and ngt lowered to 200-1/2 .

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; Lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy and facils: h30-B*L4-; Rmks: Unattended. Trees E. (4-7)

FORT MORGAN ARPT: Clsd, constr of paved rnwy. (6-27)

** MOBILE, BATES FLD: Sequence flashers serving rnwy 14, lctd stns 10 thru 30 comsnd & flt checked. (6-22)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (6-29) DMET operg test basis; channel 80.

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

MONTGOMERY, ALLENPORT ARPT: N/S rnwy clsd until further notice. (7-24)

** MONTGOMERY, DANNELLY FLD: Sequence flashers serving rnwy 9, operg on stns 1 thru 22 flt checked & comsnd. (6-23)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-25)

OZARK, BLACKWELL FLD: Clsd, constr rnwy paving (6-15)

ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)

ST. ELMO ARPT: 250' (258'MSL) lgtd tmpry twr being erected 24 nmi ESE (132°T) at lat 30-13-54, long. 87-55-41. (4-18)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503' (962'MSL) lgtd stack being erected 6.5 nmi W (282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

ARIZONA: BENSON SPECIAL NOTICE: Pilots cautioned to avoid flying over or near Apache Powder Co., nitro-glycerin plant approx 4 mi SSW of St. David because of potential explosion hazard. (11-6)

BUCKEYE RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 23 - reconstr and freq chgs: 110.6 mc/ channel 62. (5-20) Durg this period, following route structure & MEAs in efct: Unusable Awys: V16N BLH-BXK. Unusable Reporting Points: Big Horn Int. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V16-1522 BLH-PHX via BLH R079° & PHX R258°, MEA BLH- Buckeye Int 10,000; V461 GBN-Buckeye Int via GBN R332°. Usable Reporting Points: Buckeye Int - PHX R258° & GBN R332°; Cactus Int - PHX R325° & GBN R025°, MRA 8000; Indian Int - PHX R168° & GBN R060°; Knob Int - PHX R350° & GBN R029°, MRA 10,000'; Perryville Int - PHX R258° & GBN R005°; Rock Springs Int - PHX R325° & GBN R008°; Cave Creek Int - PHX R325° & GBN R016°.

ARIZONA: CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds.

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DOUGLAS, BISBEE-DOUGLAS INTL ARPT: Rnwy 17-35 clsd, reconstr; intersecting rnwys except rnwy 8-26 will be progressively clsd durg period of reconstr. (7-6)

DOUGLAS RADIO; About Aug 22, VOR will be shut down until aprx Sept 1 - reconstr & freq chg to 110.0 mc. (6-8) Durg this period, following route structure and MEA in efct: Unusable Awys: V66, DUG Animas Ints. Unusable Reporting Points: Heath and Rincon Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V66 Mescal Int-Douglas Int via TUS R-108°, 12,000' MEA. Usable Reporting Points: Douglas Int: TUS R-108° & CIE R-158°; MRA 12,000'. Animas Int. CUS R-264° & SSO R-111°; MRA 10,000'.

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.

GILA BEND-YUMA SPECIAL NOTICE: The U.S. Army will be conducting hi speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Huachuca, Ariz. Flts will average three per month for next two yrs and will be conducted under VFR conditions only. Alts in use will be variable and speeds will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6-13)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

** MARICOPA SPECIAL NOTICE: CAUTION-DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46 aprx 4 mi N. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt. (12-12)

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000', and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112°-35'W. (6-1)

PHOENIX ARTCC: See page 83 for freq changes efctv on or about 15 Aug. (7-28)

PHOENIX, AIRHAVEN: Caution rnwy ruf, soft spots. Clsd all acft over 6000 lbs gross wt.

PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should avoid or use extreme caution when traversing folg area at alt above 19,000' MSL. Hi-density jet tfc operg at & above 20,000' MSL within area from Douglas VOR to Cochise VOR to Cortaro Int. to Robles Int. to Kinsley Int. to Douglas VOR; hrs of opern, cont daily. (6-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet during daylgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

* TUCSON-DAVIS MONTHAN AF B RADAR APPROACH CONTROL: Freq 126.18 mc chgd to 126.2 mc. (8-1) Rcvd too late for ANRA Page.

TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6-17)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA.

WINSLOW RADIO: July 28, VORTAC and DME shut down until aprx Aug 12 - freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. Durg this period, following route structure & MEAs in efct: Unusable Awys: V12S Cornville Int-ZUN; V12N INW-ZUN V95 Ranch Int.-FMN. Unusable reporting points: Castle, Chevelon, Clints Well and Milky Ints. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518 Perkins Int-ZUN via DRK R067° & ZUN R261°, MEA Perkins Int Winslow Int, 15,000'; Winslow Int-ZUN 13,000'; MCA Winslow Int, 15,000' W-bnd. V62 Milky - ZUN, 12,000'. Usable Reporting Points (Tmpry redesignated): Salt River Int-SJN R233° and 339° brg to INW LF rng; Winslow Int-ZUN R261° and TBC R145°, MRA 13,000'. (7-26)

YUMA-MCAAS YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress aprch of rnwy 21R located

ARIZONA: at int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain-type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator. Rnwy lgts installed rnwy 8-26. (7-2)

ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Closed for constr. (5-16)

EL DORADO RADIO: DMET operg test basis; channel 19. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27)

FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps. N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FORREST CITY, HUTCHERSON FLYING SERVICE: 233'(666' MSL) lgtd twr being erected 9.2 nmi N(16°T) at lat 35-05-34, long. 90-43-06. (6-30) New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. UNICOM 122.8 mc. (2-16)

FT SMITH RADIO: July 19, TACAN shut down until aprx Aug 8 - eqpmt installation. (7-29)

HELENA, THOMPSON-ROBBINS ARPT: 180.5'(573.5'MSL) lgtd twr being erected 9.8 nmi NNW(344°T) at lat 34-43-12, long. 90-43-25. (6-9)

**LITTLE ROCK, ADAMS FLD: Hi-intensity apch lgts sequenced flasher, flt checked & comsnd. (7-1)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy - 2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)

NORTH LITTLE ROCK MUN ARPT: Closed, construction. (5-20)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST, Shrapnel and shock waves up to 3,000'. (6-2)

TEXARKANA MUN ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

CALIFORNIA: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 60000'-acct scalloping. (3-9)

ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19)

BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down until aprx July 27 - relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (6-29)

**BASS LAKE, WISHON ARPT: Closed. (7-15)

BIG SUR RADIO:. DMET operg on test basis; channel 87. (2-23)

BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow at any time.

BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)

BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075°-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15)

CAMARILLO RADIO: All LF rng courses have multiples. (6-17)

CARLSBAD, PALOMAR ARPT: Caution, men & eqpmt working on rnwy & txwys. (6-28)

CHINO ARPT: Caution hvy acft intermittent flgt tests on rnwy 3-21. (4-12)

CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)

CLEAR LAKE HIGHLANDS, PEARCE FLD: Closed, indefinite. (6-7)

COALINGO ARPT: Men & excavating eqpmt operg 100' from W edge of NE 1200' of NE/SW rnwy. (6-23)

CONCORD, BUCHANAN FLD: Caution, end rnwys 32 & 24 constr vcnty ctl twr. (7-8)

CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 NW. One oil strip 2000' x 40'. No lgtg, fuel: F3. Attended 0800-1700 P-line W. Minor rprs. (3-21)

CRESCENT CITY, DEL NORTE COUNTY ARPT: A dip aprx 600' from the end of rnwy 11.

**DAGGETT GENTRY ARPT: Abandoned. (7-6)

DAVIS, UNIVERSITY ARPT: Men, eqpmt on rnwys dalgt hrs, clsd rnwy mrkd by X. One rnwy will be open days. All rnwys clsd ngts. (7-26)

DORRIS, BUTTE VALLEY ARPT: Clsd, constr until further notice. (7-20)

CALIFORNIA: EL CENTRO RADIO: July 28, VORTAC shut down until aprx Aug 12 - freq chg to 108.2 mc, channel 19, Durg this period, following route structure & MEAs in efct: Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V66 Campo Int via 068° brg to ELC LF rng to ELC LF rng, then via 256° brg to ELC LF rng and YUM VOR R255° to YUM; V117 ELC LF rng via ELC LF rng N course & TRM VOR R107° to TRM. Usable Reporting Points: Brawley - YUM R266° & 165° brg to ELC LF rng. Campo Int - 068° brg to ELC LF rng & 330° brg to JLI H facil Coyote Wells Int - TRM R156° ~~086°~~ brg to ELC LF rng. Wister Int TRM R107° & 068° ELC LF rng N course. (7-28)

FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FELLOWS RADIO: Soon, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag var.: 16°01'E. Elev: 3870' MSL. Montrg category (3). Class M-VORW. (5-26)

FILLMORE RADIO: VOR usable 285°-315° 25 nmi, from 315°-355° 30 nmi. TACAN montrg category (3).

FORT JONES RADIO: About Aug 1, VOR will be shut down until aprx Aug 16 - freq chg to 109.6 mc. Durg this period, following route structure & MEAs in efct: Unusable Awys: V23 RBL-Talent Int; V23E FJS-Klamath Junction Int. Unusable Reporting Points: Montague and Pinehurst Int.

FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.

FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24), About Aug 10, freq 278 kc will be discontd, concurrentely freq 251 kc (voice on LMM) will be comsnd.

FRESNO RADIO: DMET operg test basis; channel 76. (4-25)

FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S snd SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe grass area btn rnwy & S parallel txwy durg summer months acft restricted to rnwy and txwy. (6-4)

GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)

**GRASS VALLEY, LOMA RICA ARPT: First 3200' of rnwy paved and remaining 800' dirt. Acft land to the E and tkoff to the W. Maj servicing avail, no storage. (7-14)

HAYWARD MUN ARPT: All VFR flgts exercise extreme caution when arriving, departing or operg in vcnty. Exstv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area, twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)

HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)

HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)

LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trenching & conduit installation. (6-2)

LIVERMORE, SKY RANCH ARPT: Caution inthe vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted durg VFR dalgt conditions, greatest activity on wk-ends. (11-25)

**LOMPOC ARPT: UNICOM 122.8 mc & 100/130 oct fuel avbl. (7-14)

LONG BEACH SPECIAL NOTICE: Caution - when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)

LONG BEACH ARPT TOWER: About Aug 1, dptr ctl scv will be implemented, utilizing radar separation standards for purpose of expediting tfc; svc will be cont. (6-29)

LONG BEACH RADIO: July 18, TACAN shut down until aprx Aug 18 - reconstr. (7-19)

LOS ANGELES SPECIAL NOTICE: July 28-Sept 30, 1960 a high ppwer flashing white lgt will be operating on a hilltop aprx 3-1/4 mi NE of the LAX city hall at an elev of 780' MSL. The flasher is omni-directional and visible from 5 to 10 mi depending on prevailing visibility. On operating ngts the lgt will flash aprx once every 2 mins. In addition two clusters of 3 amber colored spot lgts will be directed below horizontal, operating continuously when the flasher is operating. (7-19)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: See 83 page for freq changes efctv on or about Aug 15. (7-28)

★LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: July 28, enroute radar ATC svc on cont basis inaugurated, within aprx 80 nmi radius of lat 35-23-44, long. 120-21-37 and within Los Angeles ARTCC area. (6-18)

CALIFORNIA: LOS ANGELES INTL ARPT: Rnwy 7R-25L open to all acct with following xcps - No pure jet E tkofs or E lndgs at any time. No pure jet W tkofs from 1400-0130 Mon thru Fri unless holidays and from 1400-2230 on Sat. Lndg threshold lctd 600' W of E end of rnwy 25L lndg length 9400'. Tkof length 25L is 10,000'. Tkofs may be started from E end of rnwy paving. No W overrun area this rnwy acct constr. Men, eqpmt working on 2000' extsn. E tkofs permitted rnwy 7R same conditions as above. Westerly extsn constr scheduled completion Aug 1960. Portions rnwys 25L-7R avbl for taxiing ctc ctl twr for instrsns. 8' blast wall threshold rnwy 25L. Rnwy 6-24, 8925' clsd-maint, avbl emgcy req from SR-SS under VFR to the following types acft: al single & twin eng proptype acft Electras and Viscounts. Durg period when rnwys 7L-25R are clsd or acft emgcy conditions exist rnwy 6-24 avbl in both directions, all types acft all hrs. After dark rnwy tmpryly lgtd upon 10 min notice. No overrun areas E end this rnwy, normal operns lmtd to lndg toward E and tkof to W only. Use ctn men, eqpmt along edges all pavements. Use same tfc patns outlined for rnwys 7L-25R when using rnwy 6-24 unless otherwise directed by ATC. All operns on rnwy 6-24 will be at pilots discretion due non visibility from ctl twr. Acft weighing 12,500 lbs or less not restricted as to direction tkofs or lndg rnwy 6-24. Unmrkd 40' poles 776' from E end and 8' fence 206' from E end of rnwy. Rnwy 7L threshold lgts removed red flashers lgts mark end rnwy 7L. Rnwy 7L has rnwy ident stn be lgts lctd both sides threshold 7L operd at req of ctl twr. All acft making low passes over or taking off rnwy 25Ror landing rnwy 7L shall maint a crs along the extended cntrline this rnwy to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the sand dunes aprxly 1.0 mi beyond the W end. 8' blast wall erected threshold rwy 25R. Rnwy 16-34 avbl dalgt hrs only on 20 min notice when N or S wind component exceeds 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754'. Rnwy 16 avbl lndg length 6754' tkof length 5075'. Southerly portion of 34 unuavbl for lndg and 16 unavbl for tkof due to hi terrain and pole line along S arpt bndry. Use extreme caution unmrkd ditches and ruf ground along edges rnwy. Rnwy mrkgs obliterated. Men, eqpmt working N edge txwy K from tunnel to rnwy 16-34. 40' derrick working btn rnwy 25R and txwy K 1430 to 0030 GMT excp Sat & Sun. Extsv constr btn txwy K and rnwy 7L-25R with 10' ditches and mounds of dirt to 12' hi, some areas mrkd and lgtd. (8-1)

LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300' visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R. (6-3)

LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng & VOR, FIM VOR and SXC VOR. (2-24)

LOS ANGELES, VAN NUYS ARPT: Farm eqpmt operg btn rnwys & txwys. Rnwy 8-26 clsd, work in progress. Caution depression W 50' off W N/S taxiway, taxi with caution. (7-30)

LOS BANOS RADIO: About Aug 22, VOR will be shut down until aprx Sept 6-Freq chg to 112.6mc. (7-22) Durg this period, following route and MEA in efct: Unusable Reporting Points: Berenda, Fowler and Dinuba Ints. Usable Arwys (Tmpry redesignated with published MEA's and MCA's unless otherwise indicated) V-107, IAK Cathedral Int 8000'; Cathedral Int to LSN Int 12,000'; LSN Int to AVE 9000' MCA at SNS Int 12,000' NW-bnd. V-137, SNS to Bucket Int 6000'; Bucket Int to LSN Int 12,000'; LSN Int to AVE 9000'; MCA at LSN Int 11,200' W bnd. V-230, SNS to Bucket Int 6000'; Bucket Int to LSN Int 12,000'; LSN Int to Mendota Int via FAT R-243°, 5000'; Mendota Int to FAT via FAT R-243° 2000' E-bnd, 5000' W-bnd. MCA at LSN Int 11,200' W-bnd. V-23W, SCK to Volta Int 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int 5000'; LSN Int to Mendota Int via FAT R-243° 5000'; Mendota Int to FAT via FAT R-243 2000' E-bnd 5000' W-bnd. V-113, SCK to Volta Int 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int 5000'. Usable Reporting Points: LSN Int: FAT R-243° SCK R-147°; Mendota Int: FAT R-243° MER R-170°; Volta Int: SCK R-147° FAT R-273°; Cathedral Int: OAK R-114° SNS R-024.

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on Aug 14, Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MERCED, CASTLE AFB SPECIAL NOTICE. Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MOJAVE-KERN COUNTY ARPT #7: Reported reactivated. Lat 35-03, long. 118-09; Lctn: 0.4 mi E; elev: 2787'; 3 rnwys; Lngst h95-BL4-S6-U; Fuel: F4; Rmks: Wt restriction 60,000 lbs single wheel loading. (7-27)

MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

CALIFORNIA: MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

MONTEREY-PENINSULA NAF RADIO: Soon, Navy H facil & Z mrkr will be decmsnd.

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

MOUNTAIN VIEW-MOFFETT NAS-RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1)

NEEDLES RADIO: May 9, TACAN shut down indef. - reconstr. (7-29)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr on comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: See page 83 for freq changes efctv on or about 15 August. (7-28) VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'.

OAKLAND RADIO SPECIAL NOTICE: Military aircraft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications during IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not available. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (10-2)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' hi on apch end of rnwy 29. (7-19)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30) About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. (6-14) Soon, freqs 125.3, 323.2 mc will be comsnd. Soon, freq 121.1 mc will be comsnd; twr will transmit on VOR freq 116.8 mc. (6-23)

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15) July 6, TACAN shut down until aprx Aug 5 - reconstr. (7-27)

**ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Unlgtd distance mrkr 4-1/2' hi erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Transmissometer inop. (4-25) Configuration A apch lgts system comsnd, consisting of 30 unit at 100' intervals starting at apch end of system. (7-13) Due non-visibility twr unable to determine if areas are clear of obstns, acft. ANG ramp and txwy leading to ANG hangar area. Use of the areas is at pilot's discretion. (7-28)

★ONTARIO INTL ARPT TOWER: July 26, ILS glide slope relctd lat 34-03-35, long. 117-36-10; 425' off N edge, 740' W of E end of inst apch rnwy. Elev: 926.5' MSL. About Aug 12, ILS LOM freq will be chgd to 227 kc. (7-22)

OXNARD, VENTURA CO ARPT: Rgt tfc rnwy 7. Inbound VFR acft are encouraged to make initial ctc with Ventura apch ctl on 124.7 mc or 319.2 mc. 20 mi out or as soon as practical thereafter. Apch ctl will provide lndg info, issue tfc advisories and advise pilot when to change to twr freq. Caution, extsv hi-performance jet acft operns conducted from NAS Pt. Mugu and Oxnard AFB. Exercise extreme caution when flying through the Oxnard area due to simulated and actual instrument apchs from seaward to Oxnard AFB and tfc patns at NAS Pt. Mugu, Oxnard AFB, and Ventura Co arpt. (6-20)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000' MSL on V12

CALIFORNIA: and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000'MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

POINT REYES RADIO: About Aug 15, VOR will be shut down until aprx Aug 27. (7-27) Durg shutdown, following route structure & MEAs in efct: Unusable Awys: V-27, Half Moon Bay Int.-UKI; V27W SNS-SYE. Unusable Reporting Points: Crab, Shrimp, Pedro, Marin, Duxbury, Francis, Balboa, Rainbow, San Ramon, Sunset, Davenport, Geyserville, and Moss Landing Int. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-127 OAK-Bodega Int. via OAK R-288°; MEA OAK-Commodore 5000', Commodore-Bodega 600'; V199 Stinson Beach Int. to Bodega Int, MEA 6000' Usable Reporting Points: Bodega Int-OAK R-288° and UKI R-154°-MRA 6000'; Briney Int-AGW R258° and SAU R186 -MRA 4000°. (7-21)

RED BLUFF RADIO: July 12, TACAN shut down until aprx Aug 11-reconstr. (7-12)

RIALTO, MORROW FLD: Caution- 110' unlgtd rdo twr 1400' S from cntr of fld. Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4)

RIVERSIDE SPECIAL NOTICE: Hi-Density Jet Tfc. Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which hi-density March and Norton AFB tfc is operg(hrs of opern-cont daily): Green 5 & V-16 btn Riverside LFR & Banning FM 9,000'MSL and below; at and below 7000'MSL btn the Riverside LFR & a point 4 smi E of the Ontario VOR; 11,000'MSL & below btn a point 4 smi E of Corona Int & Hemet Int; at and below 15,000' MSL on V-137 btn the N bndry of Green 5 & S bndry of V 8-21.

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radials 013°-033° and 064°-077°. (3-18)

SACRAMENTO, CAPITAL SKY PARK ARPT: Abandoned. (7-2)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000'MSL, at & above 26,000'MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

**SACRAMENTO MUN ARPT: Sequence flasher apch lgt lane comsnd, 16 lgts starting 1000' from the end of the rnwy and extending to 2500' from end of rnwy. (6-27)

SALINAS RADIO: VORTAC coverage 150°-210° 30 nmi; 10°-80° at 20 nmi. (6-13)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: Exercise extreme caution while operg btn Del Mar and Torrey Pines due to jet dptrs on 280° heading from Miramar NAS. Normally such dptrs maintain 1500'MSL both IFR and VFR until clear of awy structure to the W of Miramar; however, under certain conditions higher alt may be used. (7-25) Intsv mil jet acrobatic and familiarzation trng being conducted off awys btn 24,000' and 45,000' in area bounded on W by Blue 14 projected upward to 45,000' btn Julian LF Rbn S to int with J2V, on N by Red 65 and Victor 64 btn Julian LF Rbn and Blythe VOR projected upward to 45,000', on E by Victor 135 btn Blythe VOR and Yuma VOR projected to 45,000', and on S by J2V btn Yuma VOR and its int. with Blue 14 projected upward to 45,000'. (6-8)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700'MSL until past Loma Portal "H".

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R 9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject tp prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt inop. Apch lgt termination bar not operg. Straight-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft, but is for dust suppresion only. Load brg portion improved txwys is 75' wide and bounded by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) ILS touchdown lctd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, painted international orange, set up on perm basis on Concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. 1R-19L clsd daily 1430-2400Z Mon thru Fri. Men, eqpmt & crane 65' hi-working N end; crane mrkd. Deep excavation all along pave-

CALIFORNIA: ment edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Men & eqpmt working turf areas adjt N & S shoulders of rnwy 10L-28R, mrkd. Caution when taxiing acft on txwy B behind turbojet acft in tkof position on rnwy 10R. (6-16) Apch lane lgts off the N end of rnwy 1R-19L inop indefinitely. (7-15)

★SAN FRANCISCO INTL ARPT TOWER: ILS touchdown lctd 2240' from apch end rnwy 28R. About Oct 1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13) ILS LOM relctd to lat 37-34-20, long. 122-15-31. About Aug 15-22,MM/LMM will be shut down-relctn to 37-36-44;122-21-11

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. (8-31)

SAN JOSE MUN ARPT: Rnwy 12L-30R clsd, caution men & hvy eqpmt working near txwys & rnwys due arpt expansion. (7-21)

★SAN JOSE RADIO: VOR voice decmsnd at twr and comsnd RATCC. (7-29)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR-NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTAN ANA, ORANGE COUNTY ARPT SPECIAL NOTICE: Goodyear blimp N4A will be moored and operate in Los Angeles, Long Beach, & Santa Ana area June thru Sept day & ngt flts will be conducted. (6-14)

SANTA BARBARA RADIO: About Aug 8, LF rng and Z mrkr will be perm discontd. (6-18)

SANTA MONICA MUN ARPT: Due non-visibility twr unable to determine if areas are clear of obstns acft. All of txwy areas S of rnwy 3-21 SW of FAA hangar. Use of these areas is at pilots discretion. Acft use txwy only. (7-21)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn, near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facils avbl; Remarks: Warning, a rise at the NE end of the rnwy. (9-14)

SUNSET BEACH ARPT: F/W rnwy usable only by prior authorization of arpt mgr. (4-19)

THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

**THOUSAND OAKS, CONEJO VALLEY ARPT: Abandoned. (7-14)

UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.(7-6)

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 awys: (2) at or below 12,000'MSL btn the Barstow and Phelan Int on V8N awy: (3) at or below 9,000'MSL btn V-137 and V117 on V-8 awy; (4) at or below 12,000'MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200'- acct scalloping. (4-6)

COLORADO: **AKRON, WASHINGTON COUNTY ARPT: Medium intensity rnwy lgts installed.

★AKRON RADIO: June 28, FSS relctd to new quarters in Akron-Washington Co arpt. (7-25)

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and lcl fld conditions. (6-2) First 1000' rnwy 35 clsd. (6-22)

COLORADO SPRINGS, PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only.

COLORADO SPRINGS RADIO: July 11, VORTAC shut down until aprx July 26-freq chg to 112.5 mc/channel 72. (6-8) Durg this period, following route structure & MEAs in efct: Unusable Awys: V108S COS -HGO Unusable Reporting Points: Orday Int. & HNR Hfacil. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated:) V81 COS Int-DEN VOR via DEN R160°, MEA 10,000', MCA at COS Int N bnd 10,000'; V81 ,83 COS Int-PUB via PUB R334, 9000'; V83 COS Int-IOC via IOC R191, 9000'; V108 COS Int-HGO, MEA as published. Usable Reporting Points: (tmpry redesignated): Spur, Colo-DEN R160° and IOC R227°; Vincent, Colo. - DEN R160 & IOC R216; Peyton, Colo. -IOC R169, HGO R262, PUB R350; Rush, Colo. - IOC R154 & HGO R262, Colorado Springs Int-IOC R191, PUB R334, HGO R262 and DEN R160, MRA, 10,000'; Parker, Colo-DEN R160 and IOC R260°. (6-9)

COLORADO: DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Extsv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB. (1-7)

DENVER AIR ROUTE TRAFFIC CONTROL CENTER: See page 83 for freq changes efctv on or about 15 Aug. (7-28)

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side at threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. (10-9) Rnwy 8R-26L clsd to all operns. (6-10) Due constr or hvy tfc arriving and departing delays in excess of 15 mins may result durg peak tfc periods. (6-15) Apch lgt system shut down for modernization and installation of flasher system. (7-15)

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500', 154°-180° and below 16,000'; 181° thru 243°. VHF/DF brgs reliable in these areas. (12-4) July 8, ILS glide slope shut down until aprx Oct 15- reconstr. (7-13)

GARDEN RANCH RADIO: H facil brgs unreliable from 220° clockwise thru 260°. (9-9)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.

GUNNISON RADIO: June 8, VOR shut down indef- reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V244 Bedrock, Colo. Int to Pueblo, Colo. Umusable Reporting Points: Cerro, Coaldale, Dolores River, and Nucla. (5-5)

HANOVER RADIO: H facil brgs unreliable beyond 25 nmi in shadow area of Pikes Peak.

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following uncld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSS will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)

MANZANOLA ARPT: Caution cattle grazing on arpt. (3-26)

MEEKER RADIO: July 25, VORTAC shut down until aprx Aug 10-freq chg to 111.8 mc/channel to 55. (7-25) Durg this period, following route structure and MEAs in efct: Usable Awys: V200 MTU to RLG as flws: MTU to Ragley Int via MTU 077° 13,000' MEA. Ragley Int to EKR Int via MTU 077° RAD MEA 15,000'. EKR Int to RLG via RLG 259° 15,000' MEA. Usable Reporting Points: EKR Int MTU 077 RAD & GJT 018° Ragley Int MTU 077° GJT 341°. (7-25)

PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (5-25)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Mid one-third rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. Caution in apch lane and first 1000' rnwy 8, apch lgts system constr, men & eqpmt in apch lane. Threshold of rnwy mrkd by flags days & lgts ngts. (7-7)

TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)

**WRAY MUN ARPT: Rnwy lgts installed and operating off a photo-cell. (6-24)

CONNECTICUT: BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305°; beyond 20 nmi 315°-340° at MOCA. (5-3) Soon, LF rng will be shut down until aprx July 30-freq chg to 400 kc. (6-20)

GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.

GROTON RADIO: State owned MH facil now usable beyond 15 nmi all azimuths at MOCA.

MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)

WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270°-285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)

WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. Arresting barriers on rnwys 6 and 24 for mil use only.

WINDSOR LOCKS, BRADLEY FLD TOWER: Soon, freq 126.18 mc will be chgd to 126.2 mc. About Aug 30, 120.3 mc will be comsnd. (7-25)

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.

FT MILES SPECIAL NOTICE: Anti-acft firing will be conducted at South Range(near Bethany Beach) Aug 8 to 12 inclusive btn hrs 1200-1800 EST. (7-6)

GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr taxiway from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11) Caution low flying mil acft over arpt dalgt hrs July 18 thru 22 and Aug 3 thru 5. (7-5)

MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)

NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.

**WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apchs and dptrs IFR/VFR conducted btn 1600' and 18,000'. (7-11) Due non-visibility twr unable to determine if all parking ramps are clear of obstns and/or acft. All use of these areas is at pilots discretion. (7-26)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 60.

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar svc will be provided UHF equipped on 382.2, 326.2, 318.2, 378.8, 385.4 mc only in Washington Metropolitan Area. (6-27) Freq 363.0 mc at Rocky Mount, N.C. peripheral site inop. (7-6) About Aug 15, additional enroute radar air tfc ctl svc will be comsnd utilizing radar separation standards for the purpose of expediting traffic. Service will be provided daily over the following route segments: V-16 btn the Price, Md int and the Hollins, Va VOR. Green Awy 5 btn Price, Md Int & the Roanoke, Va LFR. Victor Awy 140 btn Springfield, Va Int & Rock Camp, Va int-Additional enroute service & limited trml service also will be avbl within the coverage of the expended Washington Center Radar System. (7-25)

WASHINGTON(CHANTILLY, VA) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21) 49' lgtd & flagged perm twr being erected 715' E of rnwy 18-36 & btn txwys 3 and 4. (7-28)

WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR(freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°; 26 nmi 325°-040°; 10 nmi 040°-150°, 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA.

WASHINGTON RADIO: TACAN operg test basis; unmonitored in vcnty Wash. Monument. Ident: FAA. channel 17. (1-20)

WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt.

FLORIDA: SPECIAL NOTICE: USAF conducting low alt nav flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each wk. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

BROOKSVILLE MUN ARPT: 250'(253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)

CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emgcy lndgs at Patrick AFB down-range aux bases; Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayaguez, Grand Turk. These reports indicate improper flt planning & fuel management. Lndg at mil bases without prior approval is in violation of CAR & AF Regulations (Ref AFR 55-20). Also, frequent reports of civil acft flying into Restricted Area R-162 & Warning Areas 497-A, B, & C lctd in vcnty & seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing & aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute violation of CAR. (5-26)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. Use caution E end NW/SE rnwy.

**CRYSTAL RIVER-HOMOSASSA ARPT: Name chg formerly carried as Crystal River, West Citrus County Arpt. (7-12)

*FT. LAUDERDALE, BROWARD CO. INTL ARPT TOWER: Aug 2, freq 121.3 mc chgd to [illegible] (2 August 1960)

GAINESVILLE ARPT: Low hz & runway edge lights operating on request. CT-19
GAINESVILLE, STENGEL FLD, 95° (090° MST) lgtd rdo twr being erected adj to S bndry of fld at lat 29-40-28, long. 82-22-40

Pilots urged to avoid flying at low level within this area. VFR traffic is cautioned to be well within bounds of Williams and Gadsden Flats before 10 [illegible]

FLORIDA: GAINESVILLE ARPT: Trucks & eqpmt all areas dalgt hrs. (7-19)
GAINESVILLE, STENGEL FLD: 85' (160'MSL) lgtd rdo twr being erected adj to S bndry of fld at lat 29-36-59, long. 82-22-58.
HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)
JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Acft operg IFR flt plan in or across Control 1150 are requested to make Gateway and Azalea positions to JAX Center on following freqs: Gateway: 121.2 mc or 326.2 mc. Azalea 121.2 mc or 318.2 mc. About Aug 7, freq 125.1 mc will be chgd to 120.1 mc Charleston, S.C. peripheral site. (7-6)
JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)
JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)
LAKE CITY, SKY HAVEN ARPT: Name chng formerly carried as Lake City Arpt. (7-12)
LAKELAND, DRANE FLD: 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)
LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)
MELBOURNE-EAU GALLIE ARPT: 135' (153'MSL) water tank being erected 1.5 nmi NNW (348°T) at lat 28-07, long. 80-38. (6-30)
MIAMI SPECIAL NOTICE: Effective July 152100 ARTC dptr ctl svc inaugurated for acft departing Miami and Homestead areas, enroute ATC svc utilizing radar separation standards. Civil jet radar flt following svc S of a line thru LEL and PBI not avbl. (7-15)
MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Efctv Aug 1, following freqs will be chgd freq 124.00 mc will be replaced by 128.00 mc Key West peripheral site; freq 125.10 mc will be replaced by 128.20 mc Melbourne peripheral site; freqs 125.20, 124.20 mc will be decmsnd; freqs 127.30, 127.90 mc will be comsnd Sarasota peripheral site. (7-19)
MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having chares requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.18 mc, acft conducting IFR opern in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)
MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving & constr men eqpmt off NE corner run up pad 27L. All constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoid hazardous prop wash & turbulence durg hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc dptr delays in excess of 15 min may result. IFR flts are reqd to ctc twr 5 min prior to starting engs to determine taxi time and preferably absorb delays at the gate. SE txwy from S trml ramp tmpry open. Use with caution, men, eqpmt on N side. Refer daily to teletype notams concerning lctl fld conditions. (6-20)
MIAMI RADIO: July 13, transcribed wea best on H facil (365 kc) operg test basis until aprx Aug 13. Best will oper cont & will contain warning to lgt acft, special aviation forecast winds aloft forecast, pilots reports & wea observations from selected lctns within 400 mi.
**NAPLES-AMERICA ARPT: 250'(258'MSL) lgtd tmpry twr being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21) 660'(670'MSL) lgtd twr erected 6nmi SE (142°T) at lat 26-03-09, long. 81-42-08.
OKEECHOBEE-COUNTY ARPT: 200'(231'MSL) lgtd twr being erected 3.8 nmi E (98°T) at lat 27-15-21, long. 80-47-22. (7-2)
ORLANDO MUN ARPT: Rnwy 4-22 clsd to tkofs & lndgs. (7-5)
ORLANDO RADIO: DMET operg test basis; channel 59.
PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)
PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)
PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000'MSL btn Navy Saufley (NUN) VOR and SE crs Whiting LFR; GEORGIA: Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 134.1, 263.6 mc. (7-8) Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld aprx 760'MSL. Extsv helicopter trng operns at Ellyson Fld to 650'MSL. EXERCISE EXTREME CAUTION.
PENSACOLA MUN ARPT: Exercise caution apchs and lndgs on rnwys 12 and 8. 30' hangar 130' S of apch end of rnwy 8 and 200' SE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24)
PORT EVERGLADES SPECIAL NOTICE: US Navy advises that inert ordnance drops will take place 26 July thru 19 Aug 60 from 8500' and under in an area 2 mi wide E/W and 4 mi long N/S with NW corner 1 mi E of the Port Everglades entrance. Drops will be made btn 1430 and 2100 under VFR conditions only. The specific target area will be mrkd by a line of white smoke pots when the drops are imminent or in progress. The drop area will be under radar surveillance. (7-20)
RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)
ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)
SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.
**SEBASTIN MUN ARPT: Unicom 122.8 mc; major servicing available.
SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S (187°T) at lat 27-17-45, long. 81-21-14. (5-12)
**TALLAHASSEE, DALE MABRY ARPT: 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW (251°T) at lat 30-21-29, long. 84-36-39. (5-16) 669'(909'MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(1249'MSL). Rnwy 18-36 clsd ngts. 35' unlgtd bldg erected 1360'N of rnwy 18. (10-23)
TALLAHASSEE MUN ARPT: New arpt under constr, aprx 2.5 SSW lat 30-23, long. 84-21; elev: 60' unusable.
TAMPA INTL ARPT: Due non-visibility twr unable to determine if areas are clear of obstns and/or acft: NE/SW perimeter txwy btn rnwys 18 & 14 and perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14; N/S txwy btn end of rnwy 14 & end of rnwy 9. All use of these areas is at pilot's discretion. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. Caution, soft when wet.
TAMPA, KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)
TAYLOR RADIO: About Aug 15, VOR will be shut down until aprx Aug 20- freq chg to 113.8mc.
UMATILLA MUN ARPT: Clsd constr of N/S asphalt rnwy. (1-25)
VENICE MUN ARPT: 250' (255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE (151°T) at lat 26-51-46, long. 82-18-46. (4-21)
VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)
WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft flgt trng not permitted without Port Authority approval. (1-14)
ILLINOIS: ALBANY ARPT: Boundary lgts inop.
ATLANTA ARPT SPECIAL NOTICE: Effective immediately approach utilizing Atlanta ILS No. 2 (IAZA) to rnwy 33 authorized as follows: Transitions: Atlanta VOR to LOM, direct 2200'; MDU VOR to LOM, direct 2300'(final); Stone Mt. Int. to LOM, direct, 2700'; Fort Tucker Int to LOM, direct, 3000'; Fulton Int. to LOM, direct 3000'. Procedure turn E side SE crs 148° outbnd, 328° inbnd, 2300' within 10 mi min alt at glide slope interception inbnd 2300'. Alt of glide slope and dist to apch end rnwy at OM, 2257'-4.5 mi; at MM 1186'-0.5 mi. Ceiling and visibility minima: tkof day and ngt, 2-eng or less, 65 knots or less 300-1; 2-eng or less, more than 65 knots, 300-1; more than 2-engs, more than 65 knots, 200-1/2 Circling day and ngt, 2-eng less than 65 knots, 400-1; 2-eng, more than 65 knots, 500-1; 4-eng, more than 65 knots, 500-1 1/2. Straight-in day and ngt rnwy 33, all acft 200-1/2 400-3/4 required when glide slope not utilized. Alternate day and ngt all acft, 600-2. Missed apch: turn left, climb to 3000' and proceed to Chattahoochee Int., or when directed by ATC, climb to 4000' and proceed to Fulton Int. Radar transition alts and caution notes are the same as the other ATL apchs. This Notam cancelled upon publication of approach in appropriate regulations and AL charts. (6-15)

GEORGIA: ATLANTA ARPT SPECIAL NOTICE: Runway visual range 2600' minimum authorized for tkof and lndg rnwy 9 provided components of the ILS, hi-intensity rnwy lgts, apch lgts, condenser discharge flashers, middle and outer compass locators and all related airborne eqpmt are in satisfactory operating condition. Descent below 1224' MSL shall not be made unless visual ctc with the apch lgts has been established or the acft is clear of clouds. This notam cancelled upon publication of revised procedure. (6-1)

**ATLANTA ARPT: Arriving acft make initial ctc with ATL apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfd advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 123.7 mc or 338.2 mc (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way communications on the above freqs tsmt 122.7 mc and listen on appropriate freqs for direction of flt. (4) Calls should be made at least 25 mi out. (6-30) Sequence flasher No 2 serving rnwy 33 & operg btn stn 5 & 30 comsnd. (6-20)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference between ATL and AGS lclzrs. (2-17)

ATLANTA ARPT TOWER: ILS ident AZA unusable above 8000' MSL. (7-25)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)

ATLANTA, FULTON COUNTY ARPT: Dye to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access taxiway leading to & from T hangars E of Hills ramp & that portion of NW SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

BAINBRIDGE, COMMODORE-DECATUR ARPT: Sod ruf, use rnwys and txwys only. (6-30)

BRUNSWICK RADIO: Soon, VOR will be shut down until aprx Aug 2 - freq chg to 109.8 mc and class chg to L-BVOR. (5-26)

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

**GAINESVILLE MUN ARPT: UNICOM 122.8 mc operg durg dalgt hrs. 80/100 oct fuel avbl.

MACON MUN (COCHRAN FLD) Sequence flashing lgts comsnd on test basis pending flgt check, lgts established at stn 3 thru stn 30. (7-14)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MARIETTA, McCOLLUM ARPT: New arpt reported. Lctn: 5.0 mi NW; elev: 1130'; one hard surfaced rnwy E/W-4000'; 80 & 100 octane fuel avbl, light maintanence. Will be open to public Sept 5. (7-22)

MACON RADIO: VORTAC shut down until aprx Aug 5 - Class chg to M-BVORTAC; freq chg to 114.2 mc/ TACAN channel 89. Durg this period, following routings apply: V35 Eatonton Int via 195° course to MCN LFR, MEA as published MCA LFR via 200° from MCN LFR to Int. V70, as published. V56 Gibson Int to Milledgeville Int via AGS 237°R, 4000'; Milledgeville Int via 242° crs to MCN LFR, as published; MCN LFR via 261° crs from MCN LFR to Junction City Int, as published. V154 Lotts Int to Dublin Int via SAV 285°R MEA 5000'. Dublin Int via 286° crs to MCN LFR as published. V52 Coffee Int via 306° crs to MCN LFR, as published. V5 AMG VOR via AMG 320°R to Eastman Int; Eastman Int via 139° crs to MCA LFR; MCN LFR via 328° crs from MCN LFR and MDU 148°R to MDU VOR, as published. V35W Ellaville Int. via ABY 008°R & MCN ILS lclzr to MCN LMM, as published. Jeffersonville Int tmpry designated VNA 033°R and 086° course from MCN LFR. (7-7)

MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Instv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays xcpt by prior approval. (4-21)

ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis fld. Contact Savannah twr for flgt advisory serv. (1-21)

**SAVANNAH, TRAVIS (CHATHAM) FLD: Due non-visibility twr unable to ctl gnd tfc on airline trml loading ramp. Transmissometer comsnd. (3-11) Ceilometer vcnty ILS MM.

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000'-acct interference. Soon, ILS lclzr and glide slope will be shut down - lclzr modification.

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35.

VALDOSTA RADIO: VOR will be shut down until aprx Aug 5 - freq chg to 110.4 mc. During this period, following tmpry ints will apply: LEE Int tmpry designated TTH-089R and CTY 345R MEA 3000'. Quitman Int tmpry designated ABY 150R and TTH 053R MEA as published.

GEORGIA: **WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE(168°T) at lat 33-49-24, long. 83-37-45. (2-17)

IDAHO: **BOISE-AIR TERMINAL: Ceilometer comsnd vncty ILS MM. (12-1) Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. Rnwy 7-25 clsd to all tfc ecpt taxiing.

BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.

BOISE, GEM HELIPORT: Lctn: 4.0 NW; elev: 2620', one 2600' strip, maj repairs, Unicom 122.8 mc, fuel: F4. Remarks: Tfc patn, alternating left and rgt, keep north of river.

**HAILEY, FRIEDMAN MEM'L/SUN VALLEY ARPT: Formerly carried Hailey, Freidman Mem'l Arpt.

IDAHO FALLS RADIO: About Aug 1, VOR will be comsnd. Freq 108.2 mc. Ident: IDA. Lctd lat 43-31-09, long. 112-03-47. Evel: 4727'MSL. Montrg category (I). Class: L-BVOR.

MULLAN PASS RADIO: About Aug 15, VOR/DME will be shut down until aprx Aug 30 - reconstr and freq chgs to 116.2 mc, channel 82. (5-23) Durg this period, following route structure and MEA in efct: Unusable Reporting Points: Wellpinit and Clagstone Int. Usable Arways: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V-1533, PDT-U.S. Canadian Border via MLP RBN. V-120, MLP RBN direct GFT VOR. V2, GEG VOR direct MLP RBN direct MSO. V-2N, Hayden Lake Int direct MLP rbn. V2S Tekoa Int direct MLP rbn. V448 PCD rbn to MLP rbn via 061° brg. V444 Fernwood Int direct MLP rbn. J90V EPH direct GEG direct HLN direct BIL. Unusable Reporting Points: Tekoa Int: GEG R104°, 060° brg to MLP rng. Fernwood Int: GEG R-104° and 033° brg to MLP rbn. Hayden Lake Int: GEG R-049° and 091° bearing to MLP RBN. Charlo Int: MSO R-334°, 240° brg to MLP RBN. Newport Int: GEG VOR R-012°, 100° brg to MLP RBN. LF rng courses have many multiples and spread outward with distance. (7-18)

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745'M MSL)-not mrkd or lighted. About Jul 1, constr will begin on an 80' AGL(785'MLS) lgt steel rdo twr 0.8 mi SSE, lat 41-46-54, long. 88-19-52.

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700' Exstv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo range. (6-2)

CARBONDALE, SOUTHERN ILLINOIS ARPT: 305'(706'MSL) lgtd twr being erected 3 nmi SSE(160°T) at lat 37-43-55, long. 89-13-17. (7-6)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs & one ant pole extending 30' AGL (775'MSL) 930' SE of rnwy 22 lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; also portions of taxi routes from hangars to main ramp.

CHICAGO SPECIAL NOTICE: Caution - V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90° operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612'MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (6-13)

**CHICAGO, MEIGS FLD: Caution -S end rnwy distance from threshold lgts to seawall 90' Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

**CHICAGO-MIDWAY ARPT: Rnwy 9L-27R perm clsd for lndg and tkof. Open for taxiing. Rnwy 18R to rnwy 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R use used for parking acft. Areas can be cleared in 1 hr if necessary.

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM touchdown. Aug 1, ILS lclzr and glide slope (rnwy 13R) shut down until aprx Aug 22 - major maintenance. (7-14)

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use caution all times acct extsv constr all areas. Threshold lgts rnwy 32L tmpry relctd 838' NW, efctv length of rnwy 8000' (6-13)

ILLINOIS: ★CHICAGO-O'HARE INTL ARPT TOWER: Apr 25, ILS lclzr and glide slope, (rnwy 14R)shut down- relctn power and control cables. (7-1) July 15, ILS LMM comsnd. Freq: 379kc. Ident: HA. MM lctd on projected cntrline & 3700' (0.70 smi) from apch end rnwy 14L. (7-15) This corrects Airgi Vol 15 No 10 dtd July 19, 1960. (7-22)

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO HEIGHTS RADIO: About Aug 8, VOR/DME will be shut down until aprx Aug 29- modernization and retuning. (7-18) See page 85 for tmpry MEAs durg shutdown.

**COMPTON, BRESSON ARPT SPECIAL NOTICE: July 29, thru Aug 28 Flt Test Area as follows: originate and terminate at Bresson Arpt. Bndry of flt path area starts at Compton, Ill., thence W along railroad track to Amboy, Ill, thence SE along railroad track to Mendota Ill, thence NE along railroad to Compton place of begining. A corridor 1 mi wide extends due S of Bresson Arpt to the Flt Test Area. Visual flt rules conditions only below 5000' MSL. Cities and towns will be avoided. (7-28)

COMPTON, BRESSON ARPT: 180'(1139'MSL) lgtd twr being erected 5.9 nmi ENE (68°T) at lat 41-48-13, long. 88-58-32. (6-14)

DANVILLE, VERMILION CO. ARPT: Caution: constr, eqpmt on NE SW rnwy. (7-22)

DeKALB MUN ARPT: 200'(1082'MSL) lgtd twr being erected 5.5 nmi ENE (132°T) at lat 41-52-48, long. 88-37-48. (6-14)

DIXON MUN ARPT: 200'(1013'MSL) lgtd twr being erected 5 nmi WNW (310°T) at lat 41-53-12, long. 89-31-58. (6-14)

FLORA MUN ARPT: Rnwy under constr. (7-18)

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)

JOLIET SPECIAL NOTICE: Until Aug 19, within a radius of 75 mi acft ma[illegible]tg 500'AGL, towing by cable a detector element performing airborne radiation measurement survey, durg dalgt hrs under VFR conditions. (5-25)

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

JOLIET RADIO: Soon, VHF DF freq 126.18 mc will be chgd to 126.2 mc. (5-26)

**MOLINE, QUAD CITY ARPT: Sequence flashers comsnd in conjunction with apch lgts rnwy 9. (7-21)

MOLINE RADIO: TACAN 180° radial unusable. (5-18)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22.

PEORIA, GREATER PEORIA ARPT TOWER: ILS LMM and LOM unusable beyond 10 mi (6-28) Soon, ILS lclzr & glide slope will be shutdown until Nov 15. -rnwy extension. (7-23)

PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

PEOTONE RADIO: TACAN operg test basis; channel 112; not synchronized with VOR ident.

ROCKFORD, GREATER ROCKFORD ARPT: Rnwy, txwy constr in progress; open trenches aprx 2' deep extreme end of rnwy 36 and on new txwy extsn bgng at central txwy extndg to and on both sides of rnwys 12 and 30. No lndgs or tkofs on grass area. Shoulders of rnwy & txwy soft, men eqpmt on fld; use caution at all times. (11-4) 40' lgtd twr erected 225' W of rnwy 36. (5-26)

QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown pt.

SPRINGFIELD SPECIAL NOTICE: Flt Test Area described as follows: from town of Berry SE toTaylorville, NE to Blue Mound, NW to Mt. Auburn, WSW bordered by railroad to Berry. Time: VFR conditions day & ngt. Altitudes: 500'above gnd to 10,000'MSL. Used by: Capital Aviation, Inc., Springfield, Ill. Expires 22 September 1960. (7-29) ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55, thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)

SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patns to rnwy 4-22 are flown 2300'.

STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.

**WAUKEGAN MEML ARPT: Caution, constr in progress. Ctc UNICOM 122.8 mc prior to lndg. 3500' NE/SW rnwy open, and paved. (7-13)

WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE SW & NW/SE rnwys usable with caution, men & eqpmt on rnwy. Ctl twr under constr. Use

ILLINOIS: UNICOM 122.8 mc prior to lndg. (6-9)

**WILMINGTON SPECIAL NOTICE: Flgt Test Area described as follows: Wilmington to 13 S Joliet; SW along RR to Dwight; E along RR to Reddick, Ill; NE along RR to Symerton, Ill; W along paved road to Wilmington. Hrs: dalgt. Alt: from surface to and including 5,000'. July 7 to Aug 20, 1960. (7-7)

INDIANA: ANGOLA, TRI-STATE ARPT: NE/SW rnwy clsd, constr, entire fld clsd ngts. (7-28)

AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.

**CROWN POINT ARPT: Delete; private fld. (6-24)

EVANSVILLE, DRESS MEMORIAL ARPT: Caution, constr in progress;men & eqpmt on fld. Rnwy 3-21 and 18-36 clsd intermittently. (3-20) Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.

EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

FT. WAYNE BAER FLD SPECIAL NOTICE: Extreme caution passing in the vcnty of fld jet tfc making 360° overhead apchs to NE SW rnwy. Jet tfc patn alt 2500'MSL. Practice flame out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above and visibility is 5 mi. Acft will remain within 5 mi of fld fromgnd to 10,000'MSL when making practice flame out apchs. (5-23)

FT. WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop.

FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.

FT. WAYNE RADIO: June 20, TACAN shut down until aprx Sept 20-modernization. (6-20)

**GREENFIELD, POPE FLD SPECIAL NOTICE: Flgt Test Area described as follows: SE of Greenfield, Ind. lat 39-46-30, long. 85-45-00; thence to 39-46-30, 85-39-00; to 39-44-30, 85-35-00; to 39-39-00, 85-35-00; to 39-42-00, 85-45-00; to pt of bgng. Time: dalgt hrs. Altitude: surface to 2000' above gnd. Used by: Ralph R. Denien. Expires 8-30-60.

HOBART, COLE'S SKY RANCH ARPT: E W rnwy clsd to transient tfc, constr rnwy surface on the W end. (Rnwy is being used by lcl tfc at own risk). (7-25)

HUNTINGBURG ARPT: E W rnwy under constr, fld clsd for ngt opern, etc Huntingburg UNICOM 122.8 mc for fld notams. (6-14)

IDAVILLE, STUHMER'S ARPT: New arpt reported. Lctn 1.2 mi N; one sod rnwy -2000'; S3 svc; Fuel: F3 open dalgt hrs only. (7-18)

INDANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: July 18, ARSR-1 and IFF bcn shut down until aprx Aug 1- improvement project. (7-18) About Aug 10, freq 119.30 mc will be chgd to 124.40 mc. (7-13)

**INDIANAPOLIS, WEIR COOK ARPT: 219'(979'MSL) lgtd twr erected 7.2 nmi E(92°T) at lat 39-43-30, long. 86-08-50. Caution-soft shoulders all rnwys, constr. Due non-visibility twr unable to ctl tfc on txwy from SE hangar to Turners ramp. Parking on sod area at discretion of Superintendent. 1000' experimental semi-flush cntrline lgtg installed rnwy 4. White lgts at 100' intervals starting 4500' from SW end of rnwy. A flshg green lgt 50' beyond first white lgt signals that hi-speed exit starting point is lctd 500' further down rnwy. Exit starting point is denoted by 3 steady burning green lgts forming an 8' transverse bar. Green lgts at 100' intervals cont from green bar along cntrline of hi-speed exit. Experimental system terminates at end of hi-speed exit, avble on req. Apch lgts & sequence flashers on rnwy 4 will be shut down Aug 9, for installation of 3 phase regulator substation & modification of threshold lgts, & apch lgts system. (7-13)

INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown.

INDIANAPOLIS RADIO: About Aug 2, TACAN shut down, modernization. (6-20)

KENDALLVILLE MUN ARPT: Use E-W hard surfaced rnwy only, constr in progress off rnwy.

**KNOX, STARKE COUNTY ARPT: 228'AGL (938'MSL) lgtd & mrkd guyed rdo twr erected 0.7 mi N. At lat 41-17-46, long. 86-37-20. (7-

KNOX RADIO: DMET operg test basis; channel 118. (8-26)

KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)

LAFAYETTE, PURDUE UNIV. ARPT: 140' (850'MSL) lgtd water tank being erected 3 nmi NNE (28°T) at lat 40-27-34, long. 86-54-37. (6-23

INDIANA: LAFAYETTE, PURDUE UNIV. ARPT: Fld clsd for aprx 10 days, rnwy constr.
LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)
**MUNICE, REESE ARPT SPECIAL NOTICE: Flgt Test Area described as follows: S Selma, Ind., lat 40-11, long. 85-17; thence to Farmland 40-11, 85-08; to Modoc 40-03, 85-08; to Losantville 40-02, 85-11; to 40-06, 85-17. Time: dalgt hrs. Altitude: surface to 2000' above gnd. Used by: Charles T. Scott. Expires 8-30-60. (6-30)
RENSSELAER, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)
**SOUTH BEND, ST. JOSEPH CO ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. Ramp clsd excp acft loading & unloading. Txwys operative but caution, men & eqpmt on and beside ramp. (7-26) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns & or acft, all taxi strips & ramp areas from S edge of main SW taxi strip to hangar areas. All use of these areas is at pilot's discretion. (7-27)
SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable - due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)
TERRE HAUTE, COX FLD: Closed. (1-25)
TERRE HAUTE, HULMAN FLD: SW rnwy clsd daily for tkofs and the NE rnwy clsd daily for lndg, bgng July 24 btn the hrs of 1200 to 2130 GMT until Feb 8, 1961, due to extension constr on the SW rnwy. Threshold lgts on the NE rnwy inop. (6-24) AGN advises transient svcg and limited maint daily Tue- Sun from 1300-2130. Expect svcg delays and no maint after 2130Z. Two hour delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie-down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000' MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.
WARSAW MUN ARPT: Avoid constr area at S end of N S rnwy. When lndg N or S use N S hard surface rnwy. (2-25)
WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)
IOWA: BOONE MUN ARPT: Clsd to all trans acft, constr. (7-15)
CEDAR RAPIDS MUN ARPT: Due non-visibility twr unable to determine if areas are clear of obstns and or acft, txwys N and W of hangars. Use of these areas is at pilot's discretion. Due non-visibility twr unable to observe tfc and provide tfc info in the following areas: portions of close-in downwind rnwys 1 and 8. (7-28)
CEDAR RAPIDS RADIO: About Aug 15, VOR will be shut down until aprx Aug 24 - freq chg to 117.6 mc. (7-14) Durg this period, following substitute route structure & MEAs in effect: V67 ALO VOR via ALO R141° - *Tmpry Vinton, Iowa Int (ALO R141 & TNU R060), 2500'. (*Flag 3200'). Tmpry Vinton, Iowa Int via ALO R141° - Tmpry Cedar Rapids Int (ALO R141 & 261° brg CID H facil), 3000'; V172 TNU VOR via TNU R078 - Tmpry Cedar Rapids Int. (ALO R141 & TNU R078), 3000'; Tmpry Cedar Rapids Int. *via CID H facil brg 082° & PLL R265 - Charlotte Int., 3000'. (*Changeover point from CID H facil to PLL remains unchanged). V233 Tmpry Cedar Rapids Int (ALO R141 & 261 brg CID H facil) - Big Rock Int. *via CID H facil brg 092° and CVA R275, 3000'. (*changeover point remains unchanged) (5-26) July 11, TACAN shut down until aprx Aug 30 - channel chg to 123. (7-15)
CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)
**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point when flt will change to twr freq. (2-2)
**DES MOINES, NORTH FLD: Rnwy lgts sunset to 2400. (6-29)
DES MOINES RADIO: About Aug 24 TACAN will be shut down until aprx Oct 17 - modernization chgs.& Channel chg to 88. (7-1)
ESTHERVILLE MUN ARPT: Constr of new rnwy in progress, men, eqpmt on fld. Fld open days only, rnwy lgts inop. (6-20)
**FT DODGE MUN ARPT: 130'(1126' MSL) lgtd water tank erected 2.5 nmi S(194°T) at lat 42-31-17, long 94-12-26.
GRAND MOUND, GRAND FLD: 200'(1005' MSL) lgtd twr being erected 8 nmi SW(229°T) at lat 41-43-06, long 90-48-20. (6-10)
IOWA CITY RADIO: DMET operg on test basis; channel 123.
LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy-1600'; Rmks: bldg W. Fuel: 80 oct avbl on req.
MECHANICSVILLE, McVILLE ARPT: 180'(980' MSL) lgtd twr being erected 13 nmi SSE (158°T) at lat 41-42-21, long 91-15-05. (6-10)

IOWA: SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2800' MSL. Due to non-visibility twr unable to ctl ramp traffic in front of administration building, on portions of ramp and txwy NE of AF hangars, first 1500' of rnwy 22 and on portions above the twr or 360° overhead aproaches to all rnwys. (7-18)
SIOUX CITY MUN ARPT TOWER: About Aug 29 ILS lclzr and glide slope will be shut down until aprx Sept 5 - carrow course width to 4°, modernization of glide slope detector antennas. (7-15)
SIOUX CITY RADIO: DMET operg test basis; channel 112.
STORM LAKE MUN ARPT: NE SW rnwy clsd due tile drainage work, mrkd. (7-28)
WATERLOO MUN ARPT: Due non-visibility twr unable to ctl tfc on portion of ramp W of hangars. Men and eqpmt on txwys and rnwys dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (4-13)
WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in effct for all flts 15,000' & above: V151 RST VOR - Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR - Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int - DBQ VOR. V37 CID VOR - Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int - MCW VOR. V161W use for that portion from Union, Iowa Int. to Waterloo, Iowa VOR- 15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.
WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)
WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0E; elev: 1050'; 1 rnwy-2300'; Fuel F2. (3-10)
KANSAS: ARKANSAS CITY ARPT: 169'(1252' MSL) lgtd twr being erected 2.8 nmi N (18°T) at lat 37-02-45, long. 97-00-55. (7-11)
GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constructed on ramp 150' South of existing maint hangar & 120' from E edge of ramp area, fenced and lighted.
**HAYS MUN ARPT: New airport reported. Lat 38-51-00, 99-16-30; lctd: 3.0 ESE Elev: 1998'. 2 turf strips 16-34, 4200' x 300'; 2450' x 250'. Rnwy lgts on 16-34 SS-SR, rotg bcn, clear & green; 100 130 octane fuel, maj repairs, unicom. Useable durg dry wea. Old Mun Arpt clsd, abandoned. (5-2)
IOLA MUN ARPT: 500'(1500' MSL) lgtd twr being erected 4.3 nmi NNW(352°T) at lat 37-56-02, long. 95-23-25. (6-29)
KANORADO, WINTER ARPT: 142.9' AGL(405.9' MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)
LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)
MANKATO RADIO: DMET operg test basis; channel 35. (12-11)
MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)
OBERLIN ARPT: 679'(3536' MSL) lgtd twr being erected 7.3 nmi WSW(266°T) at lat 39-49-48, long. 100-42-04. (8-13)
OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface to 12,000' MSL within control zone from 1300-2230Z daily Mon thru Fri. (5-12)
OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20)
OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE SW 2,000' long; Fuel: 80/87. NE blkd.
OTTAWA MUN ARPT: Bcn inop. (4-5)
PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)
PRATT MUN ARPT: Caution-work in progress on all rnwys. NE SW and 4000' NW end NW/SE rnwys clsd. (11-24)
SALINA RADIO: About Aug 22, VOR DME will be shut down until aprx Sept 12 - Modernization & retuning. (7-27)
STAFFORD ARPT: Rnwy lgts inop. (5-2)
SUBLETTE FLYING CLUB: N S strip clsd, constr. (11-6)
TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500 feet MSL. Forbes tfc patn alttitude 2,600 feet MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)

KANSAS: TOPEKA, PHILLIPS BILLARD MUN ARPT: Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and or acft, ramp areas N, E, and W of the S hangar, taxi strip between the hangar area and the rnwy, and the rnwy. Use of these areas is at pilot's discretion. (7-28)

LOUISIANA: Shreveport ALBANY Chg to Shreveport INT. (6-29)
LAFAYETTE RADIO: About Sept 5, VOR will be shut down until aprx Sept 19 - freq chg to [illegible]

KANSAS: TOPEKA, PHILIP BILLARD MUN ARPT: Due non-visibility twr cannot determine if the following areas of the arpt are clear of obstns and/or acft: Ramp areas N, E, and W of twr & stone hangar; portions of taxi routes from all hangars to main ramp and N/S txwy; N line of tie-downs S of stone hangar. All use of these areas is at pilot's discretion. Use rnwys & txwys only. Sod areas unusable. (7-28)

**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces - sod unsafe. (10-12)'

WHICHIT MUN ARPT TOWER: Soon, ILS glide slope will be shut down - modernization.

WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)

WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys & txwys - days. (4-4)

KENTUCKY: ALBANY ARPT: New arpt reported. Elev: 1000'; one turf rnwy 2000'; 80 oct fuel avbl. (7-7)

BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)

CARROLLTON, BUTLER MEML STATE PARK: New arpt reported. Elev: 480'; one turf rnwy 2400'; no svc.

CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)

FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)

LEXINGTON BLUE GRASS ARPT: 500' of rnwy 4 clsd for lndgs to the NE. Open ditches, men & eqpmt SW of SW end. Threshold lgts relocated 400' from NE of SW end and set outside rnwy edges each side. 10' red obstn lgts at SW end. Unusable portion of rnwy mrkd for taxi and tkof only. (7-5)

**LOUISVILLE STANDIFORD FLD: Sequenced flashing lgt system comsnd rnwy 1; the system operates in conjunction with configuration A apch lgtg system consist of 26 units at 100' intervals starting at the apch end of the system. (7-1)

LOUISVILLE RADIO: July 13, TACAN shut down until aprx Aug 12 - modernization. (7-13)

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

PADUCAH RADIO: VOR unusable from 283° clockwise to 345°.

**WEST POINT AIRPARK: Abandoned. (4-13)

LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip-sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A & P mechanic days. Remarks: P-line N end of strip and lake S. (11-24)

BATON ROUGE-DOWNTOWN ARPT: 203'(259'MSL) lgtd twr being erected 1.5 nmi WSW (255°T) at lat 30-26-52, long. 91-08-14. (6-29)

BATON ROUGE, DOWNTOWN ARPT: Bcn inop. (4-21)

BATON ROUGE-RYAN ARPT: Constr on ramp, cntr txwy & new txwy lctd 300' S of and parallel to rnwy 13 and 31 SE and NW of cntr int. Trucks crossing 500' apch end of rnwys 4 & 35. Eqpmt & trucks cross ramp N of trml bldg. Lgtd eqpmt parked S of rnwy 13-31 clear of all rnwys. Rnwy 17-35 clsd S of cntr int. 2700' of rnwy 17-35 N of cntr int open dalgt hrs. Men & eqpmt working up to the edge of rnwys 4-22 and 13-31 at the int of rnwy 13-31. 400' E side of ramp & cntr txwy open. 100' W side of the ramp clsd & barricaded. S txwy btn rnwy 4 and 35 clsd to acft DC-3 and higher. Due non-visibility twr unable to determine if folg areas of arpt clear of obstns &/or acft: Narrow section on W edge S txwy to rnwy 4 S of hangar line & ramp area btn hangars S of twr. Airshow & USAF Thunderbirds demonstration wil be held 2000Z to 2210Z Aug 20. Arpt clsd to non-rdo equipped acft durg this period. Arpt clsd to all acft 2140Z to 1610Z durg Thunderbirds team demonstration. Aug 21, is alternate date weatherwise. (7-20)

BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-29)

JENNINGS ARPT: About July 1, bcn & rnwy lgts will be inop, due constr of hi-way. (5-16)

KAPLAN MUN ARPT: 359'(367'MSL) lgtd twr being erected 7.8 nmi S(183°T) at lat 29-52-30, long. 92-16-30. (6-16)

LAKE CHARLES ARPT: New arpt reported. Elev: 14'; 2 rnwys, 15-33 inst rnwy 150' x 6500' sod 4-22 150' x 4400'. All txwys hi-speed turnoff & ramp concreted. No facils avbl; admin under constr, fld clsd to operns. (7-26)

LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flt ctc Lake Charles apch ctl aprx 25 mi out. Lake Charels apch ctl will specify reporting point where flts lndg

LOUISIANA: Chennault AFB will chg to Chennault twr freq.

LAFAYETTE RADIO: About Sept 5, VOR will be shut down until aprx Sept 10 - freq chg to 108.2 mc. (7-19)

MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 374' MSL. About Aug 1, ILS will be shut down until aprx Aug 13 - modernization. (7-11)

NEW ORLEANS AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 1, freq 124.3 mc will be chgd to 128.1 mc at Grand Isle, La. peripheral site; freq 125.4 mc will be chgd to 128.2 at Hattiesburg, Miss peripheral site; freq 124.7 mc will be chgd to 128.4 mc & 124.0 mc will be chgd to 127.8 mc at Lafayette, La. peripheral site; freq 118.4 mc will be chgd to 128.0 mc at Mobile, Ala peripheral site; freq 124.8 mc will be chgd to 127.7 Pensacola, Fla peripheral site. (7-28)

NEW ORLEANS ARPT: 446'(446'MSL) lgtd twr being erected 7 nmi S(188°T) at lat 29-54-04, long. 90-02-28. (6-2) Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All aod areas are clsd to tfc due grading operns, men & eqpmt on fld. 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. Due non-visibility twr unable to determine if area is clear of obstns and acft, first 150' of rnwy 31. Use this area at pilots' discretion. (7-27)

NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. 7450' avbl for tkof rnwy 10. Due non-visibility twr unable to determine if areas are clear of obstns or acft: W side of N concourse below ctl twr, S side of W concourse, E side of old tmrl bldg, txwy W of Pan American hanger to TACA hangar, txwy S side of Eastern hangar, txwy E side of old terminal bldg. Use of these areas is at pilot's discretion.

OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)

PATTERSON, WILLIAMS MEM'L ARPT: 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long. 91-12-30. (4-26) 365'(365'MSL) lgtd twr being erected 10.2 nmi E(106°T) at lat 29-39-52, long. 91-07-41. (6-17)

SHREVEPORT, BARKSDALE AFB SPECIAL NOTICE: Due to exstv trng vcnty, recommend all VFR acft cross the NW and SE 12 mi apch corridors and E tfc patn at 2500' MSL or above, or ctc Barksdale twr 126.2, 236.6 mcs for tfc advisory. (7-6)

SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. - 053° BAD H facil & E course of SHV LFR; Forbing Int. - 233° BAD H facil & S course SHV LFR. (6-6)

SHREVEPORT-DOWNTOWN ARPT: Due non-visibility, twr unable to ctl tfc along those portions of N txwy btn rnwys 14 & 18 obscured by hangar. (6-27)

**SHREVEPORT, GREATER SHREVEPORT ARPT: Sequence flasher flt check & comsnd, working in conjunction with configuration A apch lgts, rnwy 13. Due non-visibility twr unable to ctl tfc on txwy E side of fld connnecting United Gas ramp and main E/W txwy.

THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)

WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-47. 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long. 92-49-03. (6-2)

WINNFIELD, JOYCE ARPT: Closed, construction. (6-2)

MAINE: BANGOR SPECIAL NOTICE: VOR airborne rcvr check point unusable. (1-10)

BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N.H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline; (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400' MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld.

BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.

EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along along pavement edge. NW/SE resurfacing completed. (6-29)

LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'. (4-17)

MAINE: LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green I to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren. Left turn at Van Buren descending to 4000 direct to Presque Isle omni then left turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88.
MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.
MILLINOCKET MUN ARPT: Caution, bndry lgts on 40' pole parallel to and 150' off edge of rnwy. Rnwy & bndry lgts 16-34 inop. (5-2)
NORRIDGEWOCK MUN ARPT: Clsd Aug 27, 28 and Sept 10 & 11, sport car racing. (6-17)
OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice.
PERU, LINNELL's ARPT: Inactive.
PRESQUE ISLE MUN ARPT: USAF prohibits low flying over missile sites at N end of arpt. Use rgt tfc patn rnwys 10 & 19, left tfc patn rnwys 1 & 28. (6-22)
RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)
SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd Aug 14, 28; Sept 11, 25; Oct 9, drag races, rain date folg Sundays. (4-29) Unscheduled parachute jumps being held. (7-28)
WISCASSET ARPT: New arpt reported. Lctd 3.0 mi SE; elev: 62; one turf strip 2400'; Remarks: Soft when wet. (7-1)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 mi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)
BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end of rnwy 10. Transient acft park at Executive Trml Pan Maryland Awys. Load & unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Executive Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo-jet or turbofan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men, & eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors. (6-6)
BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown-acct roughness.
BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)
BALTIMORE, PIER 4 HELIPORT: Lctd Pier 4, Pratt St., lat 39-17-04, long. 76-35-24. Day mrkgs, blast fence, no lgts or svcs. (7-20)
ELKTON, LOVETT ARPT: Glider operns dalgt hrs VFR conditions - air tow. Sundays, parachute jumping alt up to 3000'. (6-17)
FORT MEAD ARPT: New airfld under constr, all lndgs prohibited; Lctn: lat 76-45W, long. 39-05 N. (6-7)
GRANTSVILLE RADIO: DMET operg on test basis, channel 53. (7-8)
HAGERSTOWN MUN ARPT: Caution, constr in progress men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270') Taxi strip from coml ramp to E/W rnwy clsd.
OCEAN CITY ARPT: New arpt reported. lat 39-19, long. 75-07; lctn; 2.0 SW; elev: 12' 1 NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 oct fuel avbl.
SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable.

MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.
BEVERLY RADIO: MHW (freq 269kc) comsnd as public use facil. Too late for inclusion ANRA page. Unusable beyond 15 nmi from 185° clockwise to 215° at MOCA. (8-1)
BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 25, freq 127.8 mc will be comsnd; freq 125.8 mc will be decmsnd Rome, N.Y. peripheral site. (7-12) About Aug 30, freq 133.75 & 120.3 mcs will be decmsnd; freq 132.40 & 121.0 mc will be comsnd Woodstock, Conn. peripheral site. (7-25) About Aug 30, freq 120.6 mc will be decmsnd & 124.0 mc will be comsnd at Melrose, peripheral site. About Aug 16, freq 132.65 mc will be chgd to 132.50 mc at Lake George peripheral site. (7-31)
BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg
MASSACHUSETTS: acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) May 29, neon apch lgts shut down due constr.
BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 20- arpt constr.
**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun areas NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Turbo-jet acft lndgs & tkofs rnwy 4L-22R and Turbo-jet tkofs rnwy 33 prohibited. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. Non-transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. 36' obstn lgtd pole lctd lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27. Men. eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to lmtd taxiing clearance evacuation & obstns. (6-8)
BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA.
CANTON RADIO: Private H facil unreliable from 90° to 120°. (7-15)
HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution ctc UNICOM. (6-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
MARTHA'S VINEYARD ARPT SPECIAL NOTICE: Effective upon commissioning date on or about June 24, the following tmpry TerVOR-33 instr apch procedure is authorized pending publication in Federal Register: arpt elev: 68', facil VOR, ident: MVY, procedure no. TerVOR 33, original. Transition from Jessey Int to MVY-VOR, direct 2000'. Procedure turn E side of crs 157° outbnd, 337° inbnd, 1300' within 10 mi. Min alt over facil on final apch crs., 1068'. Crs and dist from int rnwy cntrline extended and final crs to apch end of rnwy, 326°-.43mi. Missed apch: if visual contact not established upon descent to authorized lndg mins or if lndg not accomplished within 0 mi. make right climbing turn to 1300', intercept and hold on 090° radial VOR 1 min patn left turns. Ceiling and visibility mins: tkof day & ngt, two-eng 300-1; more than two-eng 200-1/2. Circling day and ngt, two-eng 1000-1; more than two-eng, 1000 1-1/2. Straight-in day and ngt-rnwy 33, all acft, 1000-1; alternate day and ngt, all acft, not authorized. Note: alternate wea mins of 1000-2 authorized for those who have an approved arrangement for wea svc at the arpt. Information Note: ceiling of 1000-1 required pending modification of ctl zone to accommodate mins of 500-1 which will then be authorized by appropriate amdt. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (6-24)
MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 79-58; elev: 61', one sod strip E/W-3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl.
NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' of lndg area (5-18) Caution, maj constr with excavation work near westerly shoulders of first 1,000' rnwy 6 and W of adjt taxi strip. Hazardous areas will be flagged days & obstn lgtd ngts. Extsv fld work in progress until Nov 1. (6-29)
NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)
ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on week ends from gnd to 12,000'. Gliding daily land and air tows.

MASSACHUSETTS: ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000', all conventional acft enter standard traffic patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. (1-22) Rnwy lgts on 15-33 inop, rnwy restricted to dalgt operns only. (7-14)
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° cdockwise to 350° to 24 nmi at MOCA. (4-21)
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area until Jan 1, 1961 estab within the following area: beginning at 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' MSL. Time of use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (7-5)
ALMA MUN ARPT: Caution, 80 crane lctd about 1000' off end rnwy 26. (3-11)
ALPENA SPECIAL NOTICE: Activation of tmpry ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collins Arpt and extending 2 mi either side of 005°-185°T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N, 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr sign "Collins Twr". Hrs of opern to 1100Z to 0300Z daily. Operating freqs primary mil 236.6 and 126.18 mcs. Lcl ctl 351.2 mcs. Gnd ctl 275.8 mcs. Emgcy 243.0 and121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Rcvg 120.1 and 122.5 mcs. Acft without rdo comms will be ctld by standard lgt gun signals. UHF/DF hrs of opern 1100Z to 0300Z daily, call sign" Collins DF homer", operating freq 305.4 mcs. Req UHF/DF svc thru Collins twr. Durg those periods of un-manned twr, acft flt planning for Phelps-Collins arpt, Alpena, Mich should use extreme ctn in vicinity of arpt. (5-20)
ANN ARBOR MUN ARPT: Soon, constr will begin on new txwy parallel to NW/SE rnwy on the N side, NW/SE rnwy widened, rnwy lgts inop, Caution men, eqpmt and stakes in this area. (7-14)
BATTLE CREEK, KELLOGG REGIONAL AIRFLD: Constr in progress on the overrun on the apch to rnwy 22. The overrun on the NE end or rnwy 4-22 is being extended from 830' to 1,000' in length, & the grade is being lowered; eqpmt on overrun from 0700-1730 Mon thru Fri, constr area mrkd & lgtd. (7-5)
BATTLE CREEK RADIO: VOR unusable beyond 5 nmi; 145°-155° clockwise-due scalloping and/or roughness. (12-16) June 14, TACAN shut down indef-modernization. (6-14)
BAY CITY, CLEMENTS ARPT: Caution, N/S rnwy clsd, lgtg constr; men, eqpmt on fld.
BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
BOYNE CITY MUN ARPT: 30' AGL(715'MSL) unlgtd & unmrkd one story school bldg, being erected 600' SW on the E/W lndg strip; lat 45-12-23, long. 85-00-02, estimate completion Sept 1. (7-20)
CADILLAC MUN ARPT: Open to ngt operns. (5-19)
CLARE MUN ARPT: Two 184'(1060'MSL) lgtd twrs being erected 2 nmi S(188°T) at lat 43-48-15, long. 84-45-55. (6-21)
DETROIT AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 8, LaGrange, Ind ARSR will be comsnd. Enroute radar air tfc ctl svc will be provided by ARTCC utilizing radar separation standards and will be applied as necessary for expediting tfc. Svc will be cont within Detroit Center Area along the following awys: V30, 170, 116, 10, 84, 55 and 30S within an 80 nmi radius of LaGrange, Ind site. (6-28)
**DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (4-29) Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd constr in progress. (7-15) Due non-visibility twr unable to observe tfc & provide tfc info for the first 1000' of rnwy 2. (7-30)
DETROIT, METROPOLITAN WAYNE CO ARPT: Constr, work S of apron btn txwy B & C; bldg constr in front of and along side main trml bldg. Apch lgts & sequence flashers on rnwy 3L shut down for installation of 3-phrase regulator substation & modification of threshold lgts & apch lgt system. Constr work in progress on txwys & parallel to rnwys 3R-21L and 3L-21R SW from rnwy 9-27. Obstn lgts on constr eqpmt lctd inside SW bndry fence midway btn rnwys 3L and 3R. (7-28)
DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15) About Aug 10, freq 142.74 mc will be decmsnd. (7-8)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg. category (1) 0800-2000; Montrg category (3) 2000-0800.
GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)
GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)
GRAND RAPIDS, KENT CO ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29)
HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as taxiway. Constr in progress on trml bldg & ctl twr, lctd E of W, N S txwy and N of S, E W txwy and ramp area. (5-5)
KALAMAZOO MUN ARPT: 50' obstn lctd ctl twr under const at trml site. (12-30)
LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi-interference; unserviceable 090°-150° clockwise due interference. ILS glide slope unusable from MM to touchdown. (6-28)
MARQUETTE-COUNTY ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16) Caution hvy constr eqpmt crossing rnwys dalgt hrs. (7-11)
MASON, JEWETT ARPT: N/S strip clsd all operns; deep ruts at int of N/S and E/W strip, use caution. (5-26)
MT CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200'E end rnwy 9-27 open.
MUNISING, HANLEY FLD: Constr of new rnwy in progress, men & eqpmt on fld. Old rnwy usable. (6-15)
MUSKEGON RADIO: About Aug 8, TACAN will be shut down until aprx Sept 19-modernization. (7-15)
OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)
PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident. About Aug 8, VOR will be shut down until aprx Aug 22-freq chgd to 114.0 mc.
PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E/W rnwy. (6-15)
PLYMOUTH, METTETEL ARPT: Caution lndgs S, clear auto tfc on road at N end.
PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)
ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.
SAGINAW, TRI-CITY ARPT: Use rnwys only. Rngy lgts on request. Constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd & lgtd. (6-15)
SAULT STE MARIE ARPT: Caution, constr in progress on NW/SE rnwy durg dalgt hrs, rnwy surfacing, duration Aug 25. (6-28)
STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)
TRAVERSE CITY MUN ARPT: 254'(1290'MSL) lgtd twr being erected 4.6 nmi W(292°T) at lat 44-46-11, long. 85-41-22. (4-25)
MINNESOTA: BAUDETTE RADIO: Soon, state owned VOR will be comsnd; Freq: 111.6 mc. Ident: BDE. Lctd: lat 48-43-15, long. 94-36-00. Montrg category(3). Rcvr 122.1. Voice avbl 0800 to sunset. Class: L-VOR.
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)
COOK MUN ARPT: NE/SW rnwy clsd. (5-20)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Transmissometer comsnd. Tmpry threshold lgts installed 500' W of E end rnwy 27, constr.
DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (1-7)
DULUTH RADIO: VOR unusable 115° clockwise to 135° and 305° clockwise to 315°, due excessive scalloping. DMET operg test basis; channel 73. (10-30)
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)
HIBBING, CHISHOLM-HIBBING ARPT: Caution-constr 1300' extsn SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)

MINNESOTA: ISABELLA, DUNCAN AIRFLD: 265'(2270'MSL) lgtd twr being erected 2 nmi ENE (70°T) at lat 47-37-30, long. 91-22-30. (6-11)

MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvy 122.1 mc. Class: L-VOR. (3-16)

MINNEAPOLIS, ST. PAUL INTL (WOLD CHAMBERLAIN)FLD: Rnwy 4-22 clsd to all flt operns due to maj constr along both sides of rnwy immediately SW of 4-22 & 11L-29R int. Work will be in progress 24 hrs daily excp Suns til aprx Sept 10 and rnwy will be avbl for use durg this period only when wind or wea conditions preclude use of other rnwys. Day & ngt mrkd. Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Hvy rock blasting thru area 0700-1700C daily excp Suns. Bldgs being erected btn rnwys using 130' cranes obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. First 1000' NE end rnwy 4-22 clsd to non- mil acft. Tkof permitted when wind conditions dictate in interest of safety, may be used for taxiing and overruns for NE lndgs. (7-15) Due non-visibility twr unable to determine if areas are clear of obstns and/ or acft; Int rnwys 4-22 & 11R-29L & associated txwys. All use of these areas is at pilot's discretion. (7-27)

MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN)FLD:TOWER: May 6, ILS lclzr & glide slope (ident MSP) shut down until aprx Jan 15, 1961-lclzr modification (5-6) July 5, ASR- 2 shut down until aprx Sept 5- modernization. (7-5)

MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.

MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft-1800' usable.

NODINE RADIO: DMET operg on test basis; channel 126.

REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)

ROCHESTER, LOBB FLD MUN ARPT: 20' cranes operg 200' SW end rnwy 2-20, unmrkd day ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)

ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; Lctn: 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.

ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10) About Sept 1, VOR montrg category will be chgd to (3) &class will be chgd to M-VORW until aprx Sept 15.

STANTON, CARLETON ARPT: 320' (1530'MSL) lgtd twr being erected 8 nmi S (183°T) at lat 44-20-38, long. 93-01-03. (5-13)

WINONA RADIO: VOR unusable beyond 14 mi- course instability. (3-20)

MISSISSIPPI: BELZONI, HALBROOD FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)

BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.

CLARKSDALE, FLETCHER FLD: 278.6' (444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)

COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)

GREENVILLE AFB SPECIAL NOTICE: Extensive jet VFR trng being conducted 7000'MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000'MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.18 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)

GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 2200-0600 daily. (5-12)

GREENWOOD MUN ARPT: 167' (299'MSL) lgtd twr being erected 1.2 nmi NNE(34°T) at lat 33-31-15, long. 90-10-43. (6-17)

GREENWOOD RADIO: About Aug 8, VOR will be shut down- freq chg to 114.7 mc and class chgd to H-BVOR. Durg this period, use following: J52V TXK VOR-BHM VOR substitute.TXK VOR thence via 082° radial TXK VOR to 266° radial UBS VOR to UBS VOR direct BHM VOR. Changeover pt btn TXK VOR & UBS VOR-crossing 161° R LIT VOR.

GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.

GULFPORT AFB RADIO: USAF H facil operg June -Aug. Freq: 269 kc. Ident: GFM. Twr operg 0600-1800 daily from Aug 12 thru Aug 28. Freqs: tsmts & rcvs: 121.5, 126.18, 236.6, 259.6, 121.3 243.0 mc. Rcvg: 122.5 mc. Acft without rdo will be ctld by standard lgt gun signals. UHF/DF freqs 305.4 & 343.0 mc. (7-27)

JACKSON RADIO: About Aug 15, TACAN will be shut down until aprx Aug 25- eqpmt installation [illegible]

MISSISSIPPI: LAUREL MUN ARPT: 130'(365'MSL) lgtd oil derrick will be erected 1850' NE of cntr pt of fld. (9-1)

**MADISON, CAMPBELL FLD: UNICOM 122.8 mc. All rnwys clsd, rnwy lgts inop. Constr on fld, mrkd NE/SW sod strip 2400' W side fld 20-1 slope open to tfc. (7-7)

**MERIDIAN, KEY FLD: Rnwy 9-27 clsd. Rnwy 14-32 perm discontinued. (7-2)

MERIGOLD ARPT: 341'(489.6'MSL) lgtd twr being erected 21 nmi E (92°T) at lat 33-50-05, long. 90-18-58. (5-13)

OXFORD, UNIVERSITY-OXFORD ARPT: Caution parking area under constr,hvy eqpmt on fld. (6-27)

PICKENS, PRESLEY'S ARPT: 266'(590'MSL) lgtd twr being erected 7 nmi WSW (258°T) at lat 32-52-14, long. 90-06-07. (6-30)

RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE (160°T) at lat 32-12-46, long. 90-22-54. (4-1) 278.5' (652'MSL) lgtd twr being erected 17.9 nmi WNW (309°T) at lat 32-29-05, long. 90-41-31. (6-30)

TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S (196°T) at lat 34-30-34,long. 90-25-58. (5-12)

YAZOO CITY, BARRIER FLD: 191' (548'MSL) lgtd twr being erected 10.1 nmi SSE (170°T) at lat 32-42-26, long. 90-22-16. (6-30)

MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt., acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)

BOWLING GREEN ARPT: Reported reactivated. Lctn 1.5 mi NW. 1 turf rnwy N/S- 2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)

CAPE GIRARDEAU MUN ARPT: 1677' (2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (5-4) NW/SE sod strip clsd. (9-8)

COLUMBIA MUN ARPT: Constr, men & eqpmt on fld durg dalgt hrs. (7-11)

**CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07-, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500'MSL to 4500'MSL. Expires 9 Sept. 1960. (6-8)

DOGWOOD RADIO: About Aug 10, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield. (6-15)

GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout out apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500'MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)

**IDEPENDENCE MEML ARPT: UNICOM 122.8 mc comsnd. (7-29)

JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown-due roughness lclzr and glide slope. (10-28)

KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)

KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng.

MAPLES RADIO: DMET operg on test basis; channel 89.

MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)

ST. JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)

ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Closure due to alternate thawing & freezing of txwy surface causing heaving & buckling. (3-25)

ST. JOSEPH, ROSECRANS MEML ARPT TOWER: July 21, ILS lclzr & glide slope shut down until aprx Aug 3- chg lclzr course width to 4° & antenna modernization. (7-21)

*ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Freq 307.9 mc chgd to 269.6 mc St. Charles peripheral site. (7-21)

ST. LOUIS, LAMBERT-ST. LOUIS MUN RADAR APPROACH CONTROL: About Sept 29, PAR ctl service will be inaugurated. (7-27)

MISSOURI: ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: First 700' apch end rnwy 6 & txwy C clsd. Men & eqpmt on rnwy & txwy. Constr in progress last 2000' apch zone of rnwy 6. Excavation 18 inches deep S side txwy A 250' to 400' SE rnwy 6. Constr areas flagged & flared. Two silos 65' AGL lctd aprx 1600' from end rnwy 30 & 300' N of centerline rnwy 30 unlgtd. Due non-visibility twr unable ctl tfc on ramps & txwys SE of new admin bldg, air freight trml bldg, TWA & Young Aviation hangars. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' rnwy 6, constr area mrkd. Shoulder soft; rnwy apchs ruf & unusable; grass area clsd. Bright mercury vapor lgts on highway 70 aprx 3000' from apch end rnwy 6 may be mistaken for rnwy when breaking clear of overcast from lake apch durg hrs of darkness. (7-22)

ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution - lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) June 20, ILS lclzr and glide slope and DME shut down until aprx Sept 20 - rélctn. (6-20)

**SEDALIA - COMMERCIAL ARPT: Perm clsd to public, private fld. (7-11)

VERSAILLES MUN ARPT: N S and NE SW rnwys clsd. (6-9)

VICHY RADIO: June 20, TACAN shut down until aprx Aug 15 - modernization. (8-1)

MONTANA: BRIDGER MUN ARPT: N S rnwy under constr, land at own risk. (5 16)

CHESTER ARPT: Clsd - constr, bcn remains lighted. (4-5)

DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N S rnwy. (12-30)

DILLON RADIO: July 5, TACAN shut down until aprx Aug 13 - reconstr. (7-27)

GREAT FALLS AIR ROUTE TRAFFIC CONTROL CENTER: See page 63 for freq changes efctv on or about 15 Aug. (7-28)

GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26)

Apch lgt lane shut down until aprx Aug 8, installation of flasher. (7-7)

GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)

MEADOW CREEK USFS ARPT: Caution, soft and not usable after hvy rains. (6-22)

MILES CITY RADIO: June 27, TACAN shut down - reconstr. (7-13)

MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL Miller Creek area lat 46-47 and 46-49, long 114-01 and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)

MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.

WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bcsts VOR & LF rng.

NEBRASKA: BROKEN BOW MUN ARPT: Caution constr work in progress on arpt apron & txwy. (7-1)

**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)

COLUMBUS MUN ARPT: ENE/WSW sod strip closed. (11-2)

GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW(209°T) at lat 40-55 37, long. 98-20-32. (7-9)

HAYES CENTER RADIO: TACAN brg info unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (7-2)

HOLDREDGE MUN ARPT: Caution, constr; men, eqpmt working on shoulders adjt to N/S rnwy; lgts inop N/S rnwy. (7-9)

★JACKSON RADIO: July 29, H facil comsnd. Freq 233 kc. Ident: JKN. Lctd: lat 42-27-30, long 96-27-40 , Class: MHW. Rcvd too late for ANRA Page.

**OMAHA, EPPLEY AIRFLD: E. 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (7-5) Hi-intensity sequence flashers in conjunction with configuration A apch lgt system comsnd rnwy 14L; flush type lgts 300 and 400' from rnwy threshold not installed. (6-30)

OMAHA, EPPLEY AIRFLD TOWER: ILS glide slope unusable from MM to touchdown - due glide slope roughness. (5-3) About Aug 15, ILS glide slope will be shut down until aprx Aug 22 - modernization. (7-28)

ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi. (5-2)

NEBRASKA: WOLBACH RADIO. DMET operg on test basis; channel 111.

NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW SE rnwy lgts inop. (4-27)

BATTLE MOUNTAIN RADIO: About Sept 5, VOR will be shut down until aprx Sept 20. Durg shutdown following route structure & MEAs in efct: Unusable Awys: V-6 LOL-LWL; V-6N LOL-BAM; V-32 BAM-EKO; V-32N BAM EKO. Unusable Reporting Points: None. Usable Awys: (Tmpry redesignated with published) MEAs and MCAs unless otherwise indicated) Green 3; V-1504-31, LOL to BAM Int. via LOL R-054°, MEA 12,000'; BAM Int. to EKO via EKO R236°, MEA 11,000'. Usable Reporting Points: BAM Int, EKO VOR R-236° and the SE crs of the BAM LFR. (7-21)

COALDALE RADIO: VORTAC usable dist: 300°-15° & 60°-80° limited 25 nmi at MOCA.

**FALLON SPECIAL NOTICE: Intsv mil jet hi speed low level bombing flts being conducted daily in accordance VFR btn surface and 8000' MSL NW within an area bounded by coordinates 39 42, 118-55; 32 22, 118-51; 39-24, 118-56; 39-24, 119-00; 39-40, 119-04. These operns considered hazardous to non participating acft & in the interest of safety acft are requested to avoid this area below 8000' MSL. (6-29)

FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000' MSL btn long. 119-00 and 118-30 on Green 3 and Victor 6. (6-17)

GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop.

LAS VEGAS SPECIAL NOTICE: Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notmas which will restrict flt in certain areas. (5-6) Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR, direct to the NE corner of Caution Area C436. The alts of 8000 & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E, V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43 N, 114-11 W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-57N, 114-15 W to 36-07N, 115-18W. That portion of V105 V135 lying between Pahrump int and the W edge of Amber 2 between 15,000' and 23,000' MSL. Suggested arr. & dptr route NE of Las Vegas: remain E of centerline of Amber 2 & outer limits of Nellis AFB. 5 mi ctl zone at or below 7000' MSL. (7-29)

LAS VEGAS RADIO: VORTAC restricted to 30 nmi from 120°-130° at 8000'MSL; 25 nmi 130°-140° at 8000' MSL. 30 nmi 200°-220°, 9000'MSL. 30 nmi from 220°-240°, 11,000'MSL.

LOVELOCK RADIO: Aug 1, TACAN will be shut down until aprx Aug 17 - reconstr & channel chg to 112. About Aug 15, VOR will be shut down until aprx Aug 17 - freq chg to 116.5 mc. About Aug 15, DME channel will be chgd to 85. (7-20) Durg VOR shut down following route structure & MEAs in efct: Unusable Awys: V1500-02 RNO-LOL; V1535 LOL-SDO; V6N LOL-BAM. Unusable Reporting Points: Churchill & Yerington Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V6, V1504-31, RNO-BAM via RNO R039° and BAM R231°; MEA 18,000'; V105 OAL-RNO MEA 12,000'.

MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in vcnty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)

MORMON MESA RADIO: DMET operg; channel 90. VOR/DME restricted to 30 nmi from 055°-100°; 20 nmi 100°-135°; 25 nmi 280°-340°. (7-1)

NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercpts, formation, GAR-8 patns & MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' & 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng.

RENO MUN ARPT: Rnwy 7-25 very ruf, broken pavement. Hazardous to lgt acft. Rnwy 3-21 emgcy use only. (7-28)

RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30 28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (6-7)

SOD HOUSE RADIO: About Sept 19, VOR will be shut down until aprx Oct 4. Durg shutdown, following route structure & MEAs in efct: Unusable Awys: None. Unusable Reporting Points: None. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-1535 LOL-REO, MEA 15,000'. Usable Reporting Points: None. (7-21)

NEVADA: TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs. (9-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord rdo).

CLAREMONT MUN ARPT: Rnwy lights inop.

CONCORD RADIO: DMET operg test basis; channel 113. (3-30)

LEBANON-REGIONAL ARPT: Rnwy 7-25 not plowed winter months. Constr E end of rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)

LEBANON RADIO: VOR unusable 110° clockwise to 115°, beyond 35 nmi at MOCA. (7-19)

NEW JERSEY: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri. The route will be from ACY helicopter pad (lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050°M to bndry of Idlewild arpt, (lat 40-38-20, long. 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long. 73-46-46) Direct Mineola, direct Glencove Rbn thence track out brg of 020°M until intercepting brg of 141° from Westchester Co. LMM/LMM/PN 260; thence 315°M to threshold of rnwy 34 Westchester Co. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thence heading 102° to intercept 232° radial of BDR VOR thence 052°M to Bridgeport pad (lat 41-10-00, long. 73-07-30).

**ATLANTIC CITY (POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. Caution, extsv fld maint. RAE visual glide path indicator operated 24 hrs daily on tests basis; consists of short bars of lgts each side rnwy 13, 750' & 1250' from threshold; when below correct glide path all lgts appear red, when above glide path all lgts appear white, on glide slope indication shows near lgts white and far lgts red; system is adjusted to conform to ILS glide slope until aprx Aug 5. Lgtd 163' radar reflector erected 3600' SW of arpt at lat 36-26-37, long. 74-35-51. (7-12)

ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd.

BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flight Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17; 340°M to a point at lat 40-58, long. 74-22; thence 215°M to the Delaware River. Time: sunrise-sunset. Alt: sea level to 9,000'. User: Curtiss-Wright Corp., Caldwell, N. J. Expires Aug 15, 1960.

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (6-16)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° at MOCA. DMET operg on test basis; channel 98. (6-2)

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

DOVER SPECIAL NOTICE: Picatinny Arsenal, a moored balloon with streamers attached to cable will be raised dalgt hrs, with 3 mi visibility, 1000'(1700'MSL).

LAKEHURST NAS RADIO: Navy rdo rng operg VFR conditions only. Homer avbl 369 kc (NEL) on req and durg IFR. No approved apch for Homer. IFR apchs ASR only Homer as missed apch holding facil. (5-19)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev, 1250' E of threshold lgts marked by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22, 100' E rnwy 22 cntrline extended; men, eqpmt on fld. 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg. (6-9)

NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° July 27, ATCRB svc shut down until aprx Oct 12 - relctn. July 27, VHF/DF shut down until aprx Aug 26 - relctn. July 28, PAR shut down until aprx Aug 10 - relctn & modernization.

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light

NEW JERSEY: multiples other course.

READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on wk-ends from gnd to 7000'. (6-13)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.

SOLBERG RADIO: TACAN operg test basis; channel 94. (7-13)

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

STILLWATER RADIO: About Aug 23, VORTAC freq will be chgd to 111.6 mc/channel 53.

TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 22 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns hould be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (6-10)

WRIGHTSTOWN, McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc cltd by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (3-29)

NEW MEXICO: ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700M-1000M daily except Sat & Sun. These ctld firings are conducted only during VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)

ALBUQUERQUE AIR ROUTE TRAFFIC CONTROL CENTER: See page 83 for freq changes efctv on or about Aug 15. (7-28)

ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51 long. 105-59; elev: 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.

**ALBUQUERQUE, KIRTLAND AFB: Unlimited delay on any maint other than minor not applicable to VIP and air evac acft. Rnwy 17-35 clsd to all acft in excess of 33,000 lbs GWT. Kirtland ASR mins rnwy 8 are 700' and 1 pending further flt check; possible severe down-draft on apch. (6-11)

ALBUQUERQUE, KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.

BACAVILLE RADIO: DMET operg test basis; channel 29. (2-12)

CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM. Lctd lat 36-29-30, long. 104-52-18. Mag. var.: 13°10'E. Elev: 6547'MSL. Montrg category (1). Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area(15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

FARMINGTON MUN ARPT: Rnwy 11-29 clsd due constr of new rnwy 5-23; txwy from W taxiing int to end of rnwy 7-25 clsd for aprx 30 days; caution, constr in progress on other txwys; taxiing rnwy 7-25 authorized W of W taxiing int only. Tkofs on rnwy 7 from W txwy int authorized for acft smaller than DC-3 Continuation of apch to touchdown prohibited when rnwy occupied. (6-23)

FT WINGATE(GALLUP) SPECIAL NOTICE: Hvy demolition in progress thru 12 Aug daily Mon-Fri 0730M to 1600M in 4 sq mi area 10 mi SE of Gallup bounded on N by lat 35-28, on E by long. 108-30, on S by lat 35-26, on W by long. 108-38. (6-27)

NEW MEXICO **LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the

NEW YORK ing area at 2500' or above, drilling permitting, about shoreline S of Flatbush,

[redacted]: **LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.
ROSWELL-WALKER AFB RADIO: About Aug 26, radar dptr ctl will be inaugurated by Walker AFB. (7-29)
SANTA FE-COUNTY MUN ARPT: Due non visibility twr unable to determine if the following area of the arpt is clear of obstns and or acft: E W parking and loading area SE of the twr adjt to hangars and buildings. All use of this area is at pilot's discretion. (7-28)
SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)
TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)
ZUNI RADIO: About August 12, VORTAC will be shut down until aprx Aug 27- freq chg to 113.4 mc channel 81. Durg this period, following route structure & MEAs in efct: Unusable Awys :V12N, INW-ZUN. V12S INW-Suwanee Int; V62 Chevelon Int-Cactus Int.; V192 ZUN-Acoma Int. Unusable Reporting Points: Hickman & Milky Ints. Usable Awys (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V12-1518 INW-GNT via INW R079° and GNT R254°, MEA: INW-Zuni Int., 13,000', Zuni Int-GNT, 16,000'; V421 SJN-FMN via SJN R345° and FMN R192°, MEA SJN-Zuni Int, 13,000' N-bnd; 9000' S bnd, MCA SJN, 10,500' N; Zuni Int-FMN 20,000' MCA Zuni Int, 20,000' NE bnd. Usable Reporting Points: Acoma Int - GNT R160° and ONM R276°; Chevelon Int-INW R153° and SJN 263°; Zuni Int-SJN R345° and INW R079°. (8-1)
[redacted]: BATAVIA ARPK: (Private Use Arpt). Parachute jumping at alt up to 12,000' dalgt hrs VFR conditions with ceiling from gnd level 2200' up aprx 1 to 2 mi SW. Live parachutists all year around wea permitting. (7-11)
BATAVIA ARPT: Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)
BETHPAGE, GRUMMAN ARPT: Men, eqpmt on all rnwys daily from 2030Z til dark.(7-15)
BINGHAMTON, BROOME CO ARPT TOWER: June 13, ILS lclzr and glide slope shut down modernization. (6-13)
BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.
BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)
BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr. (8-25)
BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Aug 24, twr tmpry relctd to hangar roof on NW corner arpt; new lctn 3900' NW of present twr on trml bldg.
CALVERTON, PECONIC RIVER ARPT TOWER: About Aug 22, ILS LMM will be comsnd. Freq: 222 kc. Ident IC. Lctd lat 40-53-58, long. 72-49-26. Elev: 58' MSL. (7-13)
CICERO ARPT: Closed transient acft, constr. (6-27)
COOPERSTOWN ARPT: Caution, all rnwys under constr.
DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.
FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern, Mon-Fri 1200Z-2130Z; rgt tfc rnwy 32.
GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°;beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.
GLENS FALLS, WARREN CO ARPT: All txwy and ramp lgts inop. (7-13)
ISLIP, MCARTHUR FLD SPECIAL NOTICE: ILS Procedure-Rnwy 6, Amdt. 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-20)
ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface. N/S rnwy clsd. Men, eqpmt on fld. (6-10)
LAKE PLACID: Not a seaplane base. Facil for landplane avbl at Lake Placid Arpt.
MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extsnsive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'.(8-29)
NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR departure from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan cross-

[redacted]: ing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density traffic in that area. Aircraft arriving or departing Idlewild or LaGuardia required to remain well clear of Mitchel AFB. (4-3)
NEW YORK AREA SPECIAL NOTICE: Extreme caution-hi-performance test jet acft onerg in corridor btn Republic Aviation Corp., Farmingdale, L.I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 5, frequency 124.9 mc will be decmsnd Sayre, Pa. peripheral site; frequency 120.1 mc will be decmsnd and frequency 118.8 mc will be comsnd Millville, N.J. peripheral site. (6-20) Soon Traffic control procedures will be implemented for ATC radar beacon in conjunction with the Palermo, N.J. ARSR. (7-26)
NEW YORK, FLUSHING ARPT: Const work 400' S, aprx 80' crane & pile driver operg in area. Caution lndg N, tkof S over this area. Apartment bldg aprx 90' MSL will be constructed. (6-2)
NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7' 91-100 oct fuel. Two rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.
NEW YORK INTL(IDLEWILD) ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (located 4 nmi E of Lido NDB) between 8pm & midnight EDT, through September 6, 1960. (6-13)
NEW YORK INTL(IDLEWILD) ARPT: Surface detection equipment (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Radio equipped sweeper machine operating all active areas. Due non-visibility twr unable to control traffic on: txwy DD between P and Q and that portion of Q between CC and DD; txwy P from a point half-way between CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O & I between and including those portions of txwys P and Q that extend past txwy O at this point; txwy I between txwys R and a point half-way between txwys S and T; txwy I between txwys T and U and including that portion of txwy O that divides txwy T and txwy T between txwys O and I; txwys I and O between L and N and including txwy M between O and I to the outer periphery of txwy O. (4-7) Construction equipment working 1200' off apch end rnwy 13R and 300' S of centerline rnwy 13R-31L. Construction equipment stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstruction lighted and flagged. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps.
NEW YORK INTL(IDLEWILD) ARPT TOWER: ILS glide slope (rnwy 22L) unusable below 300' MSL - acct roughness.
NEW YORK,LA GUARDIA ARPT SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twrs aprx 390' MSL. (12-3)
NEW YORK, LA GUARDIA ARPT: Last 500' of apch lights and threshold lights on runway 4 inoperative. First 2500' of apch light lane available for pilot guidance when circling to land runway 13 and when ceiling and/or visibility less than 1000' or 3 mi. Sequence flasher lights may be turned on at pilots request or by controller when visibility warrants. When approach and flasher lights are on LGA tower will advise each pilot that runway 4 is closed. (3-28) Runway 4-22 closed except for taxiing via designated taxiways to and from M.A.T. Taxiway 1 and W run-up pad closed, marked, taxiway lights inoperative. (4-21) Construction all areas, heavy eqpmt operating daily. Aircraft follow all centerlines due current changes; taxiways max wing span 125', greater wing span unsafe. Runway 13 relocated threshold marked by transverse white striped chevrons, threshold lights outboard of runway side stripes. Caution, extensive construction vicinity of Domestic terminal building ramp, between hangars 1 and 2 extending out to apron and taxiway 9-27. No control over vehicles operating on all ramp areas and in portions of taxiways vicinity of Domestic and Marine terminals; vehicle routes extremely active marked by white traffic lanes and yellow traffic cones. Due limited visibility tower unable to observe apron area E of taxiway 8 and from taxiway 3 to and including taxiway 2 and Marine terminal ramp. Aircraft fuel vehicles stored on S side of outer taxiway between taxiways 9-27 and 6. 12' dike on N and E side of airport at water's edge, marked day and night at runway approach zones. Caution, aircraft parking N side taxiway 9-27, W of runway 4-22, also on both sides taxiway 18-36 between taxiways 2 and 4. 3-inch deep water puddles all depressions in paved surfaces, during and after rain. (5-13) Construction at int runway 13 and 22; men, equipment working daylight hours vicinity of int; equipment marked day and night; E boundary runway 22 across runway 13 marked by red obstruction lights on 4' stanchions across full width of runway 13. Runway 13-31 usable 4900' x 150' with overrun of 420' on NW end.

NEW YORK: NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft eqpd with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop;freq 265.0 mc av lcl. gnd ctl & PAR. ILS glide slope and DME inop. About Aug 15, ILS substitute lclzr lctd on pavement of clsd rnwy 4-22; lat 40-46-18, long. 73-52-56; 1120' NE of SW end of rnwy pavement will be removed from svc. Concurrently, the lclzr lctd lat 40-46-05, long 73-52-29; 187' NE of end rnwy 22 will resume opern brg 043° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable . Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. (7-18) About Aug 29, VHF DF will be shut down until aprx Sept 29- relctn. (7-14) About Aug 29, PAR will be shut down until aprx Sept 16- modernization. (7-14)

NEW YORK RADIO: July 21, Idlewild TACAN shut down until aprx Aug 20-modernization.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun. Arpt. Other jet letdowns in this area according to published procedures. (12-9) All acft ctc Plattsburgh AFB twr prior to entering Plattsburgh AFB ctl zone. (7-1)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' E end rnwy 10-28 clsd lndgs Mon-Fri 7:00AM-6:00PM due apch lgtg system constr. 5000' rnwy 28 avbl for lndgs. Full length 5500' usable for tkofs. Men, eqpmt off E end rnwy 28 durg these hrs.

ROCHESTER-MONROE CO. ARPT TOWER: About Aug. 19, ILS LMM will be decmsnd. Concurrently University MHW facil will be comsnd. Freq: 379 kc. Ident: UNI. Lctd lat 43-07-27, long 77-37-42. Elev: 547' MSL. (7-13)

ROCHESTER RADIO: About Aug 29, VOR/DME will be shut down until aprx Dec 29-Relctn 400' SW to lat 43-07-15, long 77-40-26. (7-25) See page 85 for substitute route structure & MEAs durg shutdown. (7-25)

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT: First 3200' rnwy 24 usable dalgt hrs only; first 2300' rnwy 6 clsd, men & eqpmt working. (7-11)

★SYRACUSE, HANCOCK FLD TOWER: About Aug 30, freq 120.3 will be comsnd. (7-25) ILS lclzr course width chgd to 4°.

THOUSAND ISLAND ARPT: New arpt reported. Lctn 1.0 SW of the Thousand Island Bridge on the St. Lawrence River. One 2400' NE/SW turf strip. Hi tension wires SW end of fld. Fld open summers only, June 1-Oct 1. (6-6)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°

** WALDEN, NEWBURG-WALDEN ARPT: Perm clsd. (7-4)

WATKINS GLEN RADIO: About Aug 8, VOR will be shut down until aprx Aug 13 - freq chg to 108.4 mc. See page 85 for substitute route structure and MEAs durg this period.

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable; usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS MUN. ARPT: 60' (773' MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12) Rnwy 11-29 clsd to all operns.

CHARLOTTE, DOUGLAS MUN ARPT TOWER: Soon, freq 126.18 mc will be chgd to 126.2

CHARLOTTE RADIO: Soon, TACAN will be shut down, -eqpmt installation. (6-16)

CHERRY POINT MCAS RADIO: Navy H facil (freq 245 kc) shut down for relctn to former rng site. (6-14)

COFIELD RADIO: Soon, VORTAC will be shut down until aprx Aug 3- freq chg to 113.7/ channel 84. See page 86 for substitute route structure & MEAs. (5-25) About Aug 3, VOR class will be M-BVORTAC. (5-26)

NORTH CAROLINA: ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (6-15) About Aug 8, VOR will be shut down until aprx Aug 13- freq chg to 109.4 mc. (7-19)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

** GREENSBORO-HIGHPOINT ARPT: Sequence flashers in conjunction with ILS comsnd. (7-1)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

JACKSONVILLE ARPT: Clsd to all tfc, no svcg avbl. (6-9)

LIBERTY RADIO: VOR montrg category (1) operg test basis. (8-1)

LUMBERTON MUN ARPT: Lgtd 120' microwave twr lctd on arpt under constr.

MAXTON, LAURINBURG-MAXTON ARPT: 300'(509'MSL) lgtd twr being erected 3.5 nmi WSW(247°T) at lat 34-45-37, long. 79-26-19. (5-13)

MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)

NEW BERN RADIO: About Aug 22, VOR/DME will be shut down until aprx Aug 27-freq chg 108.4/DME Channel 4 & Class chg to L-BVOR. (7-28) Durg this period the following substitute route structure & MEAs will apply: Usable Awys: V-229 ILM VOR via 040° radial & 056M course EWN MH MEA 3000'; EWN MH via 011M course & CVI 192° radial to CVI VOR MEA 3500'. V 45 ISO VOR via 130° radial & 130M course EWN MH to EWN MH MEAs as published. (7-28)

RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE (116°T) at lat 35-50-00, long. 78-42-40. (5-6)

RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25)

SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734'MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)

WILMINGTON RADIO: July 14, TACAN shut down until aprx Aug 14-class chg to H-BVORTAC/TACAN channel chg to 117. VOR will be shut down - freq chg to 117.0 mc. See page 86 for substitute route structure & MEAs durg shutdown. (7-14)

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)

DAVENPORT, SCHROEDER ARPT: New arpt reported Lat 46-42, long. 97-07; elev: 920'. One N/S turf strip 2600'. 80 oct fuel avbl. (6-9)

FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25) Due to non visibility twr unable to determine if following areas of arpt clear of obstns and/or acft: eastward from E entrance of W ANG ramp, also NE/SW taxi strip S of hangar near entrance to rnwy 13-31. All use of these areas is at pilots discretion. (7-29)

FARGO -HECTOR FLD TOWER: Soon, ILS lclzr & glide slope will be shut down until aprx Nov 20-lclzr relctn.

GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)

GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (phone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.

JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)

KINDRED, HAMRY FLD: 91' (1031' MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, long. 97-01-00. (4-20)

MINOT INTL ARPT: Use calm wind rnwy 12 when wind is six knots or below. (7-15)

WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: AKRON, CANTON ARPT: Down drafts or turbulence frequently encountered apch end rnways 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and/or acft: Air Guard ramp on W side of arpt, txwy from T hangars to hangar line txwy NE side of arpt. All use of these areas is at pilot's discretion, also, twr unable to observe tfc and provide tfc info in following areas: portion of ctl zone and tfc patn E of arpt because of admin bldg constr. (7-27)

OHIO: AKRON-CANTON ARPT TOWER: ILS glide slope operg test basis; unusable below 200' AG acct roughness. (6-16)

AKRON MUN ARPT: Tetrahedron unctlbl. Obst lgts inop SE hill apch rnwy 32; stadium E bndry obst lgts inop excep one lgt on N corner. (4-20)

AKRON RADIO: DMET operg test basis; channel 21. (3-14)

ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 39-58-09, long. 81-55-29. (6-29) Caution, txwys and ramp under constr, ctc unicom for instructions. (7-28)

ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)

BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-21)

CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset, Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface. (4-26)

CINCINNATI, GREATER CINCINNATI ARPT: Rnwy 36 under constr, Minimums of 400-1 will apply. (5-12)

CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. (4-24) May 6, ILS MM and LMM shut down - rnwy constr. (5-9)

CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 25, freq 125.8 mc will be decmsnd; freq 127.9 mc will be comsnd Defiance peripheral site. (7-12)

CLEVELAND, BURKE LAKEFRONT AIRPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24)

CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE/SW rnwy; stay on rnwy, use at own risk; embankment at SE end NW SE rnwy. E/W strip used for txwy only. Call arpt on UNICOM when using facils. (1-8)

CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Due non-visibility twr unable to ctl tfc on portion of ramp NE & E of hangars NE of twr; caution, acft parked close proximity txwy W. (6-8) Constr site on old S hangar line in front of Flying Tiger hangar; lgtd ngts; flagged days. (7-7)

CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 23,300' (4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. About Aug 22, ILS lclzr & glide slope will be shut down until aprx Aug 31 - eqpmt modernization. (7-13)

COLUMBUS, PORT COLUMBUS ARPT: N/S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and/or acft: Hangar line taxi strip btn rnwys 27 & 30.

COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)

DAYTON SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)

DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3)

DAYTON MUN ARPT TOWER: July 15, ILS glide slope shut down for re lctn. (7-15)

DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)

DAYTON, WRIGHT-PATTERSON AFB-SPECIAL NOTICE: Extreme caution - extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flgt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight line distances btn the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17, to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-37; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. Extreme caution for VFR flgts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)

FINDLAY RADIO: DMET operg test basis; channel 19. (4-29)

GREENVILLE MUN ARPT: Ceiling reports measured at point aprx 1500' S of end rnwy 36 OHIO: when ceiling is 1500' or less. (7-14)

**HAMILTON ARPT: New 4600' lgtd hard surface E-W rnwy open for use; 900' sod overrun W end. Call Unicom (122.8 mc) for lndg info.

**MANSFIELD MUN ARPT: Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilot's discretion. Tetrahedron unlgtd, uncontrollable. Rnwy 9-27 permly converted to txwy. (6-23)

MANSFIELD MUN ARPT TOWER: About Aug 5, CST will discontinue voice on LF 278 kc. About Sept 7, ILS lclzr & glide slope will be shut down until aprx Sept 21 - freq chg to 110.5 mc 329.6 mc. (7-28)

MARION MUN ARPT: Gliders operg, Sats. & Suns. 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.

RAVENNA ARSENAL (APCO)SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri. Within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)

**SPRINGFIELD MUN APRT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn., Fairborn, Ohio. Expires Nov 18, 1960.

**THOMPSON, SIDLEY FLD: Private fld, delete from records. (6-27)

TOLEDO MUN ARPT: Clsd Suns. 0800E-1800E to all excp local base acft; drag races in progress. (5-4)

WATERVILLE RADIO: July 21, TACAN shut down until aprx Aug 20 - modernization.

WILLOUGHBY, LOST NATION ARPT: NE SW rnwy clsd; men, eqpmt on rnwy. (8-31)

ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)

ZANESVILLE, RIVERSIDE ARPT: Reported reactivated; lat 39-59, long. 82-00; lctn: 1 mi N; elev: 700'; 1 sod rnwy, 4000' in length; 80 oct fuel, minor rprs & storage avbl; open Mon-Fri 1630-2000, wk-ends 0900-2000. FEE to commercial users only. (6-13)

OKLAHOMA: ALVA MUN ARPT: Men, eqpmt on fld 0800-1900C, constr and hvy eqpmt S third of rnwy 17-35, ctc UNICOM for information. (7-18)

BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)

BRISTOW MUN ARPT: 200'(995'MSL) lgtd twr being erected aprx. 1 mi E(90°T) at lat 35-49-39, long. 96-23-23. (5-26)

CLINTON MUN ARPT: 120'(987'MSL) lgtd twr being erected 7.3 nmi N(4°T) at 41-56-59, 90-20-09. (6-16)

**COLBERT, BURN RUN ARPK: Abandoned. (7-29)

ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student trng conducted within a 75 nmi radius of Vance AFB from 2,000' MSL to flt level 260 off awys, and from 20,000' MSL to flt level 260 on awys. Instv VFR student jet tfd tfc durg same period, from the gnd to 10,000' MSL within 5 nmi radius of Vance AFB and Kegelman AUX (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux. remain at or below 2,300' MSL. Ctc Vance Twr on 121.3 or 126.2 mc for tfc advisory. (6-24)

GAGE MUN 13, AMA-MKC ARPT: 400' (2626.5'MSL) lgtd twr being erected 21.5 nmi NNW (345°T) at lat 36-38-02, long. 99-53-47. (6-30) Clsd to all operns until aprx Oct 1. (7-19)

**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lgtd twr erected 9.5 nmi W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)

NORMAN, GOLDSBY FLD: 150' AGL (1303' MSL) obst painted and lgtd oil derrick under const at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

OKLAHOMA CITY, TULAKES ARPT: Rgt tfc patn for rnwys 17-12 efctv Sept 1. Segmented circle tfc indicator and flashg amber lgt atop ctl twr. Lgt acft tfc patn 800' AGL, hvy acft 1200' AGL all rnwys. (7-26)

OKLAHOMA CITY, WILL ROGERS FLD: 9800' rnwy 17-35 & attendant E txwys open dalgt hrs only, rnwy & threshold lgts in opern only 7400'. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during daylgt hrs. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (8-1)

PAGE RADIO: About Aug 15, VOR will be shut down until aprx Aug 20 - freq chg to 113.5 mc and class chgd to M-BVOR. (7-19)

OKLAHOMA: **PONCA CITY MUN ARPT: Ball park with cluster of eight 70' light poles permly lctd adjt to SE corner of fld, 1500' E of N/S rnwy not obstn lgtd. (7-27)
SHAWNEE MUN ARPT: 120.5'AGL(1211.5'AMSL) lgtd elevated water storage tank under constr E side of arpt. (7-10) 200'AGL(1281.8'MSL) lgtd church steeple under constr adjt E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)
STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.
TULSA MUN ARPT: Caution, due to non-visibility twr unable to ctl tfc operg in area W of loading finger at trml bldg, runup area for rnwy 3L, SW end of rnwy 3L; visibility obstructed to greater extent when hvy acft parked at loading finger. (3-2) Soon, tfc rnwys 17R & 21R will be rgt hand, clockwise. Flashg amber lgt not installed. (6-2)
TULSA MUN ARPT TOWER: July 5, ILS glide slope shutdown- arpt construction. (7-1)
OREGON: ASHLAND ARPT: 186' lgtd twr erected one mi SW; obst height 2266'MSL; lat 42-10-56, long. 122-40-40. (7-21)
BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
CAVE JUNCTION SPECIAL NOTICE: Extsv forest svc parachute smokejumper trng will be conducted durg mos. of Aug., and Sept. in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SE of Kerby, Ore., 4-1/2 mi E of Cave Junction, Ore. (6-4)
EUGENE, MAHLON SWEET FLD: No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
EUGENE RADIO: TACAN shut down until aprx Aug 11-reconstr. (7-13)
HOOD RIVER-COUNTY ARPT: Caution, constr in progress thru aprx Oct 15; consult arpt mgr for info if lndg strip is avbl. (7-7)
JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)
KLAMATH FALLS RADIO: About Aug 22, TACAN will be shut down until aprx Sept 22, reconstr. (7-28)
LAKEVIEW MUN ARPT: Caution, especially at ngt; rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)
LAKEVIEW RADIO: Only VOR awys radials flt-checked. (12-18)
MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp0°-15°, 9000'; 15°-30° at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360° at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)
NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.
NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.
PORTLAND INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210°, 4000' and 210°-275°, 10,000'. (5-10) About Aug 1, rcvr 3023.5 kc will be discontd. (7-6)
PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. TACAN will be shut down until aprx Aug 4- reconstr. (7-15)
THE DALLES MUN ARPT: Drag races will be conducted Aug 14 and Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)
THE DALLES RADIO: June 9, TACAN shut down until aprx Aug 6, reconstr. (7-27)
UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the river. (1-4)
PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14) About Aug 8, ILS lclzr & glide slope will be shut down until until aprx Aug 22-freq chgs: lclzr to 110.7 mc; glide slope to 330.2 mc. (6-29)
ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. 4-20)
ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°; 30 nmi from 350°-010° at MOCA. (10-7)
BEDFORD ARPT: S end N/S rnwy clsd, soft; ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)
BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-16)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)

PENNSYLVANIA: CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Clsd. (4-14)
CRESSON ARPT: E/W rnwy clsd. (9-2)
**DOWNINGTON ARPT SPECIAL NOTICE: Flt Test Area described as follows: Over the water portion of an area within a radius of 5 smi of Carpenters Point, Md, lat 39-28, long. 75-55; 39-37, 76-06. Over unpopulated portions of an area within a radius of 10 smi of Downington Arpt, lat 39-48, long. 75-31; 40-08, 75-55. Hours: Dalgt. Altitudes: below 2000'. User: George G. Spratt. Expires 30 Sept. 1960. (11-20)
DOWNINGTOWN ARPT: Clsd to all tfc. (12-11)
**DUBOIS, JEFFERSON COUNTY ARPT: New arpt; Lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700'x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl.
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GETTYSBURG, DOERSOM ARPT: Clsd all tfc due fld conditions, ctc UNICOM. (1-21)
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°;beyond 30 nmi, 140° to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17-nmi at 3500'. TACAN azimuth unusable; beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi, 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int- acct interference. (3-10)
HARRISBURG-YORK STATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking. Constr both sides txwy from rnwy 2 to Army hangar. Soon, rnwys 8-26 will be clsd for aprx 20 days for reconstr. Rnwy 2-20 & 12-30 will remain open. (6-20)
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)
INDIANTOWN GAP MILITARY RESERVATION SPECIAL NOTICE: Controlled firing area described af follows: bounded by lat 40-28-45, long. 76-35-40; 40-28-45, 76-37-40; 40-27-25, 76-39-45; point of beginning. Alt: surface -2000' MSL. Time: EDT 10 Aug, 0700-2400 and 11 Aug. 0700-1400. (7-28)
JOHNSTOWN, CAMBRIA CO. ARPT: Use rnwys and txwys only; sod and areas soft. Txwys clsd to all operns from admin bldg to int rnwys 9-27 & 15-33 and from this int to end rnwy 15 all txwys and ramp clsd, constr; opern ditches along area makd day & ngt. (7-6)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPK: Men, eqpmt on N/S rnwy dalgt hrs. (6-13)
LANCASTER MUN ARPT: Caution, constr. (11-10)
MATAMORAS MUN ARPT: Caution, constr on N end NE/SE rnwy.
MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld.
MT. POCONO ARPT: Closed due to constr. (9-2)
NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld durging dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld durg course of jumping activities.
PHILADELPHIA: Soon, commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)
PHILDAELPHIA INTL ARPT: All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered ngts. Mil jet arriving and departing fld, initial apchs to rnwys 9 & 27 conducted at 2000'MSL. Tfc patn alt 1500'MSL all turns left. Due non-visibility, twr unable to determine if following areas of arpt are clear of obstns and/or acft: NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17 and 250' of apch end rnwy 17. All use of these areas is at pilot's discretion. (8-1)
PHILADELPHIA-INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) About Aug 1, PAR -2 will be shut down until arpx Sept 9-modernization. (6-30)

PENNSYLVANIA: PHILADELPHIA, NORTH PHILADELPHIA ARPT: Due non-visibility, twr unable to determine if hangar areas are clear of obstns and or acft; all use of these areas is at pilot's discretion. (7-27)
PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)
PITTSBURGH, ALLEGHNEY CO. ARPT TOWER: About Aug 10, freq 121.0 mc will replace 121.30 mc. (6-22)
PITTSBURGH, GREATER PITTSBURGH ARPT TOWER: About Aug 9, freq 124.90 mc will replace 121.1 m. About Aug 11, freq 121.30 mc will replace 121.70 mc.
PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable distance H facil 26 nmi.
POTTSVILLE, TROPP ARPT: Caution, due realignment of E W rnwy, men & eqpmt adjt to rnwy. (3-22)
PUNXSUTAWNEY MUN ARPT: Caution, use N S rnwy only. (1-25)
READING, GENERAL SPAATZ FLD: Caution, due to constr sod areas bounded by the W side rnwy 18-36, SW side rnwy 13-31 and SE side rnwy 5-23 clsd. Men & eqpmt on fld.
SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)
STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)
TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW SE rnwy clsd.
THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. Until Oct 29, drag racing; ctc UNICOM for clear rnwy. (3-18)
THORNHURST RADIO: DMET operg on test basis; channel 108. (6-2)
TIDIOUTE RADIO: TACAN operg on test basis; channel 43. About Aug 8, VOR will be shut down until aprx Aug 13 - freq chgd to 117.6 mc TACAN channel will be 123. See page 86 for substitute route structure & tmpry MEAs durg shutdown. (6-29)
TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)
UNIONTOWN RADIO: About Aug 25, VORTAC will be perm decmsnd. (7-18)
WAYNESBURG, GREEN COUNTY ARPT: Land on hard surface, limited constr. (4-29)
WILKES-BARRE-SCRANTON ARPT: Tmpry 170' mrkd crane lctd on SW apch end of rnwy 4-22.
WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown - acct roughness. (2-10)
WILKES-BARRE-SCRANTON RADIO: DMET test operns tmpry suspended. (1-6)
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)
WILLIAMSPORT-LYCOMING CO ARPT TOWER: About Aug 1, Enroute ctl svc will be provided. This svc will apply at alts 5,000' and below btn IPT and ELM, IPT and AVP, IPT and HAR. (6-29)
WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°, 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)
RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)
PROVIDENCE, GREEN ARPT: Caution, exstv constr, turf areas clsd. Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. Excavation W side of fld & edge of rnwy 23R and 5L aprx 2000' from apch end of rnwy 5L, 50' long, 2' deep ditch mrkd & lgtd; rnwy 23R and 5L subject to close Mon thru Fri 0800-1700. 85' lgtd twr 700' NW of apch end rnwy 23R. Rnwy 5R-23L operative but caution advised due to men, eqpmt working 500-1000' SW apch end of rnwy 5R. Extreme caution, excavation S side of ramp 100 to 150' E of apch end rnwy 23R, mrkd and lgtd. (5-16)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.
PROVIDENCE RADIO: VOR unusable beyond 30 nmi from 220° clockwise to 310° at MOCA.
SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd; tie-downs lctd adjt to clsd portions of taxiway, unmarked.
RHODE ISLAND:
SOUTH CAROLINA: BEAUFORT AREA VICINITY AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see-and-be-seen capability conducting max performance climb/penetration maneuvers. (12-4)
CHARLESTON AFB MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. Due to trng and opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd whe encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. (2-4)
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi.
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (7-15)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. Due to restrictions, VOR V56 FLO-CAE tmprv designated FLO 239 and CAE 080, MEA 2000', MOCA 1900'. Lamar Int tmprv designated FLO 239 and CTF 152°. (4-7) Soon, VOR will be shut down - modification. Durg this period use following: V3 FLO LF rng to SOP VOR via brg 007° FLO LF rng and SOP R187, MEA as published. V3E FLO VOR to int of RDU R189 unusable. Utilize R16 as published btn FLO LF rng and FAY rdo bcn until established on RDU R189. V437 FLO LF rng to Overton Int via brg 178° from FLO LF rng, MEA as published. V437 FLO LF rng - CHS VOR via FLO LF rng S course & CHS R016, MEA as published. V3, V157 FLO LF rng - St. George Int via brg 243° from FLO LF rng, MEA as published. V56 FLO LF rng - int of CAE R080 via brg 243° from FLO LF rng, MEA 2000'. Unusable Ints: McFarlan, Tabor City, Dock, Green, Longwood, Crescent, Johnsonville, Planter, Davis and Jamestown. (7-21)
★GREENVILLE MUN ARPT TOWER: ILS glide slope inop. ILS lclzr relctd lat 34-51-27, long. 82-20-54. Lclzr unusable above 4000' MSL. (7-25)
ORANGEBURG MUN ARPT: Clsd, constr. Lgt acft ctc Unicom 122.8 mc for lndg info.
**PARRIS ISLAND, HILTON HEAD ARPT: New arpt. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl.
**SPARTANBURG MUN ARPT: Displaced threshold lgts rnwy 22 relctd 200' SW. 6' lgtd ILS ant lctd cntrline 170' NE paved rnwy area. Usable length of rnwy 22 reduced to 5000'.
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
SOUTH DAKOTA: ABERDEEN MUN ARPT: N S rnwy clsd acft over 8,000 lbs; 200' each end clsd to all operns. (6-14)
DUPREE RADIO: DMET operg on test basis; channel 115.
**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hvy eqpmt crossing N/S rnwy. (5-18)
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 btn Ross Int and RAP, V89 btn RAP and CDR, V182 between CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
RAPID CITY-ELLSWORTH AFB SPECIAL NOTICE: Due to extensive ILS-GCA apch activity it is suggested that VFR operns at or below 5000' MSL between Ellsworth TVOR & Ellsworth AFB remain S of the TVOR and below 4500' MSL or contact Ellsworth advisory svc on

SOUTH DAKOTA: 119.5 mc or 122.5 mc. All acft operg within a 25 nmi radius of RAP LFR use extreme caution-extensive jet flying. B-52 acft departing rnwy 12 and 30 will maintain rnwy headings for approx 25 nmi climbing to 10,000' before starting turns. (2-2)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: 150'(1385'MSL) lgtd twr being erected 2.3 nmi N(17°T) at lat 42-47-04, long. 96-55-26. (6-13)
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.

TENNESSEE: BRISTOL,TRI-CITY MUN ARPT:Rnwy 4-22 open dalgt operns only;unlgtd,unmrkd; clsd acft over 120,000 lbs GWT dual wheel, 90,000 lbs GWT single wheel; 180° turns prohibited. Rnwy 9-27 lgtd, restricted to acft over 40,000 lbs GWT dual wheel, 30,000 lbs GWT single wheel; during constr 180° turns prohibited acft over 18,000 lbs GWT excp at end rnwy 9, Efctv Oct 15, functioning 2-way rdo rqrd. Due to non-visibility twr unable to ctl tfc 900' on SW end of txwy leading to rnwy 4, embankment. (7-19)
CHATTANOOGA-LOVELL FLD TOWER: About July 18, freq 126.18 will be chgd to 126.2.
GRAHAM RADIO: July 18, VOR/DME shut down until aprx Aug 5-freq chg to 111.6 mc, class chg to L-VOR. (8-1)
JACKSON, McKELLAR FLD: Txwy paralleling N end of rnwy 2-20 N of E/W txwy clsd-repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl nits, 4700' avbl dalgt hrs for tkof S or lndg N; constr work in progress. (6-9)
KINGSPORT, TRI-CITY ARPT: 120'(1993'MSL) lgtd twr being erected 5.1 nmi NW(334°T) at lat 36-33-25, long. 82-26-37. (6-30)
KNOXVILLE, POWELL ARPT: New arpt reported; lctn: 2 mi E Powell, 16 mi N McGhee-Tyson arpt; elev: 992', one hard-surfaced NW/SE rnwy 2000', unlgtd; UNICOM, 80 oct fuel avbl; attended days. P-line SW. (7-11)
KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE courses.
MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000', Gilmore Int.-Dell Int. V9 11,000'; V9E Ramsey Int. - Driver Int. 15,000'; Driver Int.-Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)
MEMPHIS-SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500'MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss (HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)
MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Min reception alt for Meridian, Miss peripheral site (125.8, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)
MEMPHIS MUN ARPT: Final apch rnwy 35 and portions tfc patn S of arpt, obstd due to erection 110' ctl twr 300' S of present twr. (7-13)
MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1)
NASHVILLE, BERRY FLD: Caution, acft movements N end acct extsv constr. First 200' rnwy 23 removed. Men, eqpmt working both sides of rnwy 2L-20R. Rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs. Rnwy 13-31 clsd to all tfc. Inbnd VFR tfc ctc Nashville apch ctl 119.9 mc civil and 383.8 mc mil aprx 25 mi out for lndg instructions. Apch ctl will specify reporting point where flt will chg to twr freq. (1-29) Rnwy 23 open, caution, optical illusion exists due to depression before reaching rnwy end. (2-9)
NASHVILLE RADIO: LF rng NW and SW course moderate to severe multiples-caution.
**OAK RIDGE ARPK: Reactivated; lctd 1 mi N; elev: 788'; one turf rnwy 2800'. No lgtg; storage & minor repairs, 80-91 oct fuel avbl. Attended wk-ends, on call other times. P-line E. (7-13)
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)
PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)
[redacted]: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of

TEXAS: Briscoes Catarina Ranch obstn lgts out of service. (3-28)
ABERNATHY MUN ARPT: 260.5'(3506.5'MSL) lgtd twr being erected 7.8 nmi E(92°T) at lat 33-50-29, long. 101-36-24. (6-2)
ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil & mil) are cautioned to conduct all flgts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)
**ABILENE MUN ARPT: New 68' (1826' AMSL) ctl twr lctd 1000' W of N end of N/S rnwy-tfc will be controlled from the old twr until further notice. (6-6) Sequence flashers in conjunction with configuration A apch lgt system, stations one thru 25 inclusive flt checked and comsnd. (7-14) Due non visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: from large hangar N including T-hangar area. All use of these areas is at pilot's discretion. (7-28)
AMARILLO RADIO: Aug 15, VOR/DME shut down until aprx Aug 20-freq chg 117.2/ to 120.5 mc. See page 86 for substitute route structure & MEAs durg shutdown. (7-29)
ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.
ATHENS, JONES ARPT: Caution lndg on E/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.
AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civilian and military) conduct all flgts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)
**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided daylgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)
AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)
BEAUMONT, JEFFERSON CO. MUN. ARPT: 300'(303'MSL) lgtd derrick being erected 7.5 nmi NNW(345°T) at lat 30-04-30, long. 94-03-44. (3-25) 260' lgtd twr either side Neches riv with trns. lines between, being erected about 7 nmi ENE at lat 29-58-59, long. 93-54-03. (4-27) 160'(164'MSL) lgtd derrick being erected 1.5 nmi S at lat 29-55-07, long. 94-01-01. (5-19) 157'(161'MSL) lgtd derrick being erected 1.3 nmi S(191°T) at lat 29-55-26, long. 94-01-52. (5-31) Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both sides rnwy 11 aprx 3000' down and left side rnwy 16 aprx 2500' down rnwy.
BEAUMONT MUN ARPT: 349' (380'MSL) lgtd twr being erected 5 nmi SSE (163°T) at lat 30-01-47, long. 94-11-25. (6-8)
BIG LAKE MUN ARPT: 420'(3120'MSL) lgtd twr being erected 2.5 nmi E(90°T) at lat 31-11-50, long 101-25-40. (6-15)
BIG SPRING SPECIAL NOTICE: Intensive jet trng in immediate vcnty of Webb AFB and 100 nmi thereof. Recommend all VFR operns within a 15 nmi radius of the Big Spring VOR including Green Awys 5 and V-16 from Loraine, Tex, to 5 nmi W of Stanton, Tex, remain below 3500' MSL or 9000' MSL and above. Jet tfc info for acft which cannot comply with the above is avbl by ctcg Webb AFB twr on 126.7, 126.18, 122.1 mc rcv on 126.2, 126.7 or 122.2 mc. Acft operg below 3500' MSL, detour Webb AFB at least 3 nmi to the N or S. Concentrated jet trng within 10 nmi radius bcst stn KRWS at Post, Tex, lctd aprx 60 nmi N and 10 nmi radius of Colorado City Aux Arpt lctd aprx 38 nmi E of Big Spring Mon-Fri 0600-1800C during VFR conditions. (10-29) Webb AFB jet acft will be operg VFR at 4,000, 5,000, 6,000 and 7,000 MSL while crossing V-66 and at 6,000 and 7,000'MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000' MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest Pilots operg S of Big Spring in vcnty of described corridor increase in-flgt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btwn R-554 and R-556.

TEXAS BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100' MSL

TEXAS passenger trml & new cargo bldg used jointly by acft & vehicles. Number of

[redacted] BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution- all alts above 4100'MSL intsv jet trng. 2957'MSL TV antenna lctd aprx 1.5 mi SE. (10-29)
BISHOP MUN ARPT: 165'AGL lgtd derrick being erected 12.2nmi SSE(176°T) at 27-23-07, 97-44-35.
BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) Acft movement N side hangar adjt to W end rnwy 8-26 and on W ste of hangar on W ramp not visible from twr. (6-21)
CARRIZO SPRINGS, DIMMIT COUNTY ARPT: E W turf strip clsd, fence across cntr of strip. (6-27)
CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)
CORPUS CHRISTI, CLIFF MAUS ARPT: TOWER: About Aug 8, arpt tfc ctl svc will be implemented from Intl Arpt; concurrently ATC svc from Cliff Maus Arpt will be discontd and apch ctl svc for Corpus Christi Trml Area will be moved from Cliff Maus Arpt twr to Intl arpt twr. Freqs remain same. (7-13) See chart on page About Aug 8, ILS LOM will be comsnd. Lctd at lat 27-50-04, long. 97-34-34; 29, 453' (5.6 smi) from NW end of NW SE rnwy at Intl Arpt. Freq: 393 kc. Ident: CR. (7-19)
COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbound bear. 325°M. Penetrations and climbouts ~~executed~~ btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120° M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000'MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)
COTULLA ARPT, SITE 6, LRD-SAT: 120' AGL(547.5'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)
EAGLE PASS MUN ARPT: Caution, constr in progress.
EL PASO INTL ARPT: First 500' apch end rnwy 22 clsd, rnwy extsn constr; threshold bndry displaced to tmpry length, 8500' of rnwy remains open and usable. Men, eqpmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-23) Apch lgts shut down for relctn until aprx Dec 12. (6-16)
EL PASO-INTL ARPT TOWER: ILS MM shut down until aprx Dec 12, relctn. (6-16)
EL PASO RADIO: DMET operg on test basis; channel 92.
FLOYDADA MUN ARPT: 285.5' (3568.5'MSL) lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-56. (6-2)
FT. WORTH AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 1, freq 124.30 mc will be chgd to 127.55 mc Marshall peripheral site; freq 120.50 mc will be chgd to 128.30 mc Oklahoma City, Okla. peripheral site .
FT. WORTH, CARSWELL AFB SPECIAL NOTICE: Caution- jet operns all alts. The Carswell AFB tfc patn is a rectangle 5 x 21 nmi whose eastern side is the extended rnwy center line of rnwys 17R and 35L. The downwind leg is 5 mi W of the extended rnwy center line with base legs extending westerly from Benbrook and Eagle Mtn TVOR's to connect with the downwind leg. Alt 2300'MSL to surface. VFR flgts transiting this area below 3000' MSL should ctc Carswell Twr or RAPCON for tfc advisory svc. Civil freqs available twr and RAPCON; 120.2 mc transmit and rcv. 122.5 rcv only. (6-21)
FT. WORTH, MEACHAM FLD: Caution taxiing in and out of SE parking ~~lot~~ and hangars lctd near SE bndry of fld; hangar obstructs end of rnwy 27 and portion of taxi strip. (8-3)
GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)
GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec. 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)
GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.
GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)
HOUSTON, BEELINE ARPT: New E W strip under constr.
HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N S -6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.
HOUSTON INTL ARPT: Inbnd VFR flgts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. Hou apch ctl will specify when flt will change to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. (12-3) Start tkof to E on E W rnwy at yellow line 100' E of N S rnwy, usable length from yellow line 4925'. (12-17) Caution, new txwy and adjt apron pavement btn [redacted] passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22) Twr unable to observe and ctl tfc on following areas: airlines trml and cargo trml ramps, N S txwy in svc & parking area extreme S side of arpt, all loading & svc areas on W side including txwys; acft ctld on N S txwy on W side, no ctl over vehicles and personnel. (7-12)
HOUSTON INTL ARPT TOWER: Soon, freq 126.18 mc will be chgd to 126.2 mc. (4-25)
HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-28)
**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long. 97-09-45.
**IRVING, JAP LEE ARPT: Abandoned, efctv Sept 1. (7-20)
JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N S rnwy, eqpmt on fld. (7-9)
LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctlon 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Afct operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution -due extsv jet trng. (1-22)
LAREDO MUN ARPT: 300'(1148'MSL) lgtd tmpry twr being erected 23.8 nmi NNW(358°T) at lat 27-59-52, long. 99-31-47, and being dismantled about 7 Aug. (6-23)
**LONGVIEW, GREGG CO. MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13- commissioned. (3-27) Due non-visibility twr unable to determine if 900' of NW taxi strip from N hangar to apch end of rnwy 13 is clear of acft or obstns. All use of this area is at pilot's discretion.
LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 and V62S. NW of Lubbock, remain at or above 10,000' MSL. All acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corridor extending 5 nmi either side of U. S. hwy 380 which passes thru the town of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)
**LUBBOCK MUN ARPT: 859'(4085'MSL) lgtd twr completed 7.5 nmi SSW(198°T) at lat 33-31-35, long. 101-52-12. (7-22) Tetrahedron perm removed.
MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing and bombing being conducted daily in R-226. Acft prohibited from entering without prior approval controlling agency.
McALLEN, MILLER INTL ARPT: 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)
MEDINA, B LAZY 2 RANCH ARPT: (Formerly Circle R Ranch Arpt) Lgtd 86' AGL(1586' AMSL) rdo twr being erected adjt to S bndry of arpt at lat 29-49, long. 99-16. (7-20)
MIDLAND AIR TERMINAL : Due non visibility twr unable to determine if the following areas of the arpt are clear of obstn and or acft: NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4. Bldg and trees obscure portions of both txwys from view from twr. All use of these ~~areas is~~ at pilot's discretion. (7-29)
MONAHANS, HURD MEML ARPT: 250'(2955'MSL) being erected 15.9 nmi SW (235°T) at lat 31-26-00, long. 103-10-00. (6-29)
NACOGDOCHES, DEL RENTZEL ARPT: 440' (850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long. 94-37-51. (5-4)
ODESSA, ECTOR COUNTY ARPT RADIO: Aug 2 thru Aug 11, tmpry ctl twr svc provided. from 1500-2300. Freqs: 119.5 , 121.5; rcvg 122.5 mc. (7-14)
PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)
PERRYTOWN MUN ARPT: 322' (3282'MSL) lgtd twr being erected 3 nmi W (292°T) at lat 36-25-03, long. 100 48-02. (5-8)
POSSUM, KINGDOM LAKE : Caution obscured power line over water vcnty the numerous lndg strips around lake. (6-23)

TEXAS: RAYMONDVILLE, FOX ARPT: 148' AGL (178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.
ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.
ROCKSPRINGS RADIO: DMET operg test basis; channel 27.
SABINE PASS RADIO: DMET operg on test basis, channel 101.
**SAGINAW BELL GLOPE HELIPORT: Located lat 32-51-38, long. 97-20-41.
SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)
**SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd. (2-29) Apch lgt system configuration A with sequence flashers serving rnwy 12, stations 5 thru 30 flt check and comsnd.
SAN ANTONIO, INTL ARPT TOWER: Soon, 126.18 mc will be chgd to 126.2mc. (4-25)
SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)
SAN ANTONIO, STINSON FLD TOWER: Twr clsd indef-repairs.
SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.18. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000'MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)
TERRELL MUN ARPT: N/S rnwy clsd, constr. NW/SE rnwy will remain open from point 200' NW of int of rnwys to NW end. (7-19)
TEXAS CITY, GULF COAST ARPT: 167' MSL twr being erected 10.3 nmi NNE (37°T) at lat 29-32-07, long. 94-49-38. 167' MSL twr being erected 9.2 nmi NE (45°T) at lat 29-30-44, long. 94-49-02. (7-12)
TULIA ARPT: 323'(3714'MSL) lgtd twr being erected 19 nmi NNE (36°T) at lat 34-49-27, long. 101-33-36 and 235.5' (3520.5'MSL) lgtd twr being erected 16.5 nmi ENE (86°T) at lat 34-34-53, long. 101-26-09. (6-2) 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.
TYLER-POUNDS FLD TOWER: About Aug 1, ILS glide slope will be shut down until aprx Aug 22- modification. (7-20)
UVALDE, GARNER FLD: 363'(1270'MSL) lgtd twr being erected 2.5 nmi SW (230°T) at lat 29-10-51, long. 99-46-41. (6-15)
WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) 1500' NW end of main txwy and other short txwys N this area serving rnwy 15 not visible from ctl twr. Twr is not responsible for ctl of tfc within this area. (6-17)
WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.
UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000' MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thencé along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of bgng. (3-1)
DELTA RADIO: DMET operg test basis, channel 123. (10-20)
FLAMING GORGE DAM SITE SPECIAL NOTICE: Cables and pwr lines suspended from two twrs on W side to one twr on E side of canyon across Green riv, approx 100' higher than canyon rim. (7-1)
HANKSVILLE RADIO: Nov 23, DME shut down indefinitely-reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg on test basis, channel 76. (8-14)
LOGAN-CACHE ARPT: Grass cutting in progress summer mos; men, eqpmt crossing rnwys durg haying operns. (6-6)
LUCIN RADIO: LF rng not monitored cont. (11-9)
MILFORD RADIO: VOR moderate to hvy roughness over mountain ridges on 072° radial 10 mi out. (7-11)
MYTON RADIO: About Aug 22, VOR will be shut down until aprx Sept 3. Durg shutdown, following route structure & MEAs in efct: Unusable Awys: V-1508 MLF-LAR; V-1529 MLF-CKW; V-81 MTU-Park City Int; V-285 MTU-CKW. Unusable Reporting Points: Dinosaur and Yampa Ints. Usable Awys: (Tmpry redesignated with publshed MEAs and MCAs unless otherwise indicated) V-200 PVU-MTU Int. 17000'; MTU Int - EKR 13,000'; V-81 GJT-MTU Int 13,000'. Usable Reporting Points: Myton Int-EKR R-259° and GJT R-303°. (7-21)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis, channel 83.
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E btn 15 & 20 nmi. (1-27)
SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER: July 11, ARSR svc and IFF bcn unavbl until aprx Aug 11, July 11, radar arrival, enroute & dptr ctl svc unavbl until aprx Aug 11. See page 83 for freq changes efctv on or about Aug 15. (7-28)
SALT LAKE CITY MUN # 1 ARPT: Stay on rnwys, taxiways and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg durg scattered-to-overcast sky conditions durg which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev: lgt intensity aprx 3 million candlepower.
SALT LAKE CITY MUN #1 ARPT TOWER: VHF/DF and UHF/DF bearing 355° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. June 20, ILS lclzr and glide slope shut down until aprx Sept 20- rnwy extsn.
SALT LAKE CITY MUN #2 ARPT: No longer maintd; use at own risk. (6-13)
SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under const, men, eqpmt on extsn to S end. (4-28)
VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy.
WENDOVER RADIO: LF rng not monitored cont. (11-9)
VERMONT: BURLINGTON SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
RUTLAND MUN ARPT: NW/SE rnwy clsd.
VIRGINIA: AMELIA, HILLTOP ARPT: New arpt reported; lat 37-25, long. 77-58; lctn: 5.0 N; elev: 250'; One sod strip, 2200'. 80 oct fuel avbl; fence W edge of strip.
BLACKFORD RADIO: DMET operg on test basis, channel 53.
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA, TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
CAPE CHARLES RADIO: About Aug 8, VORTAC will be shut down until aprx Aug 13- freq chg to 112.2 mc, class chg to M-. VORTAC and TACAN channel to 59. See page 85 for substitute route structure & MEAs durg shut down. (6-28)
DAHLGREN SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)
FLAT ROCK RADIO: TACAN shut down until aprx Aug 1-stn modernization. Durg this period TACAN will be placed in opern on interinittent test basis, channel 58.
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice.
FRANKLIN RADIO: DMET operg test basis, channel 43.
FREDERICKSBURG, SHANNON ARPT: Glider operns dalgt hrs, Sats & Suns. (7-22) Heliport constrd on S side NW/SE rnwy. (7-29)
**HARCUM ARPT: Abandoned. (7-28)
HOLLINS RADIO: July 12, TACAN shut down until aprx Aug 11, stn modernization. (7-12)
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS gnd to 9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LINDEN RADIO: TACAN operg test basis, channel 90.
LYNCHBURG SPECIAL NOTICE: Caution extsv electronic high power blasting at Smith Mountain dam site 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 yrs. (5-10)
MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn 2.5 mi SE;elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 35 nmi at MOCA. DME unusable beyond 35 nmi 150°-180° 3000' MSL and 35 nmi 180°-210° at 6000' MSL.

VIRGINIA: MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt.(12-17)

NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N S rnwy extsn clsd to acft over 12,500 lbs. Due to non-visibility twr unable to observe tfc on NW taxiway beyond N end of N S taxi strip. (1-14) 20' lgtd wind twr lctd aprx center of fld 750' off rnwy 6-24 & 400' off rnwy 2-20. (2-12)

★NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: Freq 124.1 mc inop Whalevville, peripheral site. (6-10) July 20, freq 125.7 mc decmsnd Whaleyville peripheral site and comsnd Matthews peripheral site. Freq 284.6 mc unusable due to interference. (7-27)

NORFOLK MUN ARPT: Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing operns in progress on fld during dalgt hrs. (5-27)

NORFOLK MUN ARPT TOWER: About Sept 5, ASR-2 will be shut down until aprx Dec 2- modernization.

PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 260° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA.(10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V and GVE. DME operg test basis; channel 44. (5-16)

RICHMOND SPECIAL NOTICE: Caution-lcl mil trng flts within 25 mi radius 1200Z-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and or fast acft enter tfc patn at 1500' lgt and or slow at 800'. For noise abatement DC3 and larger acft make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr.(4-26)

RICHMOND, BYRD FLD: Visual markings for clockwise flow of tfc inop. Follow centerline all taxiways. Overrun area rnwy 6-24 clsd. (7-26)

ROANOKE RADIO: Stn passage on G5 and R37 must be identified by ADF reversal and or cone of silence account close proximity Cloverdale LFM & ROA LFR Z marker. (1-15)

ROANOKE, WOODRUM FLD: Rnwy 5-23 and taxiway 23 clsd, constr; use rnwy 5 for taxiing only. (6-29)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)

WINCHESTER MUN ARPT: Aprx 1800' x 100' grade strip on the SE end of rnwy 13-31 usable. Rnwy 2-20 clsd, mrkd with white X. Caution after hvy rain, usable area mrkd white mrkgs. (4-26)

WASHINGTON: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nex Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span 1965' long*; China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span - 1930' long; Salmon Riv span -2055' long*; Snake Riv span-3746' long; Imnaha Riv span-3679' long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top, and three 1-1/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 closed landings; men, equipment working S end of runway. (6-15)

BELLINGHAM MUN ARPT: Until aprx Sept 1 all multi-eng acft making practice range apchs over arpt will maint 1500' MSL alt. (7-15)

BELLINGHAM RADIO: VOR 281° radial beyond tolerance 13 nmi at 1500' MSL. (9-29) Aug 1, VOR shut down until aprx Aug 15-freq chg to 113.0 mc. Durg this period, following route structures in effect: Unusable Awys: V-23-29 Warm Beach Int- U. S. Canadian Border. Usable Reporting Points (Tmpry redesignated as indicated): Warm Beach Int-SEA R377° and NUW R114°. (8-1)

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while opering in vcnty of the Ephrata VOR due to jet departures on 315° heading from Larson AFB & climbing N of awys G2 and V2N. Normally such departures maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operating on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory service avbl. (10-15)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop.(2-19)

OTHELLO ARPT: Fld closed to all tfc. (6-1)

PASCO RADIO: July 29, VOR comsnd. Freq: 108.4 mc. Ident: PSC. Lctd: lat 46-15-49, long. 119-06-55. Elev: 398' MSL. Montrg category (1). Mag Var: 20°55' E. Class: L-VOR. (6-29) Received too late for ANRA page.

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: See page for freq changes efctv on or about 15 Aug. (7-28)

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

SEATTLE-TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 rqrd to conduct run-up at least 1000' S of northerly runup apron whenever practical and compatible with safe opern. (12-28) Apch lgts inop until aprx Oct 15 due rnwy extension. (7-5)

SEATTLE-TACOMA INTL ARPT TOWER: July 5, ILS lclzr and glide slope shut down until aprx Aug 16-installation blast fence. (7-29)

SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. (10-26)

SPOKANE AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 9, ARSR will be shutdown maintenance. Also ARSR for civil jet acft J3V 25N PDT to US Canadian Border. J90V to 61E MXN will be shutdown for maintenance. (6-12)

SPOKANE, FELTS FLD: 904'(4549'MSL) lgtd twr being erected 7 nmi SSE(167°T) at lat 47-34-52, long. 117-17-47. (7-5) Men, eqpmt on fld days. (6-29)

SPOKANE INTL ARPT: SW txwy btn rnwy 3 & 7 clsd. About Aug 1, the apch lgt system will be shut down until Oct 1, for modernization of apch lgt system and sequence flasher lights. (7-6)

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inoperative due severe local interference. (3-20) About Aug 16, LF rng N course will be realigned to 185° M inbound twd stn. A & N quadrants identifications will be reversed as follows: 1 A 58 N 185 A 255 N. (7-25)

TACOMA, GRAY AAF RADIO: Army MH tacil operg test basis indef. (7-27)

TACOMA-McCHORD AFB-SPECIAL NOTICE: Caution-hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

WALLA WALLA, CITY-COUNTY ARPT: Construction work in progress on two new taxiways between apron and runways 2-20; runways 2-20 closed, marked with crosses only when equipment using runways; use caution when runways 2-20 are open as equipment may be working on edges. Flags and flares on work area during non-working hours. (7-1)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-13)

CHARLESTON, HILLTOP ARPT: Closed. (6-27)

CHARLESTON, KANAWHA CO ARPT SPECIAL NOTICE: Effective 7/9/60, ADF Procedure No. 2, - Amdt-Orig., change missed apch to read: "within 0.0 mi, make left turn and climb to 3000' direct to the Charleston LOM." (7-11)

CHARLESTON, KANAWHA CO ARPT: Narrow beam taxiway B marked by metal pipe and flags, closed to airline aircraft from SE end of runway 32 to E side county ramp. Approach lighting consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of runway 23. ANG facilities and servicing available 1300-2100Z Tuesday thru Saturday, closed Sunday and Monday; no tie down or over night parking. (6-29)

CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope unusable from MM to touchdown. (6-17) Soon, freq 120.30 mc will replace 118.50 mc. (6-3)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

**CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (6-29)

WEST VIRGINIA: **ELKINS MUN-RANDOLPH CO. ARPT: (Formerly Elkins Mun Arpt) Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (6-29)
MARTINSBURG MUN ARPT: 3 inch lip on concrete threshold lgt bases, both ends rnwy 17-35.
MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.
PARKERSBURG RADIO: DMET operg test basis; channel 89. (6-9)
PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. (3-1)

WISCONSIN: BOULDER JUNCTION RADIO: May 1 thru Nov 1, MH facil operg. Freq: 206 kc. Ident: BDJ. Lctd on arpt. Hrs: dalgt hrs. (7-19)
CAMP MCCOY SPECIAL NOTICE: Standard rotating bcn lctd 1 1/2 mi on brg of 060° out of opern until further notice. (7-29)
**GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req only. (6-29)
GREEN BAY RADIO: June 23, TACAN shut down until aprx Aug 17 - modernization. (7-27)
LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120° - 145° 20 mi, all other azimuths 25 mi. (5 16)
LONE ROCK RADIO: DMET operg test basis; channel 83.
LONE ROCK, TRI COUNTY ARPT: Haystack across road adjt N end of N-S rnwy. (7-11)
MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs, flares at ngt. (5-18) Apch lgtg being installed S end of N/S rnwy, men, eqpmt on fld dalgt hrs.
MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)
MARSHFIELD MUN ARPT: Caution, men, eqpmt on fld, constr. (6-29)
MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' S of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (6-27)
MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down - relctn. (9-11)
OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)
WAUKESHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling rnwy. (5-16) Model Acft radio controlled meet will be held July 16 & 17; E/W rnwy will be clsd dalgt hrs of the contest; acft equipped with 122.8 mc rdo freq call for lndg conditions on turf rnwy, other acft land at own responsibility. (5-27) Constr on W end E/W rnwy & txwy; to be extended 600'; men, eqpmt off W end of the rnwy & txwy. (6-10)
WAUSAU RADIO: VOR DME coverage restricted to 30 nmi except coverage further restricted from 182° - 192° clockwise to 316° at MEA. (7-29)
WOODRUFF, LAKELAND MUN ARPT: Caution, men epmt installing rnwy lgts. (6-29)

WYOMING: CAMP GUERNSEY AREA SPECIAL NOTICE: Controlled firing area from June 12 thru Aug. 20, 1960 between 0700 and 2200 MST to 330' MSL within the following boundaries: bgng at lat 42-30-00, 104-54-30; thence to 42-30-00, 104-40-00; 42-23-00, 104-40-00; 42-19-00, 104-45-00; 42-16-00, 104-45-00; 42-16-00, 104-49-00; 42-22-00, 104-54-30 thencept of bgng.
**CASPER-SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst. (10-26)
CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5) About Aug 1, ILS lclzr and glide slope will be shut down until aprx Aug 20 - reconstr. (7-14)
CASPER RADIO: July 12 VOR shut down - reconstr. (7-14) Durg this period, following route structure and MEAs in efct: Unusable Awys: V1529 CKW-DIK; V19E CZI-DGW; J32V RKS-RAP; J13V LVM-CYS; V85W RKR-CPR; V26 CPR-RAP. Unusable Reporting Points: Alcova, Glenrock, Ross and San Creek Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V26 CKW-Casper Int, 13,000'; V85 RKR-Casper Int., 11,000'; V298 BOY-Casper Int, SWK, 12,000'; V19 CZI-Casper Int- DGW, 9000'. Usable Reporting Points: Casper Int - CZI VOR R158° and DGW VOR R284°.
**CHEYENNE MUN ARPT: Due non-visibility twr unable to ctl tfc on ramp area N and NE of hangars on N side of arpt & ramp area within 100' radius of twr structure. (6-29)
★CHEYENNE RADIO: Aug 1, VOR class chgd to H-BVOR. Too late for Anra Page.
CODY MUN ARPT: Rnwy 9-27 clsd. (7-1)
DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)
DUNOIR RADIO: DMET operg on test basis; channel 81. Soon, VOR voice ctl will be provided from Worland FSS. (6-17)
EVANSTON ARPT: New arpt reported 5 mi NNW, elev 6600' one dirt strip N/S 2800' in length, soft when wet. (3-2)
ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)
SHERIDAN COUNTY ARPT: Caution, grass cutting in progress summer months. (6-29)
SHERIDAN RADIO: About Aug 8, VOR will be shut down until aprx Aug 27 - reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V1500 DNW-DPR; V19E BIL-SHR and SHR-CZI. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated: V6, 1504-31 RNO-BAM via RNO R039° and BAM R231°: MEA 18,000'; V105 OAL-RNO, 12,000'. Unusable Reporting Points: Churchill and Yerington Ints. (7-15)
THERMOPOLIS MUN ARPT: 50' of entire length of rnwy 36-18 E of cntrline, clsd until aprx Aug 19, W side will remain open, but use with caution. (7-29)

PUERTO RICO: SAN JUAN, ISLE GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg, due non-visibility tmpry twr unable to observe tfc on extreme S portion CG Navy ramp, ramp area E of CG hangar, extreme E end rnwy 9, ramp on N side J. Mack Aero hangar, and apch area of rnwy 27, Pilots will assume full responsibility for avoiding tfc in blind areas. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (6-9)
SAN JUAN-ISLA GRANDE ARPT TOWER: May 13, twr tmpryly relctd on NW corner of old trml bldg - renovation of twr structure . Soon, following freqs will be in use: 255 kc vice 369 kc; 233.8 mc vice 257.8 mc; and 250.2 mc. (7-20)
SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgtd. (1-7) Due to extsn of eastern end rnwy & txwy 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25)
SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (6-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric capbles across E end on Surface of rnwy. No runoff area avbl on E end.
ST. CROIX RADIO: No coverage to N and W on all UHF and VHF voice air/gnd channels. (2-17)
ST. THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air/gnd channels - due terrain. (3-10)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.5G; 119.1; 118.1; 270.6; 363.8
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Klamath Falls(Kingsley Fld), Oregon	Klamath Falls Apch Ctl	118.5;348.6
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T; 134.1;126.2
Youngstown Mun. Arpt., Ohio	Youngstown Apch Ctl	125.5;122.5G;257.8

G - Guards

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS O, Hqs USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual. Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

WASHINGTON, D.C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D.C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49 - No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York .FSS.. controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York . FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

✓ INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: FS-1). This does not apply to portable recorders and dictating machines which meet Military Specifications MIL-I-16910 or other comparable military specifications nor to hearing aids.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L/MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N. Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D. C.	332 kc
Wichita, Kans.	332 kc

✓ PREFERRED ROUTES CORRECTIONS: Airman's Guide Volume 15, Number 9 dated 5 July 1960:

(1) Page 126, Buffalo to Boston should read: V2 SYR V2S ALB V2.
(2) Page 127, Cincinnati to Detroit (City) should read: V275 VWV V47 Milan SVM.
(3) Page 127, Cincinnati to Detroit (Metro. Wayne Co.) should read: V275 VWV V47.
(4) Page 127, Cincinnati to Detroit (Willow Run) should read: V275 VWV V47.
(5) Page 130, Pittsburgh to Boston should read: V119 V276 V35 ELM V72 ALB V2.

The following effective 20 August 1960:

(6) Page 127, Chicago (O'Hare) to Philadelphia should read: V84 PMM V30 VWV V92 MFD V8 PIT V12 V29 Darby.
(7) Page 128, Jacksonville to Idlewild should read: V51E Baxley V157 FLO V3 RDU V155 LVL V157 RIC R77 DOV MIV V16 V1.

✓ ATC PROCEDURES - On page 78 of the Flight Information Manual Volume 13 dated December 1959 paragraph under Approach Control line 8: delete the phrase "plus the LF range voice channel".

(2 August 1960)

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 43-22-30N, 94-04-00W, (entry-call Mason City Radio), 43-28N, 91-00W, 42-21N, 90-54-30W; 40-25N, 92-07-30W; 40-22N, 92-31W(end nav. leg) to target Ottumwa Radio); remainder of route is identical with above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-R-2: Start at 35-38N, 99-11W; to start climb point 36-12N, 98-14W; to termination 36-45N, 98-11W. Entry reporting point- Sayre Radio.

Route 2-R-3: Start at 36-22N, 92-14W; to 36-26N, 93-50W. Entry reporting point-Springfield Radio.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 2-T-1: Start at 42-00N, 96-12W; to target 42-51N, 97-29W. (Entry reporting point-Sioux City Radio).

Route 2-T-2: Start at 42-30N, 97-49W to target 41-26.5N, 96-36W. (Entry reporting point Point-O'Neil Radio).

✓ Route 8-J: Cross Florence VOR at flt alt (entry point - call Jacksonville ARTCC) descend to start low level 34-22N, 79-05W; 33-21N, 80-05W; 32-08N, 82-11W; 31-20N, 81-54W; 30-32N, 82-51W; 30-21N, 83-00W; 29-47N, 83-30W; 28-48N, 82-42W. Start climb to target Tampa/St. Petersburg.

✓ Route 8-J Alternate: Cross Tallahassee L/F at flt alt (entry point - call Jacksonville ARTCC) descend to start low level 29-31N, 83-24W; 28-48N, 82-42W. Start climb to target Tampa/St. Petersburg.

✓ Route 8-K: Cross Niagara Falls TACAN/TVOR at flt alt (entry point - call Cleveland ARTCC) descend to start low level 42-49N, 77-18W; 42-14N, 79-21W; 42-07N, 79-30W; 40-55N, 79-28W; 40-50N, 78-57W; 42-28N, 76-55W; 42-46N, 76-16W; 42-47N, 76-08W; 42-28N, 73-55W. Start climb to target Springfield. NOTE: This route is used by jet fighter aircraft on Sats and Suns.

✓ Route 8-K Alternate: Cross Syracuse VOR at flt alt (entry point - call Boston ARTCC) descend to 42-28N, 73-55W. Start climb to target Springfield.

✓ Route 8-M: Cross Columbia VOR at flt alt (entry point - call Columbia Radio) descend to 34-23N, 80-25W. Start climb to target Charlotte.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

✓ Route 8-S: Cross Nantucket VOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 41-23N, 70-03W; 41-12N, 67-25W; 42-30N, 66-40W; 43-00N, 68-30W; 43-38N, 68-44W; 43-53N, 68-17W. Start climb to target at 44-46N, 67-50W.

✓ Route 8-S Alternate: Cross Brunswick TVOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 43-53N, 68-18W. Start climb to target 44-46N, 67-50W.

✓ Route 8-T: Cross St. Petersburg VOR at flt alt (entry point - call Tampa Approach Control) descend to start low level at 27-33N, 83-16W; 27-30N, 84-43W; 27-24N, 84-51W; 26-10N, 85-00W; 26-00N, 84-51W; 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W; 27-01N, 81-03W. Start climb to target at 27-39N, 81-16W.

✓ Route 8-T Alternate: Cross Ft. Myers VOR flt alt (entry point - call Miami ARTCC) descend to start low level at 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W. Start climb to target at 27-39N, 81-16W.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1 2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1 2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1 2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

Effective upon date of publication in the Federal Register:

(1) In Section 608.25, the Fort Knox, Ky., Restricted Area (R-64) "U.S. Army Armored Center, Fort Knox, Ky." is deleted and "The FAA, Standiford Ctl Twr, Louisville, Ky." is substituted therefor.

(2) In Section 608.30, the Sturgeon Bay, Mich., Restricted Area (R-502) is amended by deleting "0800-1800C, Mon-Fri" and substituting therefor "0900-1600 C.S.T., Mon-Fri.".

(3) In Section 608.39 the (a) Los Alamos, New Mexico Restricted Area (R-5A) is added: Description of geographical coordinates -beginning at lat 35-45-15, long. 106-15-12; thence to 35-50-03, 106-21-36; 35-52-22, 106-20-42; 35-52-52, 106-16-48; 35-52-30, 106-14-48; 35-48-35, 106-14-48; 35-47-05, 106-12-06, thence to point of beginning. Designated Altitudes-surface to 12,000' MSL. Time of designation - continuous. Controlling agency: U.S. Atomic Energy Commission, Los Alamos, New Mexico.

(4) In Section 608.39 the (b) Los Alamos, New Mexico Restricted Area (R-5B) is added: Description by geographical coordinates - beginning at lat 35-52-53, long' 106-14-06; thence to 35-53-03, 106-16-09; 35-54-45, 106-16-09; thence on the arc of a circle with a radius of 10,000', centered at 35-53-03, 106-16-09, to the point of beginning. Designated altitudes - surface to 12,000' MSL. Time of designation - continuous. Controlling agency - U.S. Atomic Energy Commission, Los Alamos, New Mexico.

Effective 0001 EST 22 September 1960:

(5) In Section 608.14, China Lake South, Calif., Restricted Area (R-278A) add: Description by geographical coordinates - beginning at lat 35-37-30, long. 117-41-30; thence to 35-24-00, 117-40-30; 35-24-00, 117-46-30; 35-37-30, 117-47-30; thence to point of beginning. Designated altitudes - surface to 6,000' MSL. Time of designation - sunrise to sunset, Mon thru Fri. Controlling agency - Commander, Naval Ordinance Test Center, China Lake, Calif.

(6) In the text of Section 608.53, Underhill, Vermont, Restricted Area (R-87) "Surface to 10,000' MSL" is deleted and "Surface to 5,000' MSL" is substituted therefor.

(7) In Section 608.57, the Sheboygan, Wisconsin, Restricted Area (R-83c) is revoked.

LFR IDENT ASSIGNMENTS:
Effective 0000Z Aug. 25, 1960

LOCATION	IDENT
Aberdeen, S. Dak.	AR
Abilene, Tex.	AI
Akron, Colo.	AK
Albany, Ga.	AJ
Albany, N. Y.	AB
Albuquerque, N. Mex.	AQ
Alexandria, La.	AX
Alexandria, Minn.	AN
Alice, Tex.	AH
Allentown, Pa.	AB
Alma, Ga.	AG
Altoona, Pa.	AO
Amarillo, Tex.	AM
Anchorage, Alaska	AC
Atlanta, Ga.	AL
Atlantic City, N. J.	AY
Augusta, Ga.	AS
Augusta, Me.	AU
Baker, Oreg.	BE
Bakersfield, Calif.	BC
Baltimore, Md.	BL
Bangor, Me.	BW
Baton Rouge, La.	BR
Battle Creek, Mich.	BQ
Battle Mountain, Nev.	MV
Beaumont, Tex.	BT
Belleville, Ill. Scott AFB	BV
Bellingham, Wash.	BG
Bethel, Alaska	BT
Big Delta, Alaska	BI
Big Spring, Tex.	BI
Billings, Mont.	BZ
Birmingham, Ala.	BM
Bismarck, N. Dak.	BK
Blythe, Calif.	BH
Boise, Idaho	BX
Boston, Mass.	BS
Bowling Green, Ky.	BG
Bozeman, Mont.	BN
Bridgeport, Conn.	BP
Bristol, Tenn.	TI
Brownsville, Tex.	BO
Brunswick, Me., NAS	NZ
Buffalo, N. Y.	BF
Burley, Idaho	BY
Burlington, Vt.	BU
Camp Springs, Md., Andrews AFB	AD
Casper, Wyo.	CR
Chanute, Kans.	CU
Charleston, S. C.	CQ
Charleston, W. Va.	CW
Charlotte, N. C.	CT
Cherry Point, N. C. MCAS	NT
Cheyenne, Wyo.	CS
Chicopee Falls, Mass., Westover AFB	CF
Cleveland, Ohio	CE
Cochise, Ariz.	CC
Cold Bay, Alaska	CO
Columbia, Mo.	CI
Columbia, S. C.	CM
Columbus, Ga.	CG
Columbus, N. Mex.	CZ
Concord, N. H.	CN
Corpus Christi, Tex.	CP
Crestview, Fla.	CV
Cross City, Fla.	CY
Cut Bank, Mont.	CB
Daggett, Calif.	DG
Dayton, Ohio, Wright-Patterson AFB	FP
Daytona Beach, Fla.	DB
Delta, Utah	DT
Denver, Colo.	DN
Des Moines, Iowa	DZ
Dickinson, N. Dak.	DK
Dillon, Mont.	DI
Drummond, Mont.	DU
Dubois, Idaho	DS
Duluth, Minn.	DM
El Centro, Calif.	EC
Elkins, W. Va.	EN
Elko, Nev.	EK
Ellensburg, Wash.	EL
Elmira, N. Y.	EM
El Paso, Tex.	EP
Ephrata, Wash.	EH
Erie, Pa.	EI
Eugene, Oreg.	EO
Fairbanks, Alaska	FI
Fargo, N. D.	FG
Florence, S. C.	FL
Fort Bridger, Wyo.	FB
Fort Dix, N. J., McGuire AFB	WI
Fort Jones, Calif	FS
Fort Wayne, Ind.	FA
Fresno, Calif.	FN
Front Royal, Va.	FR
Gage, Okla.	GA
Garden City, Kans.	GC
Gila Bend, Ariz.	GN
Gordonsville, Va.	GE
Goshen, Ind.	GH
Grand Forks, N. D.	GK
Grand Island, Neb.	GI
Great Falls, Mont.	GF
Greensboro, N. C.	GO
Greenwood, Miss.	GW
Harrisburg, Pa.	HR
Hartford, Conn.	HD
Helena, Mont.	HN
Hilo, Hawaii	IO
Hobbs, N. Mex.	HB
Homer, Alaska	HH
Honolulu, Hawaii	HL
Houghton, Mich.	CX
Houlton, Maine	HM
Houston, Tex.	HU
Huron, S. Dak.	HK
Hutchinson, Kans.	HT
Idaho Falls, Idaho	IA
Indianapolis, Ind.	IJ
Jacks Creek, Tenn.	JK
Jackson, Miss.	JN
Jacksonville, Fla.	JX
Jamestown, N. Dak.	JS
Joliet, Ill.	JT
Kansas City, Mo.	KS
Kenai, Alaska	KE
Key West, Fla.	EW
King Salmon, Alaska	KN
Klamath Falls, Oreg.	LM
Knoxville, Tenn.	TS
La Crosse, Wis.	LE
Langley Field Va., Langley AFB	LI
Lansing, Mich.	LN
Laramie, Wyo.	LR
Las Vegas, Nev.	LS
Las Vegas, N. Mex.	LV
Lewistown, Mont.	LW
Lincoln, Nebr., Lincoln AFB	LK
Little Rock, Ark.	LT
Long Beach, Calif.	LB
Lovelock, Nev.	LL
Lubbock, Tex.	LX
Lucin, Utah	LU
Lynchburg, Va.	IH
Macon, Ga.	MN
Malad City, Idaho	MD
Martinsburg, W. Va.	MB
Medford, Oreg.	ME
Memphis, Tenn.	MM
Meridian, Miss.	MS
Middleton, Alaska	MQ
Midland, Tex.	MF
Miles City, Mont.	MC
Millinocket, Me.	MK
Milwaukee, Wis.	MW
Minneapolis, Minn.	MP
Minot, N. Dak.	MT
Missoula, Mont.	MO
Moline, Ill.	MI
Monroe, La.	MU
Montgomery Ala., Maxwell AFB	ML
Morgantown, W. Va.	MG
Mt. Clemens, Mich., Selfridge AFB	MZ
Mullan Pass, Idaho	MA
Muskegon, Mich.	MJ
Nashville, Tenn.	BA
Needles, Calif.	ED
Nenana, Alaska	XN
New Orleans, La.	MY
Norfolk, Va.	OF
North Philadelphia, Pa.	PF
North Platte, Nebr.	LF
Oakland, Calif.	OK
Ogden, Utah	OD
Oklahoma City, Okla.	OC
Omaha, Nebr.	OA
Otto, N. Mex.	OO
Ozark, Ala., Cairns AAF	OR
Palacios, Tex.	PS
Palmdale, Calif.	PL
Panama City, Fla., Tyndall AFB	PM
Patuxent River, Md., NAS	NH
Pendleton, Oreg.	PN
Peoria, Ill.	PA
Phillipsburg, Pa.	PP
Phoenix, Ariz.	PX
Pierre, S. Dak.	PD
Pittsburgh, Pa.	PT
Pocatello, Idaho	PH
Portland, Oreg.	PO
Poughkeepsie, N. Y.	PU
Prescott, Ariz.	PC
Presque Isle, Me. Presque Isle AFB	PQ
Providence, R. I.	PE
Pueblo, Colo.	PB
Pulaski, Va.	PK
Quonset Point, R. I., NAS	NO
Raleigh-Durham, N. C.	RU
Rapid City, S. Dak.	RP
Red Bluff, Calif.	RD
Redmond, Oreg.	RM
Reno, Nev.	RO
Richmond, Va.	RO
Riverside, Calif.	RV
Roanoke, Va.	RA
Rochester, Minn.	RT
Rochester, N. Y.	RR
Rock Springs, Wyo.	RK
Roswell, N. Mex.	RW
Sacramento, Calif.	SO
Salt Flat, Tex.	SQ
Salt Lake City, Utah	SC
Santa Barbara, Calif.	SB
Sault Ste. Marie, Mich	SM
Savannah, Ga.	SV
Scottsbluff, Nebr.	BJ
Seattle, Wash.	SJ
Sheridan, Wyo.	SD
Shreveport, La., Barksdale AFB	BB
Shreveport, La.	SH
South Bend, Ind.	SN
Spartanburg, S. C.	SP
Springfield, Ill.	SI
Springfield, Mo.	SF
Sumter, S. C., Shaw AFB	SW
Sioux City, Iowa	SX
Sioux Falls, S. Dak.	FD
Spokane, Wash.	GG
St. Louis, Mo.	SL
Stockton, Calif.	SK
Syracuse, N. Y.	SR
Tacoma, Wash., McChord AFB	TM
Tallahassee, Fla.	TH
Texarkana, Ark.	TX
The Dalles, Oreg.	DL
Thermal, Calif.	TR
Tonopah, Nev.	TO
Topeka, Kans., Forbes AFB	TE
Traverse City, Mich.	TV
Truth or Consequences, N. Mex.	TT
Tucumcari, N. Mex.	TC
Tucson, Ariz.	TU
Tulsa, Okla.	TL
Waco, Texas	AT
Walla Walla, Wash.	AW
Washington, D. C.	DA
Westfield, Mass.	AF
West Palm Beach, Fla.	PI
Whidbey Island, Wash., NAS	NW
Whitehall, Mont.	HA
Wichita, Kansas	IT
Wilkes-Barre, Scranton, Pa.	AP
Wink, Tex.	IK
Winslow, Ariz.	IW
Williamsport, Pa.	IP
Yakima, Wash.	YM
Yakutat, Alaska	YK
Youngstown, Ohio	YG
Yuma, Ariz.	YU

(2 August 1960)

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been establish-

traffic information and radar vectors to avoid observed traffic. Consequently,

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route" published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas
   a. No additional operational restriction, control or communication requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operated within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Basic Mark X equipped military flights operating within radar advisory areas will adjust transponders to operate on Mode 3. Unless otherwise instructed by air traffic control, Mark X SIF equipped flights will adjust transponder to Mode 3, Code 62, except that ADC flights will adjust transponder to Mode 3, Code 00. Those military flights operating on a mode other than Mode 3 will adjust transponder to operate on Mode 3 and the assigned mode simultaneously. Civil turbojet transponders will be adjusted to reply on Mode A, Code **40**. Other civil aircraft will adjust transponder to reply on Mode A, Code 62.
   b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.
   c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas
   The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.
   a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.
   b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF/ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR VORTAC Jet Route #1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR VORTAC Jet Route #2 (Houston, Texas to Lake Charles, La.) Houston, Texas to New Orleans, La.)
3. VOR VORTAC Jet Route #3 (Oakland, Calif., to Spokane, Wash.)
4. VOR VORTAC Jet Route #4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR VORTAC Jet Route #6 Tulsa, Okla., to New York, N.Y.)
6. VOR VORTAC Jet Route #12 (Baltimore, Md., to Pittsburgh, Pa.)
7.
8. VOR VORTAC Jet Route #16 (Portland, Ore., to Pullman, Mich.; Buffalo, N.Y., to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont. to Int. of J16V with Category "A" radar flight advisory area of J90V SW of Billings, Mont. Eff. 28 July 60.
9. VOR VORTAC Jet Route #19(Omaha, Nebr., to Int. J19V with J64V). Eff. 28 July 60.
10. VOR VORTAC Jet Route #21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
11. VOR VORTAC Jet Route #22 Lake Charles, La., to intersection with J55V).
12. VOR VORTAC Jet Route #24 (Phoenix, Ariz., to Albuquerque, N.M.)
13. VOR VORTAC Jet Route #25 (Dallas, Tex., to Tulsa, Okla.)
14. VOR VORTAC Jet Route #26 (Amarillo, Tex., to Appleton, Ohio.)
15. VOR VORTAC Jet Route #29 (Houston, Tex., to Memphis, Tenn and Dayton, Ohio to Cleveland, Ohio.)
16. VOR VORTAC Jet Route #31 (Dallas, Tex., to Chicago, Ill.)
17. VOR VORTAC Jet Route #33(Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
18. VOR VORTAC Jet Route #34 (Cleveland, Ohio to Pittsburgh, Pa.)
19. VOR VORTAC Jet Route #35 (New Orleans, La., to St. Louis, Mo.)
20. VOR VORTAC Jet Route #37 (New Orleans, La., to Spartanburg, S.C.)
21. VOR VORTAC Jet Route #41 (Miami, Fla. VOR to St. Petersburg, Fla. VOR.)
22. VOR VORTAC Jet Route #41 (Kansas City, Mo., to Omaha, Nebr.) Eff. 28 July 60.
23. VOR VORTAC Jet Route #42 (Dallas, Tex., to New York, N.Y.
24. VOR VORTAC Jet Route #43 (Atlanta, Ga., to Waterville, Ohio.) Eff. 13 Aug. 60.
25. VOR VORTAC Jet Route #45 (Alma, Ga., to St. Louis, Mo.)
26. VOR VORTAC Jet Route #49 (Alma, Ga., to Spartanburg, S.C.)
27. VOR VORTAC Jet Route #52 Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR, Greenwood, Miss., VOR, Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala., extension to J52V.
28. VOR VORTAC Jet Route #53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S.C., to Pittsburgh, Pa.)
29. VOR VORTAC Jet Route #55 (From the intersection with J22V to Kenton, Del.)
30. VOR VORTAC Jet Route #58 (San Francisco, Calif., to New Orleans, La.) Non-radar advisory area from 20 nmi W of Pioche, Nev., VOR to 90 nmi SE of Alamosa, Colo., VOR.)
31. VOR VORTAC Jet Route #60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.
32. VOR VORTAC Jet Route #62 (Idlewild, N.Y., to Nantucket VOR.)
33. VOR VORTAC Jet Route #64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
34. VOR VORTAC Jet Route #67 (Idlewild, N.Y., to U.S.-Canadian Border.)
35. VOR VORTAC Jet Route #69 (Spartanburg, S.C., to Gordonsville, Va.)

(Continued)

36. VOR/VORTAC Jet Route #71 (Appleton, Ohio to Front Royal, Va.)
37. VOR VORTAC Jet Route #75 (Miami, Fla., to U.S.-Canadian Border)
38. VOR/VORTAC Jet Route #77 (Miami, Fla., to U.S. Canadian Border)
39. VOR/VORTAC Jet Route #78 (Los Angeles, Calif., to New York, N.Y.)
40. VOR/VORTAC Jet Route #79 (Miami, Fla., to Idlewild, N.Y.)
41. VOR/VORTAC Jet Route #80 (Denver, Colo., to New York, N.Y.) Nonradar advisory area that portion of JR-80 from 120 nmi ESE of Denver, Colo., VOR to 25 nmi W of Hill City, Kansas VOR.
42. VOR/VORTAC Jet Route #81 (The intersection of J81V and J53V to Barracuda Int.)
43. VOR/VORTAC Jet Route #82 (Chicago, Ill., to Boston, Mass.)
44. VOR VORTAC Jet Route #84 (Oakland, Calif., to the U.S. Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
45. VOR/VORTAC Jet Route #85 (Miami, Fla., to the U.S.-Canadian Border.)
46. VOR VORTAC Jet Route #87 (Houston, Tex., to Northbrook, Ill.)
47. VOR/VORTAC Jet Route #89 (Northbrook, Ill., to Miami, Fla.)
48. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)
49. VOR/VORTAC Jet Route #90 (Seattle, Wash., to Chicago, Ill.)
50. VOR/VORTAC Jet Route #95 (Idlewild, N.Y., to U.S.-Canadian Border) Eff. 28 July 60.

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Port Allen rbn.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct. radial to the Victoria (Patricia Bay). B.C., Canada RR.
20. Wolbach, Nebraska VOR; direct to Pawnee City, Nebraska VOR.
21. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
22. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
    b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
23. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
    Baltimore, Md., Terminal Area--
    a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
    b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
24. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
    b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
    c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
    d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
    e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
25. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
    b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
    c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 264° M radial; to Int. of Palmdale, Calif., 264° M radial and J-1-V.
    d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
    e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
26. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
    b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
    c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.
27. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.
28. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S.C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S.C., VOR.

(Continued)

29. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:

38. From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La. NDB.

29. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

30. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

31. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

32. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

33. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

34. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

35. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.

36. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).

37. From the St. Petersburg, Fla., VOR to the Int. of the St. Petersburg, Fla., VOR 274° M radial with Control Area Extension 1226.

(Continued)

38. From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La, NDB.
39. From the Grand Isle, La., NDB via direct to the New Orleans, La., VOR.
40. From the Int. of J85-V and J41-V direct to the Egmont Key, Fla, NDB.
41. Green Federal Airway #1(From the Int. of G1 with U.S.-Canadian Border W of Millinocket, Me., to Int. of G1 with U.S.-Canadian Border NE of Millinocket, Me.)
42. Within 100 nmi radius of Guam rdo rng and 20 nmi either side of a rhumb line route as indicated below:
1. Honolulu/Guam
2. Guam/Wake
3. Guam/Manila

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

FREQUENCY CHANGE - 126.18 MC to 126.20 MC: FAA will change all existing 126,18 mc frequency assignments to 126.20 mc during the month of July 1960. The individual locations affected will be NOTAMED as the changes are accomplished. The military services have advised their commands to make the change not later than July 1, 1960.

VOR/DMET or TACAN EQUIPPED AIRCRAFT: The FAA has implemented new procedures and separation standards for the control of VOR/DMET or TACAN equipped aircraft. In order that ATC can apply these standards, pilots of aircraft so equipped are requested to include the statement "TACAN (or DMET) Equipped" in the remarks section of their flight plan.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight nformation Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Spgs., Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Harlingen, Texas	GA 5-1115	Brownsville, Texas
Hollywood, Fla.	JA 4-0163	" "
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
La Feria, Texas	GA 5-1115	Brownsville, Texas
Laredo, Tex.	No. 21	Cotulla, Texas
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	N.Y., N.Y.(IDL)
Newark, N.J.	MA 2-0121	N.Y., N.Y.(IDL)
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City Utah
Panama City, Fla.	SU 5-6631	Tallahassee, Fla.
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Rio Hondo, Texas	GA 5-1115	Brownsville, Texas
San Benito, Texas	GA 5-1115	Brownsville, Texas
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Springfield, Ohio	FA 2-4562	" "
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.
Winston-Salem, N.C.	PA 5-1731	Hickory, N.C.

INTERPHONES Location	FSS Providing Service
Alliance Arpt., Nebr.	Scottsbluff, Nebr.
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Berz Arpt., Birmingham, Mich.	Detroit, Mich.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Chicago-Hammond Arpt., Ill.	Joliet, Illinois
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
DuPage Co. Arpt., W. Chicago, Ill.	Joliet, Illinois
Elgin Arpt., Illinois	Joliet, Illinois
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gary Mun Arpt., Ill.	Joliet, Illinois
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Howell Arpt., Chicago, Ill.	Joliet, Illinois
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif
Lombard-Mitchell Fld., Ill.	Joliet, Illinois
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
McKinley Arpt., Fraser, Mich.	Detroit, Mich.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Palwaukee Arpt., Chicago, Ill.	Joliet, Illinois
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Harbor Arpt., Northbrook, Ill.	Joliet, Illinois
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
Winchester, Va.	Martinsburg, W.Va.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

(2 August 1960)

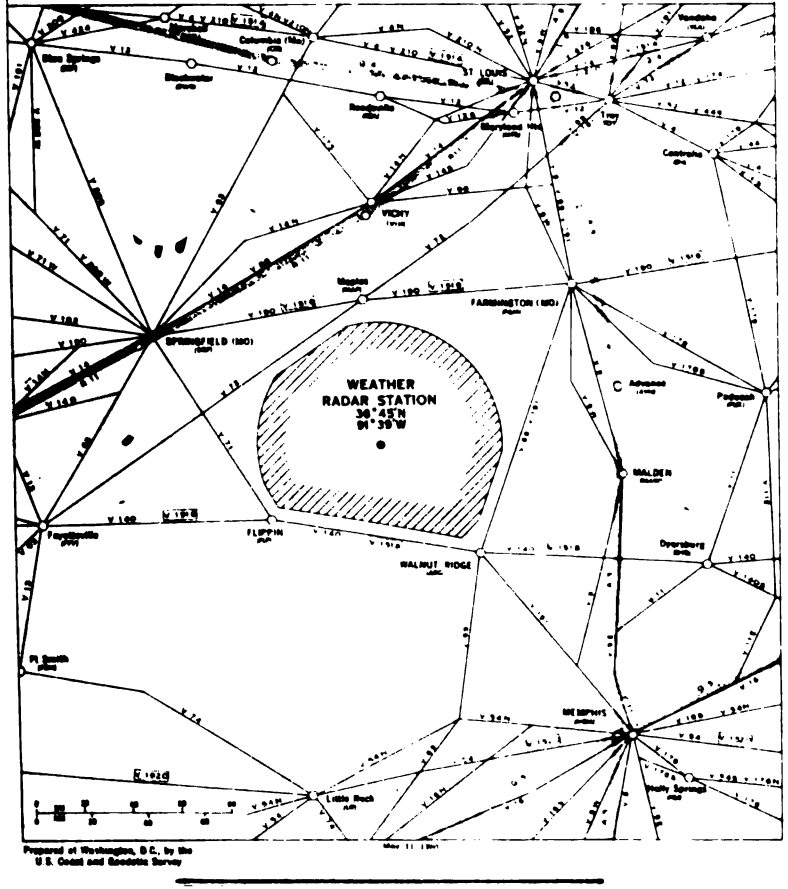
SPECIAL NOTICE

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC TAC)

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY



NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is 14 August 1960:

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 116°;92 ✓ Los Angeles VOR 308°;67 & Los Angeles VOR 266°;74 Oakland VOR 130°;88	270-290	1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 033°;102 ✓ Dalles VOR 134°;64 & Dalles VOR 111°;70 Reno VOR 036°;126	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 329°;92 ✓ Provo VOR 237°;89 & Provo VOR 230°;93 Tonopah VOR 329°;68	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	1500-2400 M - F. ✓ 0000-0700 T - S.
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F. 2200-2400 M - F. 0000-0300 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 179°;44 ✓ Pueblo VOR 270°;58 & Pueblo VOR 244°;55 Hanksville VOR 171°;69	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 337°;68 ✓ Aberdeen VOR 273°;75 & Aberdeen VOR 254°;75 Sheridan VOR 331°;43	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Casper VOR 96°;61 ✓ Wolbach VOR 355°;78 & Wolbach VOR 356°;53 Cheyenne VOR 37°;65	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 029°;41 ✓ Fargo VOR 069°;10 & Duluth VOR 300°;167 Minneapolis VOR 231°;107	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels,	Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 138°;24 Garden City VOR 043°;50 & Garden City VOR 073°;50 Las Vegas VOR 337°;49	NOTE: 330-360 flt levels deleted effect. May 8. 240-260	1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	38-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260	1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15-30;103-40 32-26-30;103-32 33-50;99-06 33-00;99-00	Roswell VOR 098°;50 Wichita Falls VOR 218°;32 & Wichita Falls VOR 195°;52 Roswell VOR 118°;66	310-340	1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31°32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 240-290	1430-1930 M - F. 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Minneapolis VOR 145°;91 Houghton BVOR 008°;31 & Houghton BVOR 059°;30 Nodine BVOR 218°;24	240-290	1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	40-08;86-48 40-57;87-00 40-03;92-55 39-13;92-40	Kansas City VOR 060°;87 Naperville VOR 136°;80 & Indianapolis VOR 323°;40 Vichy VOR 322°;91	330-350	1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 066°;39 Evansville VOR 115°;62 & Nashville VOR 003°;59 Memphis VOR 302°;99	310-340	1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Austin VOR 070°;31 Shreveport VOR 131°;49 & Alexandria VOR 316°;40 Houston VOR 281°;89	310-340	1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290	1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290	1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	28-00;94-00 27-13;94-20 25-31;89-05 24-42;89-30	27-36; 94-10 New Orleans Center 25-07; 89-17 New Orleans Center	310-340	1800-2100 M - F. 0100-0800 T - S.
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Crestview VOR 020°;73 Gainesville VOR 320°;44 & Gainesville VOR 275°;43 Crestview VOR 017°;48	°;50 250-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 310-340	1900-2400 M - F 0200-0500 T - S 1600-1600 M 1400-1900 T - F 0000-0200 T - S

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels,	Times(Greenwich), Days
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290	1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 137°;122 Guantanamo LF 024°;137 & Guantanamo LF 022°;112 Miami VOR 143°;127	240-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 049°;52 Presque Isle VOR 342°;13 & Albany VOR 075°;52 Presque Isle VOR 153°;13	240-290 310-340	1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290	1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullan Pass VOR 359°;91 Lewistown VOR 354°;104 & Lewistown VOR 358°;80 Mullan Pass VOR 010°;57	310-340	1500-2400 M - F. 0000-0700 T - S.

SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual general aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

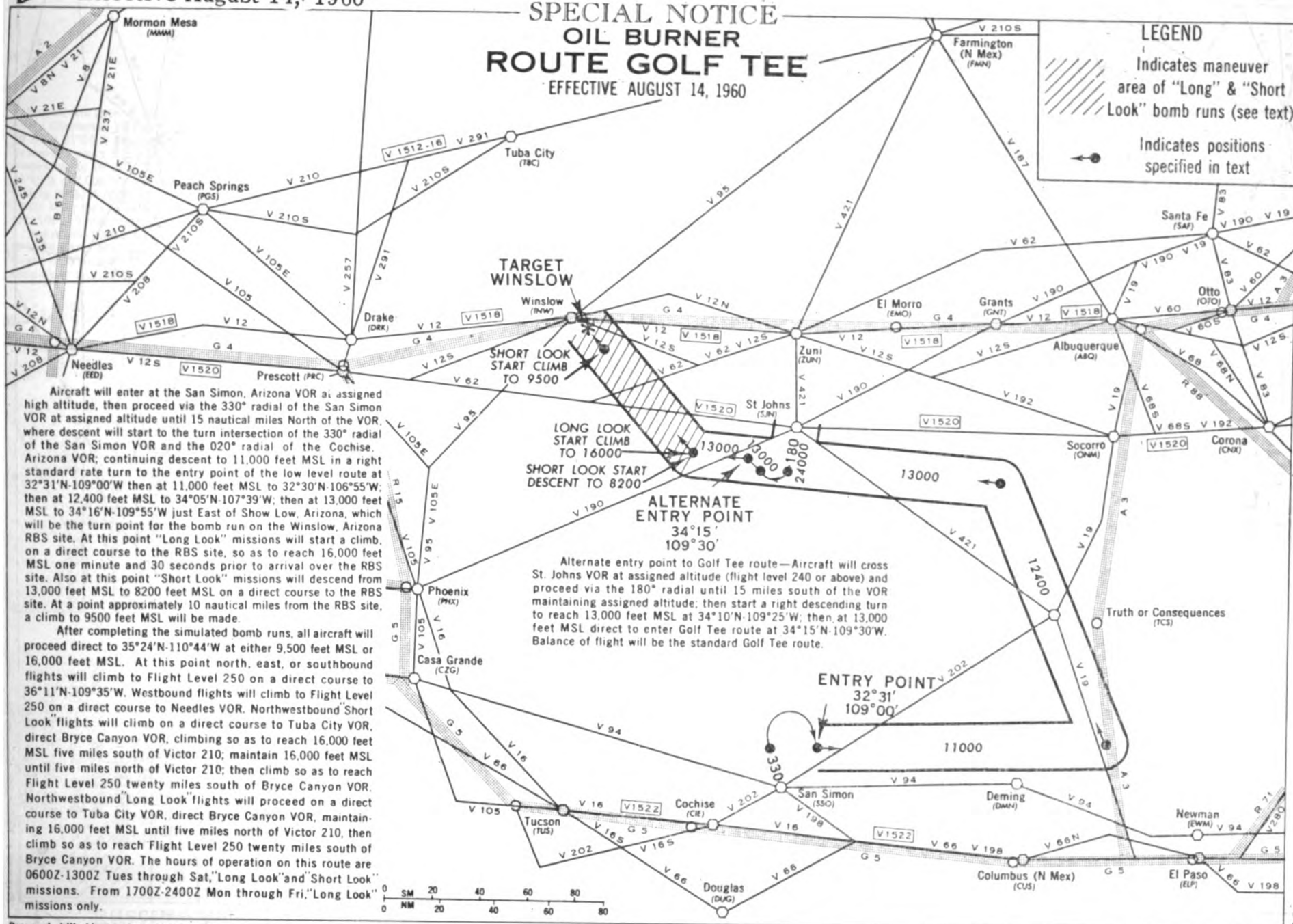
SKY SHIELD EXERCISE: Effective September 10, 1960 between 0600Z and 1200Z a large scale air defense exercise to be known as SKY SHIELD will be conducted regardless of weather. The exercise will encompass the entire North American Continent North of the Mexican Border. The Administrator of FAA has determined that in the interest of safety, non-participating aircraft should not operate in the continental U.S. and Alaska during the exercise period. Pilots must plan their flights so as to be on the ground or outside the exercise area by 0600Z giving consideration to possible delay factors such as weather, departure delays, etc. During the early phase of the exercise, participating aircraft will be operating at all altitudes out to approximately 600 nmi from the coastline. Aircraft bound for the continental U.S. including Alaska will not be issued an Air Traffic Control clearance to approach closer than 150 miles to the Coast prior to 1200Z since flight in the offshore area will be hazardous during the entire exercise period.

NAVIGATIONAL WARNING-USAF OPERATION "OIL BURNER". USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during times specified for each route.

(2 August 1960).

Effective August 14, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE GOLF TEE
EFFECTIVE AUGUST 14, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Cochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs, all aircraft will proceed direct to 35°24'N-110°44'W at either 9,500 feet MSL or 16,000 feet MSL. At this point north, east, or southbound flights will climb to Flight Level 250 on a direct course to 36°11'N-109°35'W. Westbound flights will climb to Flight Level 250 on a direct course to Needles VOR. Northwestbound "Short Look" flights will climb on a direct course to Tuba City VOR, direct Bryce Canyon VOR, climbing so as to reach 16,000 feet MSL five miles south of Victor 210; maintain 16,000 feet MSL until five miles north of Victor 210; then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. Northwestbound "Long Look" flights will proceed on a direct course to Tuba City VOR, direct Bryce Canyon VOR, maintaining 16,000 feet MSL until five miles north of Victor 210, then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. The hours of operation on this route are 0600Z-1300Z Tues through Sat, "Long Look" and "Short Look" missions. From 1700Z-2400Z Mon through Fri, "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(2 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE TAR PAIL

EFFECTIVE AUGUST 14, 1960

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to enter Victor Airway 94 west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Tucumcari, New Mexico, VOR 279° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 071° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial; "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N 102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516, thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.

TARGET 38°02' 103°30'

SHORT LOOK START CLIMB TO 8000

LONG LOOK START CLIMB TO 23000

ENTRY POINT CARLSBAD VOR

LEGEND

Indicates maneuver area of "Long & Short Look" bomb runs (see text)

Indicates positions specified in text

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

Effective August 14, 1960

(2 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE GREEN VALLEY

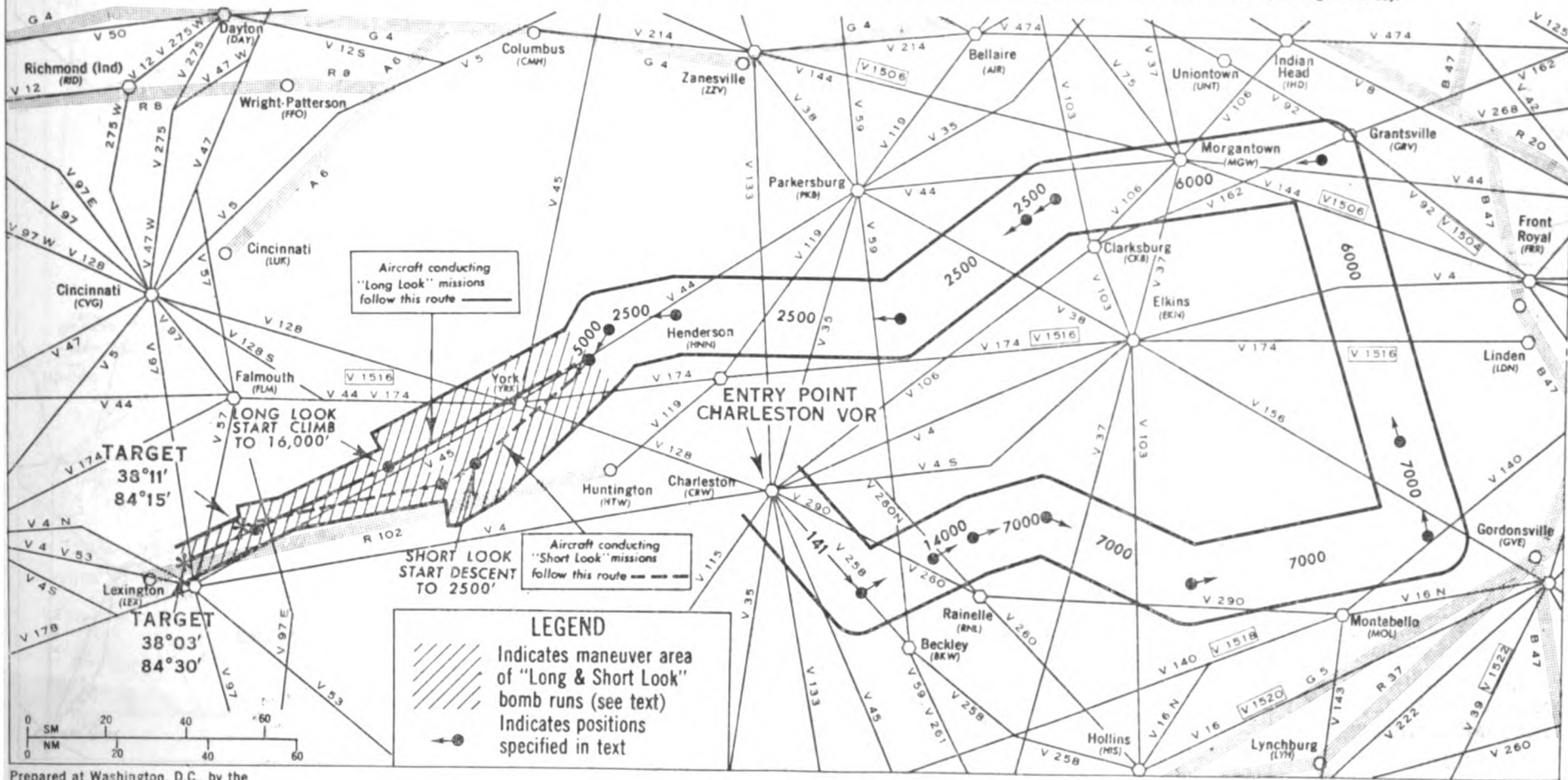
EFFECTIVE July 31, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, maintaining assigned flight level to this point. Then proceed to 38°08'N-81°00'W descending to cross this point at 19,000' MSL or above. Aircraft will then continue descent to cross 38°12'30"N-80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL; then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'30"W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000 MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W; then at 6,000 feet MSL to 39°33'N-79°10'W; then 39°25'N-80°27'W at 6,000' MSL; then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL, maintaining this altitude until after crossing Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 280.

"Long Look" Missions will proceed from 38°49'N-82°38'W; maintaining 5,000' to 38°25'N-83°34'W; then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 322° radial, still at 16,000' MSL; then climb on the Lexington VOR 322° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310. At end of navigation points (Short Look 38°22'N-83°18'W, and Long Look 38°25'N-83°34'W) route widths reduced from 20 statute miles to 10 statute miles to target.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



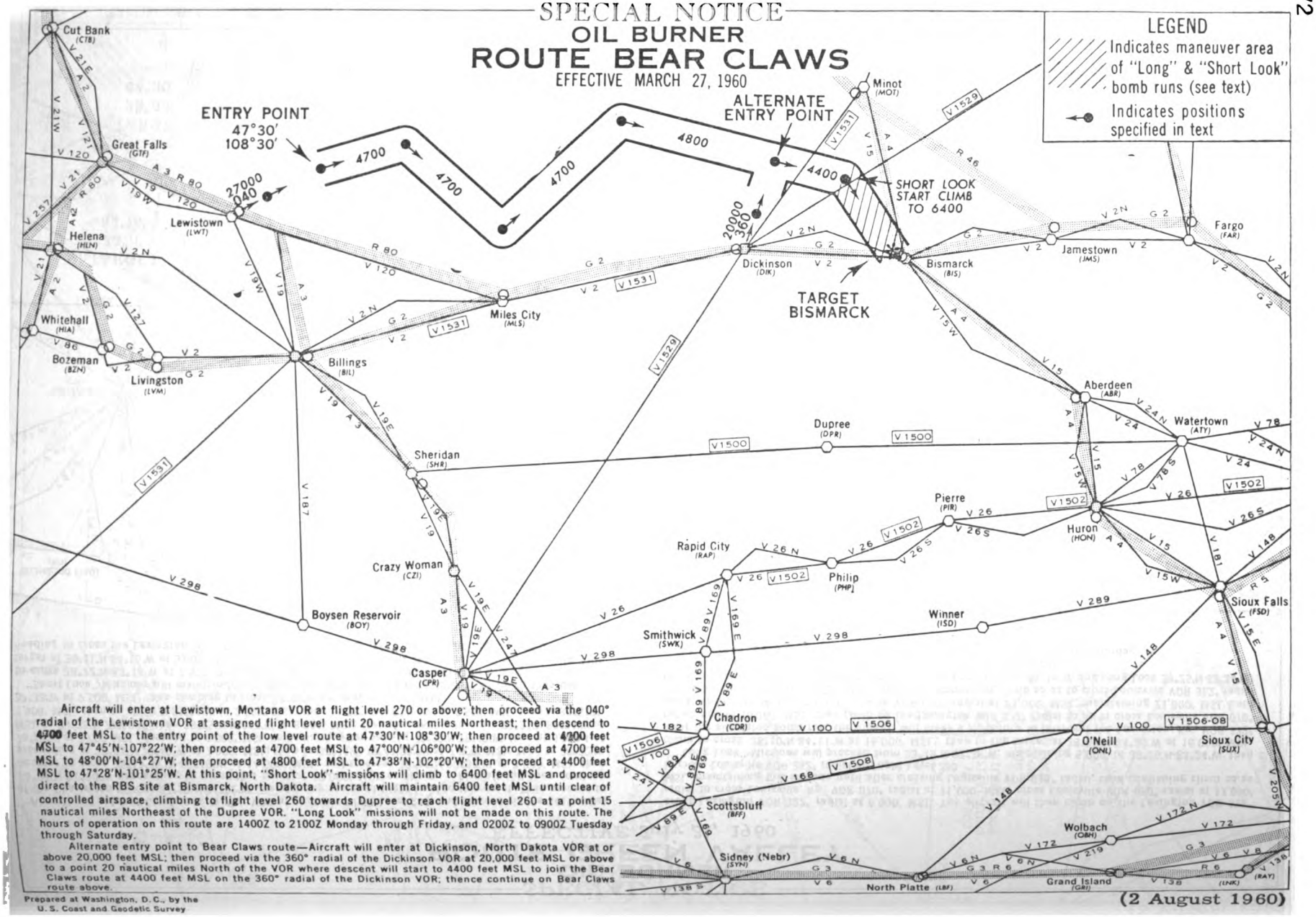
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(2 August 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N-101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

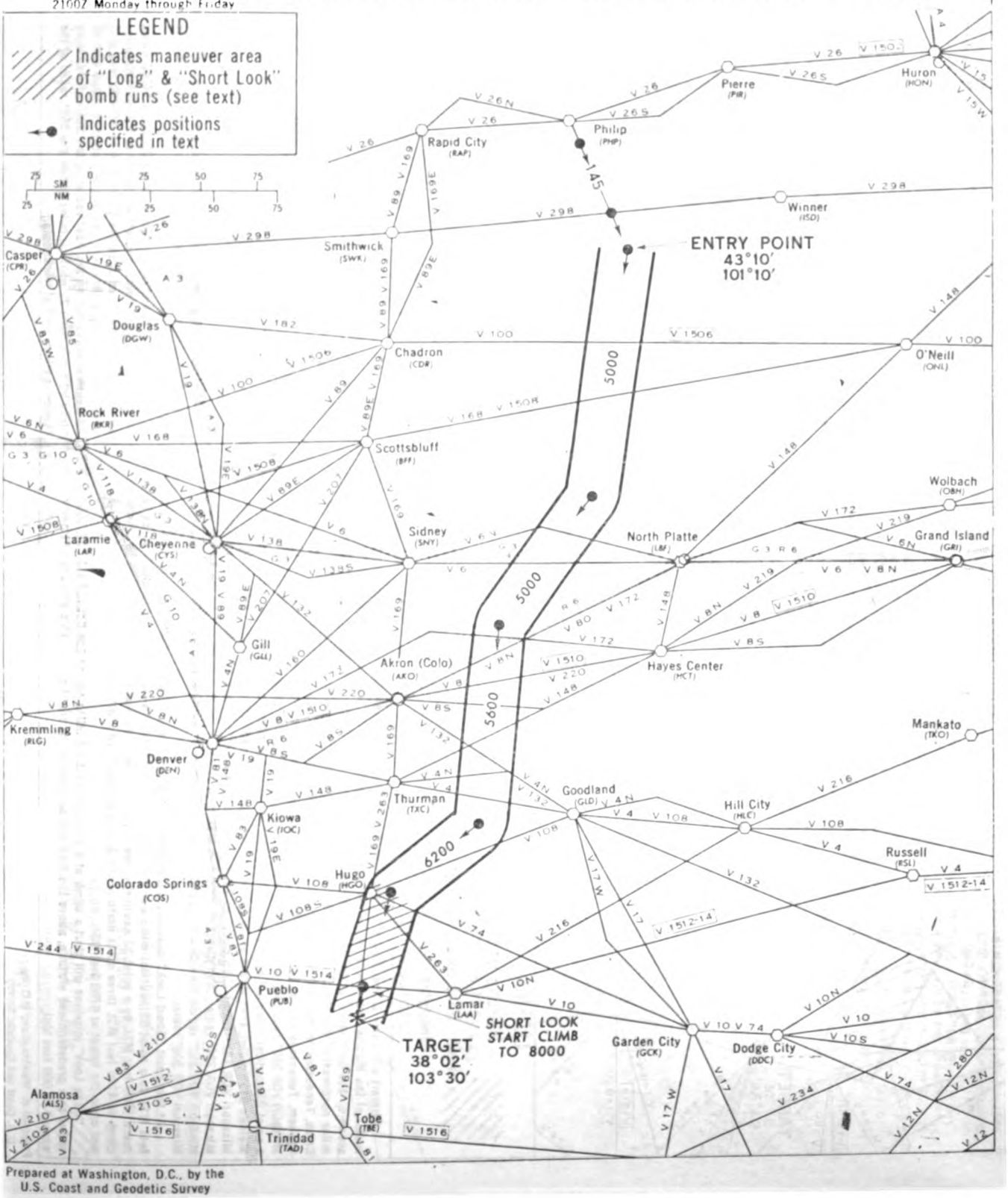
(2 August 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE ROUGH WOOD
EFFECTIVE JUNE 19, 1960

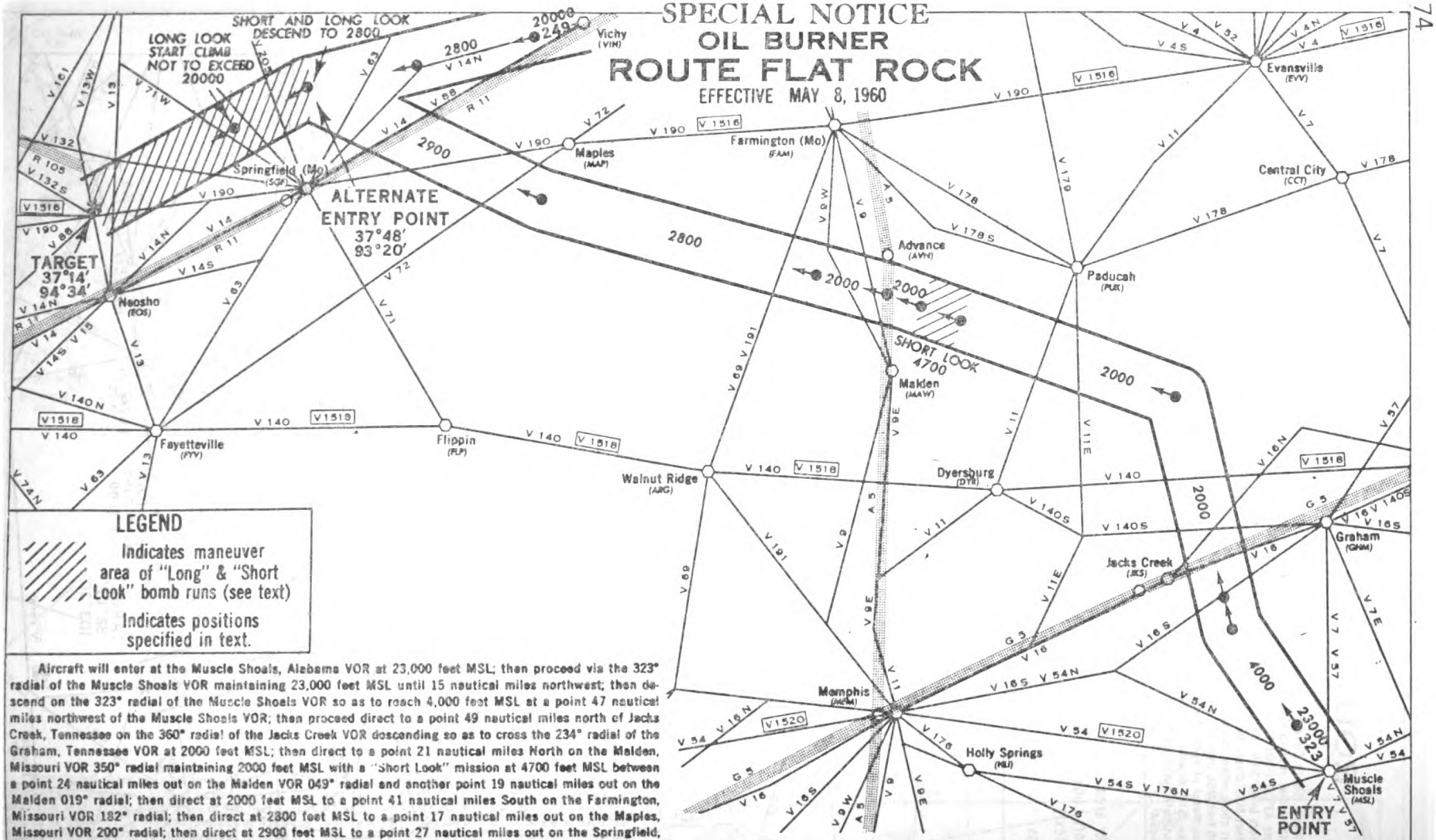
Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250), then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N 101°20'W at or below 13,000 feet MSL, proceeding direct to low level entry point at 43°10'N 101°10'W, then at 5,000 feet MSL direct to 41°30'N 101°30'W, then at 5,000 feet MSL direct to 40°40'N 102°20'W, then at 5,600 feet MSL direct to 39°19'N-102°29'W, then at 6,200 feet MSL direct to 38°52'N 103°13'W, then at 6,000 feet MSL direct to the La Junta, Colorado, RBS site at 38°02'N-103°30'W, aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial, maintain 8,000 feet MSL over the La Junta, Colorado RBS Site, turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169, then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516, maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE MAY 8, 1960



Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 49 nautical miles north of Jacks Creek, Tennessee on the 360° radial of the Jacks Creek VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°14′N-94°34′W, maintaining 2800 feet MSL to a point 38 nautical miles out on the Neosho, Missouri VOR 013° radial, then climb so as to reach 3500 feet MSL by a point 32 nautical miles out on the Neosho, Missouri VOR 004° radial, to start a climb to 4700 feet MSL three miles north of the Joplin, Missouri low frequency beacon (Waco intersection) and cross the target at 4700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48′30″N-93°20′W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U. S. Coast and Geodetic Survey

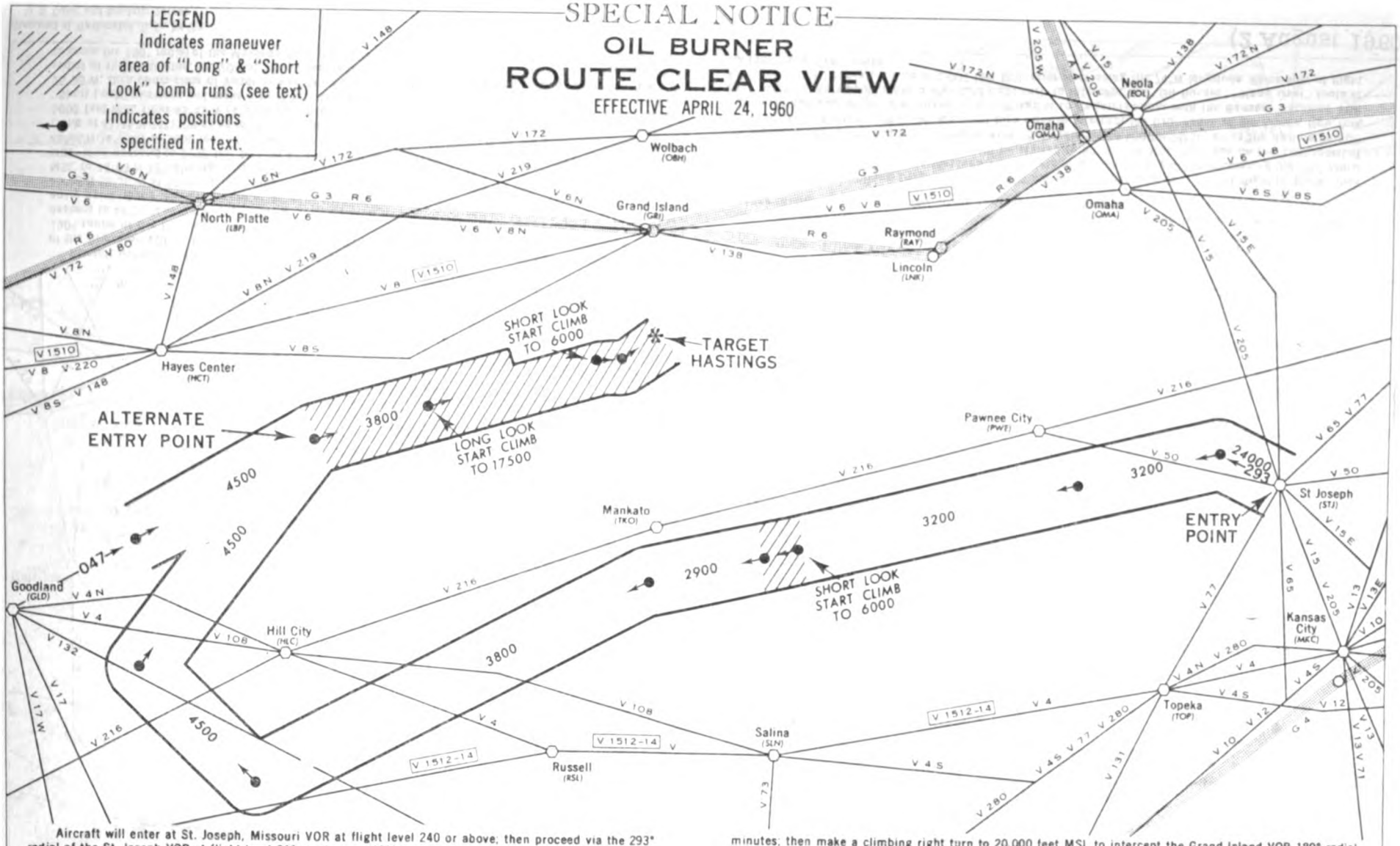
(2 August 1960)

LEGEND
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER
ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

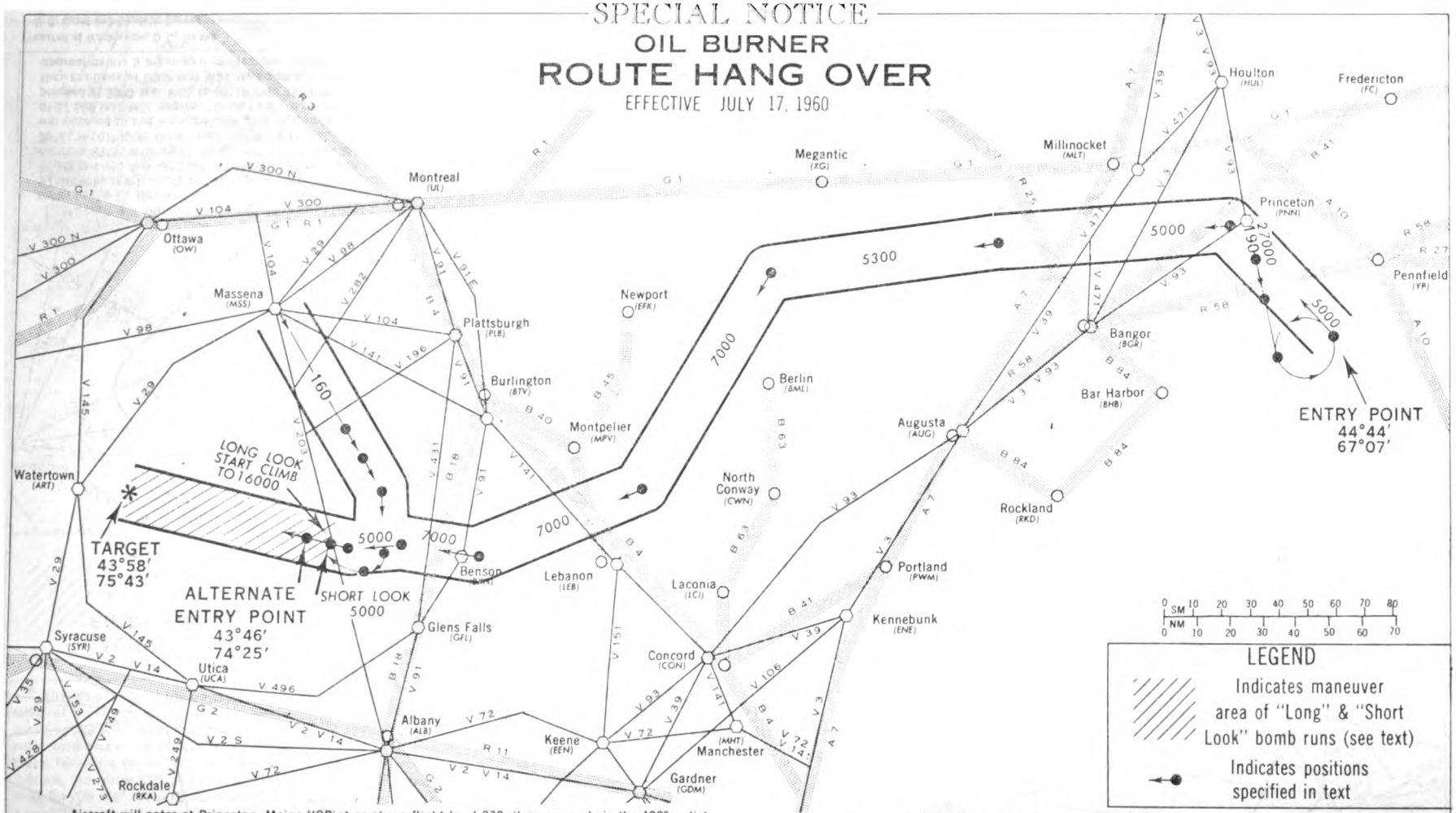
Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

(2 August 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE HANG OVER

EFFECTIVE JULY 17, 1960



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Alternate entry to "Hang Over" route – Aircraft will enter at Massena, N.Y. VOR at flight level 290, then proceed via the 160° radial of the Massena VOR maintaining flight level 290, after crossing the 280° radial of the Burlington, Vermont VOR descent will be started to 5,000 feet MSL; continue on the 160° radial of the Massena VOR and cross the Burlington VOR 267° radial at 23,500 feet MSL, cross the Burlington VOR 250° radial at 14,500 feet MSL; at this point turn right to intercept the 010° radial of the Albany, New York VOR; continue descent on the Albany VOR 010° radial to its intersection with the Benson, Vermont VOR 287° radial; at this point make a standard right turn to intercept the "Oil Burner" "Hang Over" route at 43°46′N-74°25′W. Aircraft will be at 5,000 feet MSL prior to crossing the 74°W longitude. Remainder of flight via the "Hang Over" route.

Prepared at Washington, D.C., by the U. S. Coast and Geodetic Survey

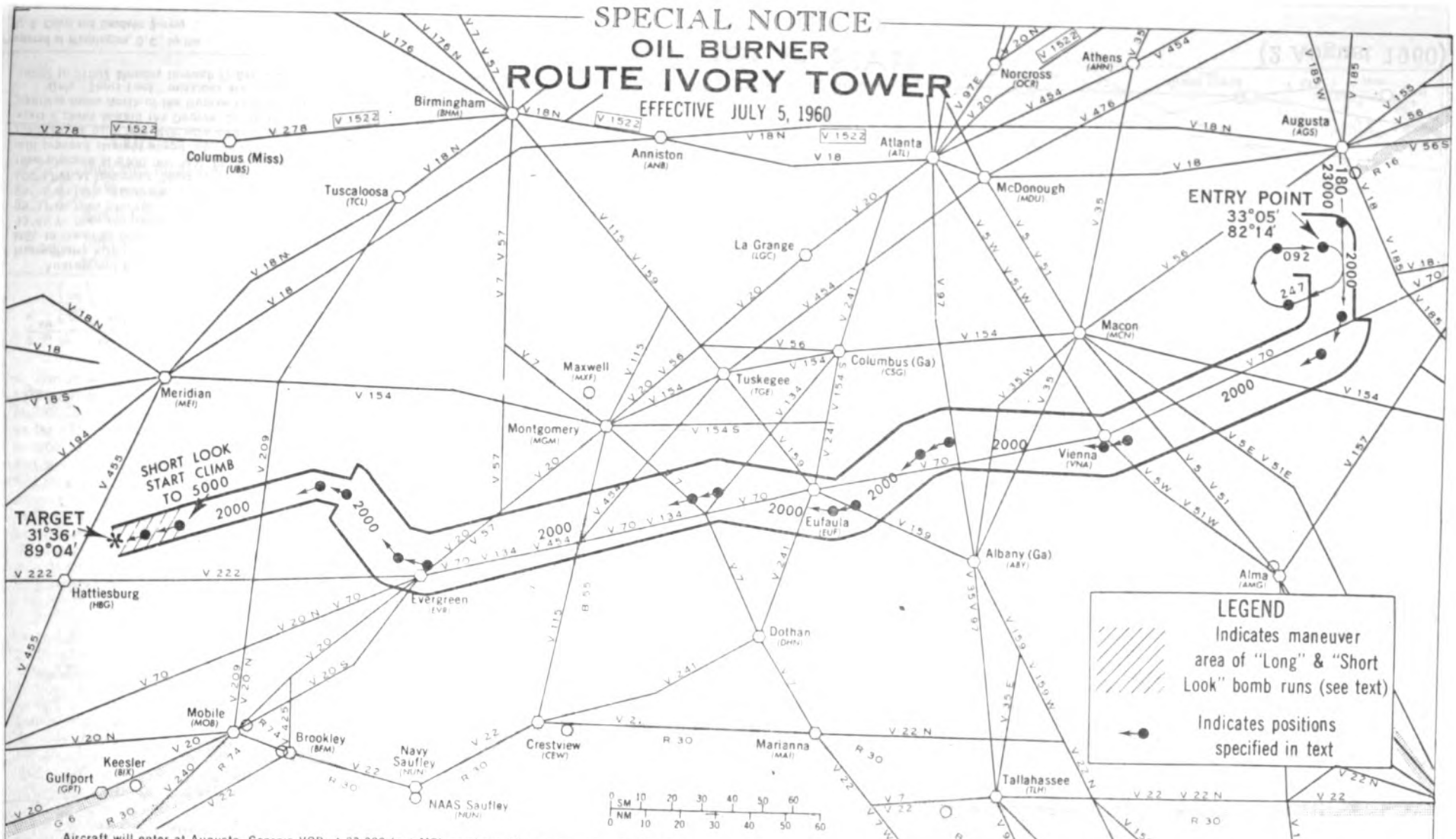
(2 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE JULY 5, 1960



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South; then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL; turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W, then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W, then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday.

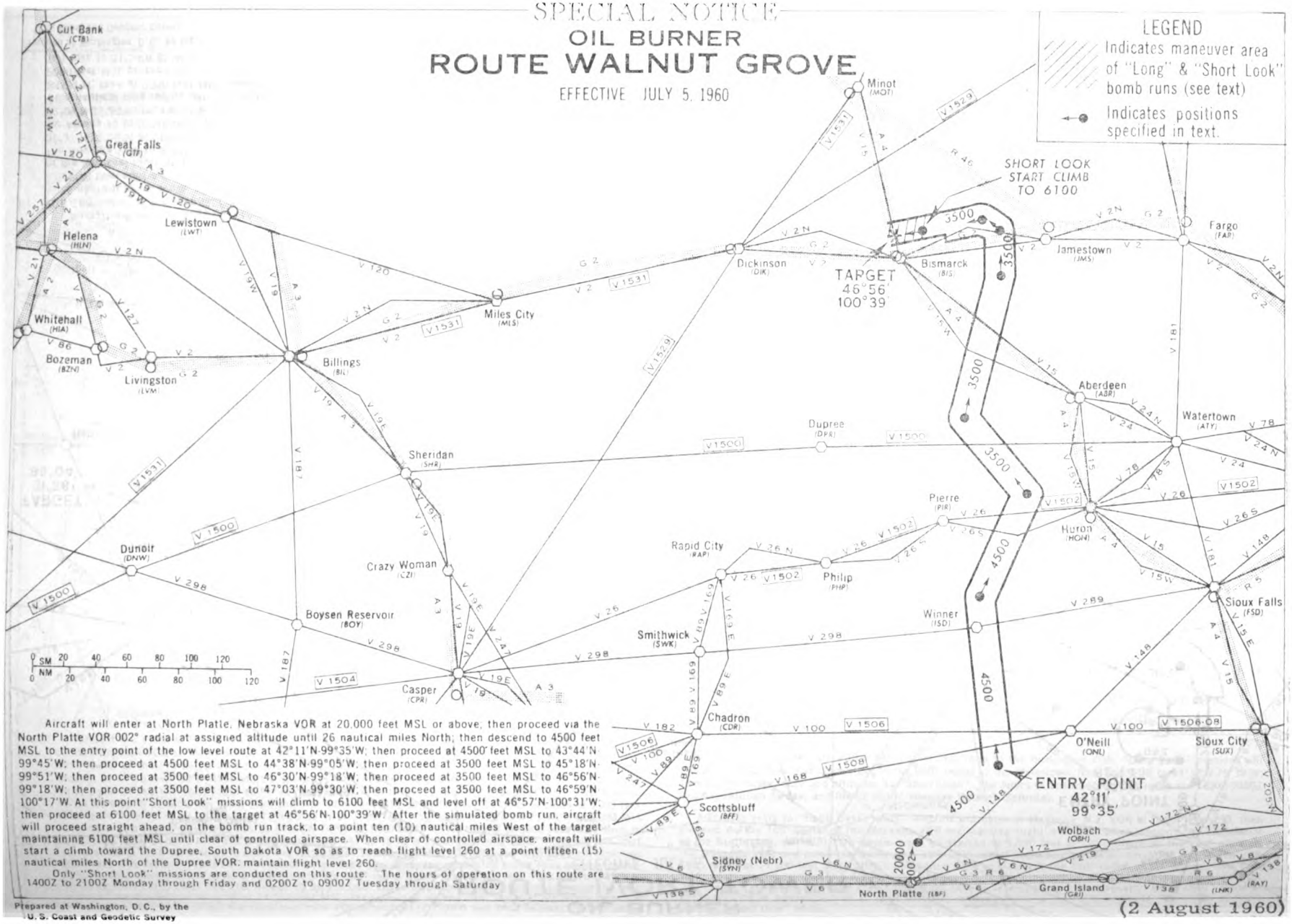
Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

(2 August 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE JULY 5, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North; then descend to 4500 feet MSL to the entry point of the low level route at 42°11'N-99°35'W; then proceed at 4500 feet MSL to 43°44'N-99°45'W; then proceed at 4500 feet MSL to 44°38'N-99°05'W; then proceed at 3500 feet MSL to 45°18'N-99°51'W; then proceed at 3500 feet MSL to 46°30'N-99°18'W; then proceed at 3500 feet MSL to 46°56'N-99°18'W; then proceed at 3500 feet MSL to 47°03'N-99°30'W; then proceed at 3500 feet MSL to 46°59'N-100°17'W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57'N-100°31'W; then proceed at 6100 feet MSL to the target at 46°56'N-100°39'W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR; maintain flight level 260.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday and 0200Z to 0900Z Tuesday through Saturday

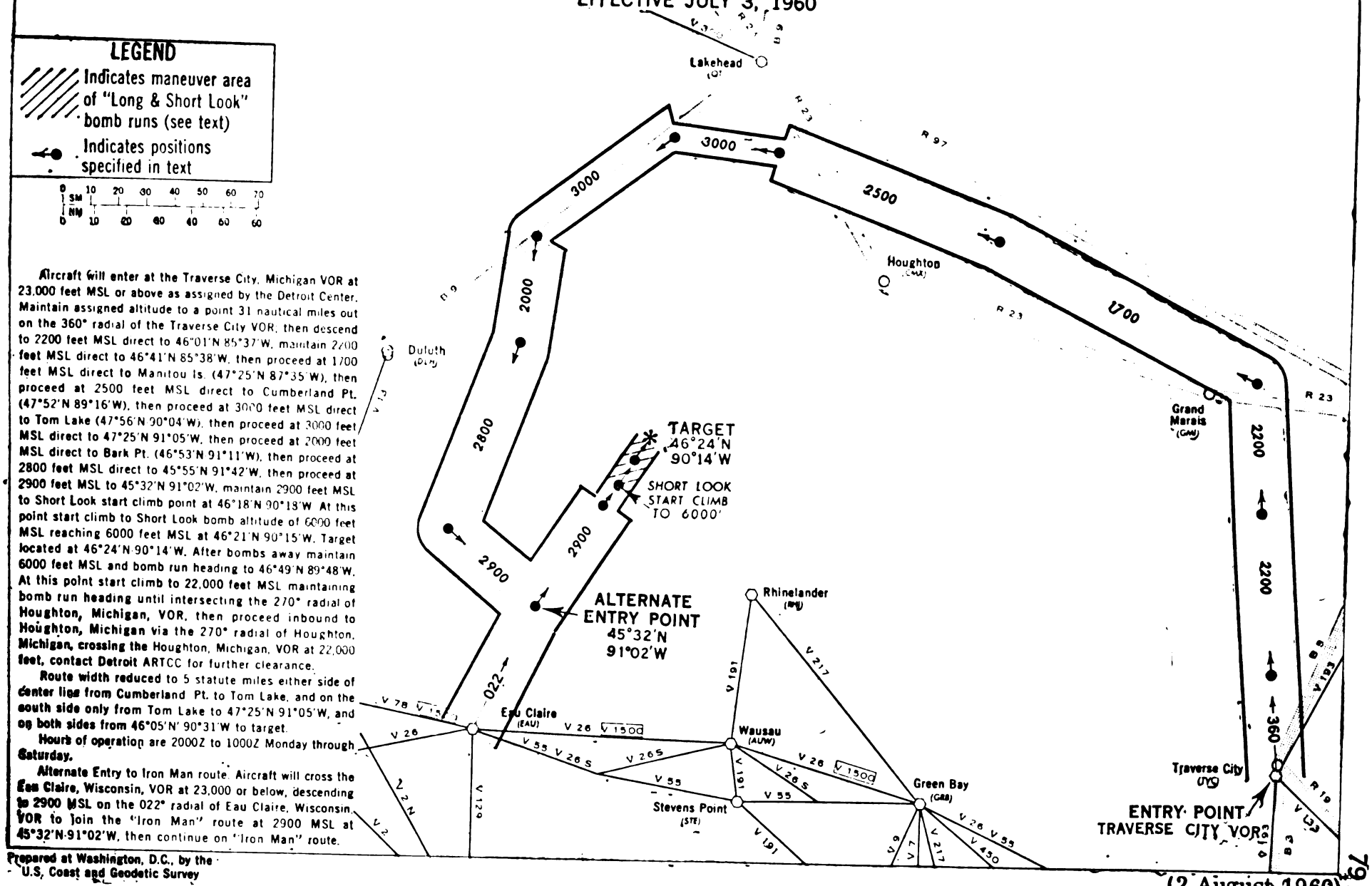
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(2 August 1960)

SPECIAL NOTICE
OIL BURNER

SPECIAL NOTICE

OIL BURNER
ROUTE IRON MAN
EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center. Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR, then descend to 2200 feet MSL direct to 46°01'N 85°37'W, maintain 2200 feet MSL direct to 46°41'N 85°38'W, then proceed at 1700 feet MSL direct to Manitou Is. (47°25'N 87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N 89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N 90°04'W), then proceed at 3000 feet MSL direct to 47°25'N 91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N 91°11'W), then proceed at 2800 feet MSL direct to 45°55'N 91°42'W, then proceed at 2900 feet MSL to 45°32'N 91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N 90°18'W At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N 90°15'W. Target located at 46°24'N 90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N 89°48'W. At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N 91°05'W, and on both sides from 46°05'N 90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N 91°02'W, then continue on "Iron Man" route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(2 August 1960)

AIRCRAFT MANEUVERS WITHIN CONTROL ZONES: To reduce the potential for in-flight conflict between aircraft operated in the vicinity of controlled airports in VFR weather conditions, FAA airport traffic control specialists will approve only those maneuvers considered necessary for the safe and expeditious movement of air traffic within the associated control zones. For this purpose, maneuvers such as operation of aircraft at speeds in excess of the minimum speed consistent with safe operational limitations of an aircraft, formation fly-bys, and unnecessary low passes, will be considered as unusual and will not be approved.

Maneuvers which will be approved, on a traffic permitting basis, include:

1. Normal take-offs and landings including 360° overhead approaches and those conducted in formation.
2. Practice instrument approaches including those conducted with a chase plane.
3. Touch-and-go landings.
4. Flight check activities such as short field take-offs and landings, engine out operations, checking of navigational aids, etc.
5. Simulated forced landing patterns including practice flame-out maneuvers.
6. Low passes for prearranged aircraft test or calibration purposes and visual equipment checks, such as gear checks, provided the flights are not conducted at an excessive speed.
7. Jettisoning of fuel tanks or other external stores.

RADAR WEATHER ADVISORY SERVICE(STAR GAZER) - On page 31 of the Flight Information Manual Volume 13 dated December 1959, Radar Weather Advisory Service(Star Gazer) will be discontinued on August 1, 1960, in the geographical area bounded by the following coordinates: 40-00N, 120-47W; NW to 41-25N, 121-50W; N to 45-50N, 121-50W; NE to 46-30N, 121-00W; N to a point on the U.S.-Canadian Border at 121-00W; thence E along the U.S.-Canadian Border to a point 113-25W; S to 42-00N, 113-25W; W to 42-00N, 119-25W; SW to the point of beginning.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

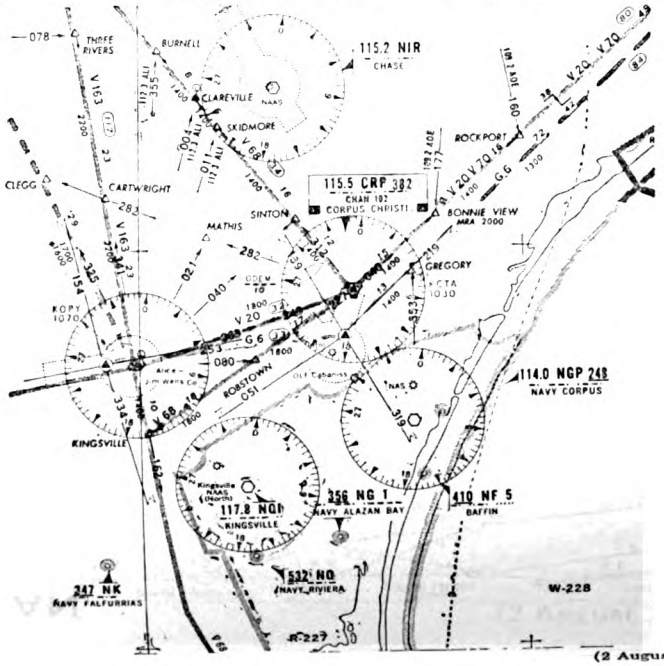
GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

The Pilot's Automatic Telephone Weather Answering Service (PATWAS) is a transcribed service and is in addition to those already being carried in the Flight Information Manual. Hours of operation are Local Standard Time. PATWAS is in operation at the following Weather Bureau Airport Stations:

Station	Number	Hours of Operation (LST)
Baltimore, Md.	SP 6-0757*	(0600-2300)
Birmingham, Ala.	WO 1-2101*	(24 hours)
Boston, Mass.	LO 9-1773*	(0700-0300)
Dallas, Texas	RI 8-0526*	(24 hours)
Fort Worth, Texas	BU 3-1571*	(24 hours)
Long Beach, Calif.	DA 3-4626*	(24 hours)
Los Angeles, Calif.	SP 6-1640*	(24 hours)
Minneapolis, Minn.	PA 9-9339*	(0700-2400)
Phoenix, Ariz.	BR 5-8501*	(24 hours)
Pittsburgh, Pa.	SP 1-5330*	(24 hours)
Portland, Oreg.	AT 2-2285*	(0700-2400)
St. Petersburg, Fla.	5-3086*	(24 hours)
Salt Lake City, Utah	EM 4-5571*	(24 hours)
Tampa, Fla.	RE 6-0375*	(24 hours)
Washington, D.C.	DI 7-4950*	(0500-2400)

REVISION NOTICE

Effective August 8, 1960 all aircraft operations presently conducted at Cliff Maus Airport are to be moved to the new Corpus Christi, Texas International Airport and the Corpus Christi control zone redesignated.



(2 August 1960)

SPECIAL NOTICE

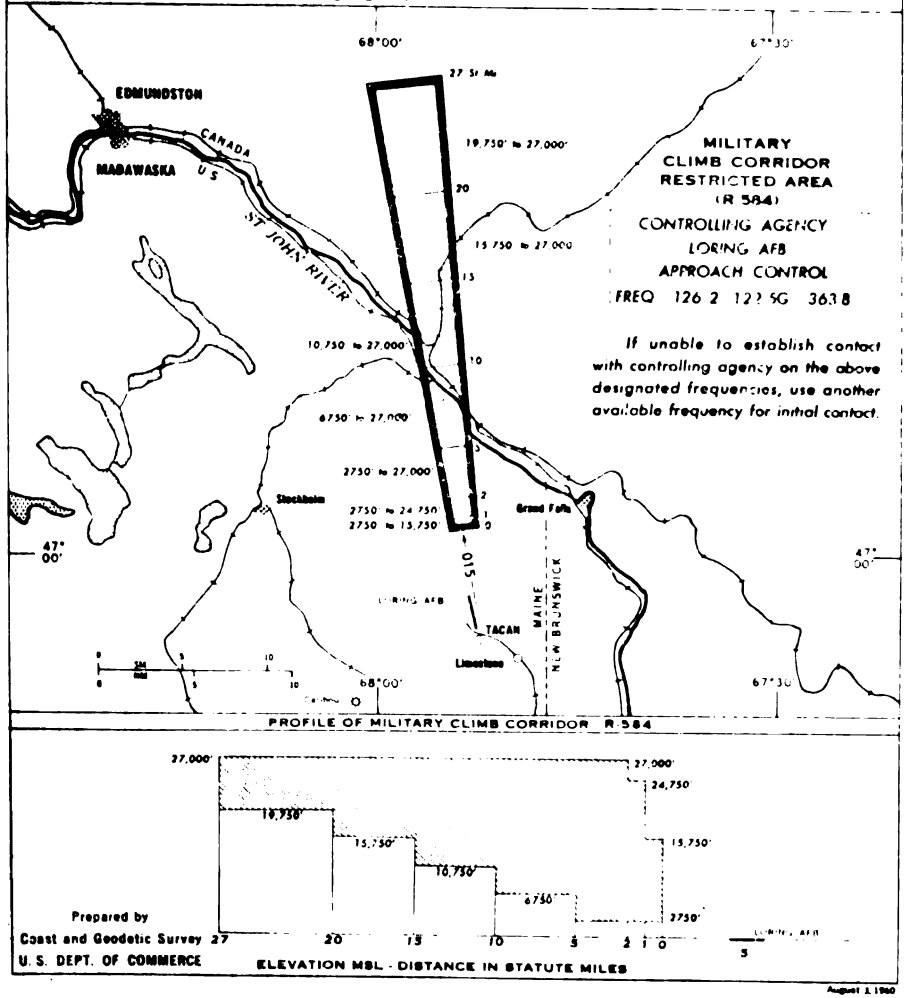
MAINE

LIMESTONE (LORING AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E.S.T. AUGUST 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense, the FAA and the Canadian authorities, have agreed to establish a restricted corridor to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



SPECIAL NOTICE

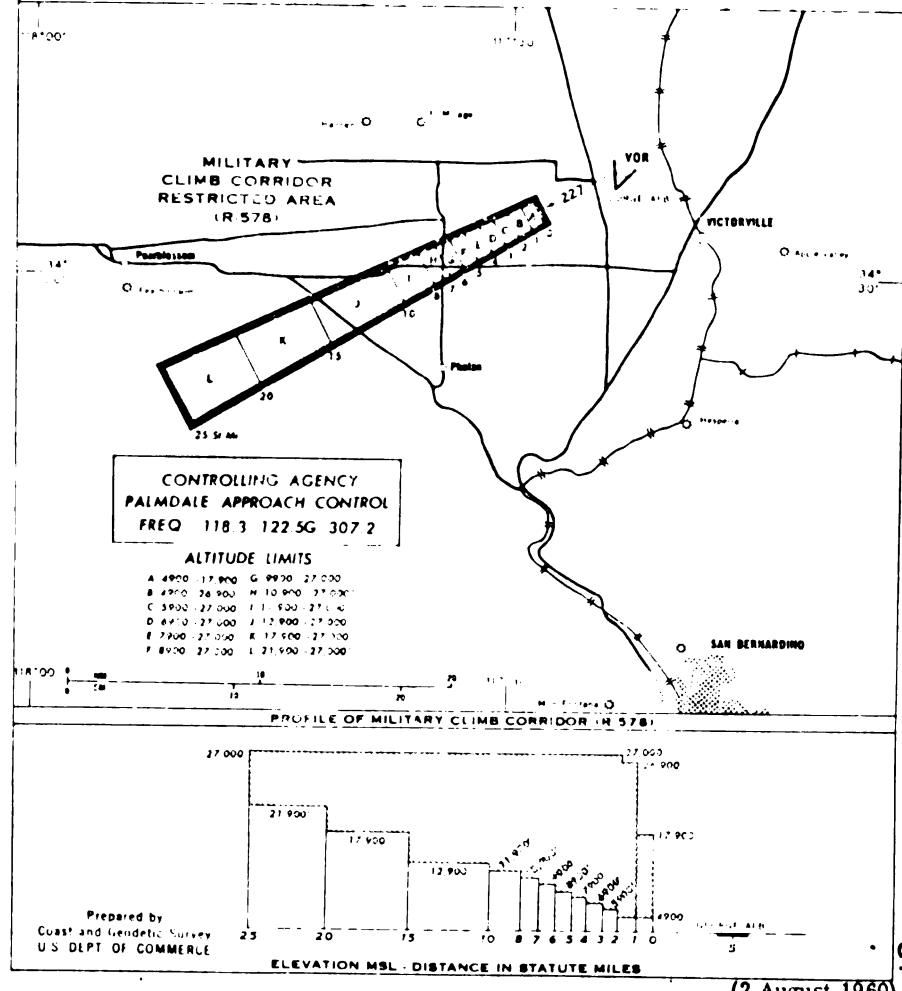
CALIFORNIA

VICTORVILLE (GEORGE AFB) MILITARY CLIMB CORRIDOR

EFFECTIVE 0001 E S T AUG 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



SPECIAL NOTICE

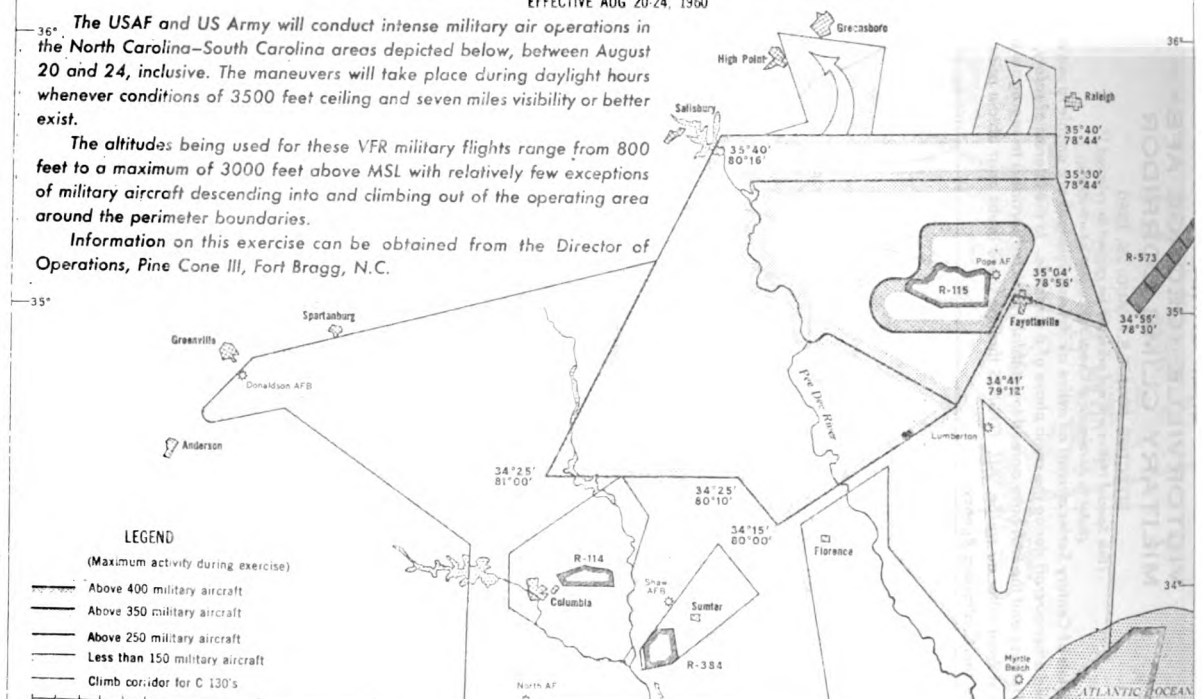
NORTH CAROLINA-SOUTH CAROLINA
PINE CONE III MILITARY EXERCISE

EFFECTIVE AUG 20-24, 1960

The USAF and US Army will conduct intense military air operations in the North Carolina–South Carolina areas depicted below, between August 20 and 24, inclusive. The maneuvers will take place during daylight hours whenever conditions of 3500 feet ceiling and seven miles visibility or better exist.

The altitudes being used for these VFR military flights range from 800 feet to a maximum of 3000 feet above MSL with relatively few exceptions of military aircraft descending into and climbing out of the operating area around the perimeter boundaries.

Information on this exercise can be obtained from the Director of Operations, Pine Cone III, Fort Bragg, N.C.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

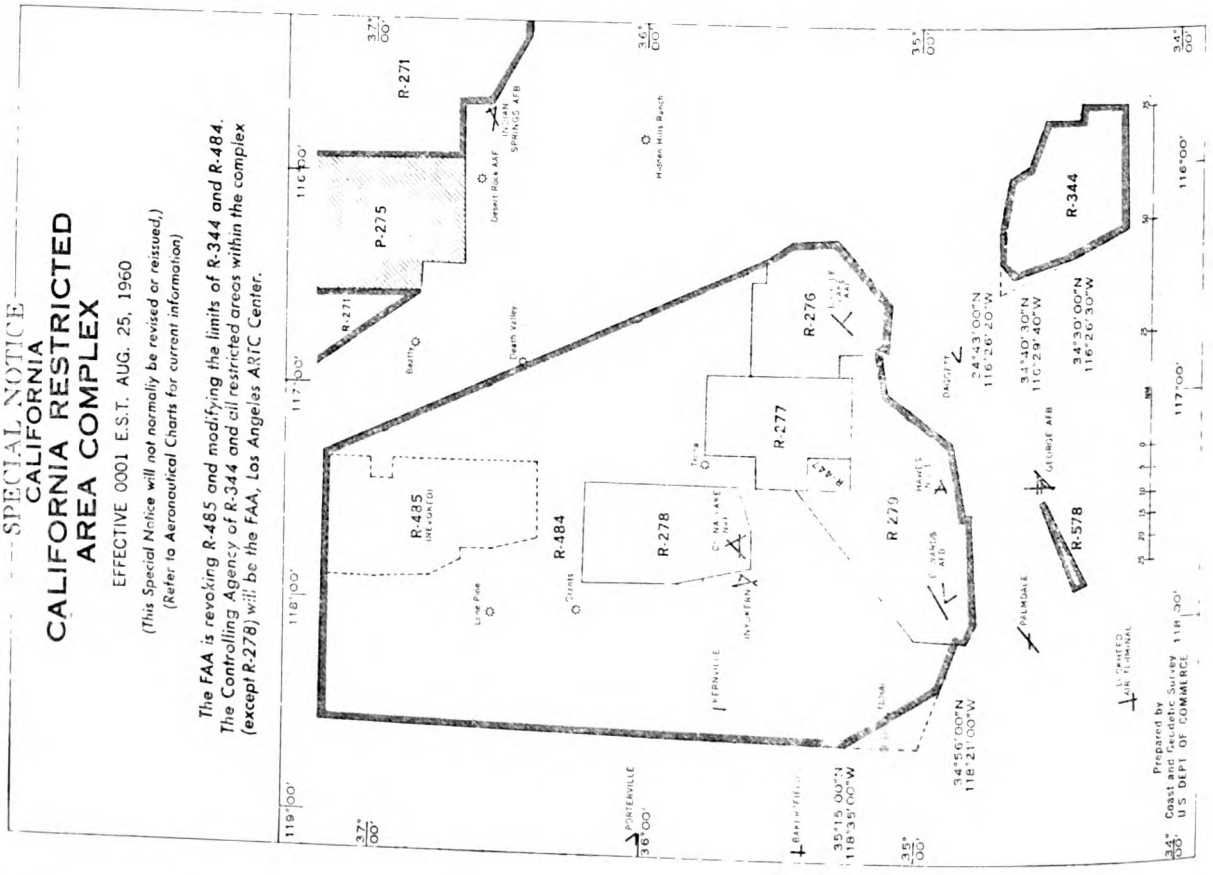
SPECIAL NOTICE

CALIFORNIA RESTRICTED AREA COMPLEX

EFFECTIVE 0001 E.S.T. AUG. 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

The FAA is revoking R-485 and modifying the limits of R-344 and R-484. The Controlling Agency of R-344 and all restricted areas within the complex (except R-278) will be the FAA, Los Angeles ARTC Center.



Prepared by
Coast and Geodetic Survey
U.S. DEPT. OF COMMERCE

AIR ROUTE TRAFFIC CONTROL CENTERS FREQUENCY CHANGES: On or about 15 August 1960, the following ARTCC will accomplish frequency changes as follows:

Location	Freq. Mc. New	Old		Function
ALBUQUERQUE CENTER:				
Albuquerque, N. M.	12[illegible].10	125.30		I
" "	12[illegible].60	120.30	132.20	I
Alamosa, Colo.	12[illegible].30	124.70		I
Amarillo, Texas	127.20	123.70		I
Caprock, N. M.	12[illegible].00	121.20		I
" "	12[illegible].40	12[illegible].40		I
" "	133.05	132.[illegible]5		H
Farmington, N. M.	127.30	124.70		I
Raton, N. M.	134.30	126.00		I
Truth or Consequences, N.M.	126.10	125.30		I
DENVER CENTER:				
Denver, Colo.	132.15	134.65		H
" "	127.60	120.10		I
" "	126.60	11[illegible].00		I
" "	127.25	125.00		I
Pueblo, Colo.	134.60	125.00		I
Cheyenne, Wyo.	133.85	126.50	132.35	H
" "	126.20	118.10		I
Grand Mesa, Colo.	134.60	125.90		I
" " "	127.60	120.10		I
" " "	132.15	134.65		H
Grand Island, Nebr.	132.70	120.60		I
Rapid City, S. D.	127.20	124.70		I
Sheridan, Wyo.	127.20	124.70		I
GREAT FALLS CENTER:				
Great Falls, Mont.	128.00	123.90		I
" " "	126.60	126.50		I
Salmon, Idaho	134.55	125.00	132.95	H
" "	127.60	124.60		I
Butte, Mont.	126.60	126.50		I
" "	127.10	125.60		I
" "	127.60	124.60		I
Billings, Mont.	128.00	123.90		I
Glasgow, Mont.	128.00	123.90		I
Miles City, Mont.	132.65	119.60	133.95	H
" " " "	128.00	123.90		I
Whitefish, Mont.	127.60	124.60		I
LOS ANGELES CENTER:				
Santa Barbara, Calif.	127.00	121.00		I
" " "	128.20	120.00		I
Bakersfield, Calif.	128.30	124.40		I
" "	127.75	125.40		I
Barstow, Calif.	133.55	125.60		H
" "	134.95	123.80	133.95	H
" "	128.40	120.60		I
" "	127.15	123.60		I

Location	Freq. Mc. New	Old		Function
LOS ANGELES CENTER (Continued):				
Julian, Calif.	127.30	124.20		I
" "	127.90	121.20		I
" "	126.60	120.60		I
Los Angeles, Calif. (Baldwin Hills)	127.40	119.90		I
	Delete freq. 134.60			
OAKLAND CENTER:				
Mountain View, Calif.	133.30	125.60		I
San Jose, Calif.	127.20	124.60		I
" " "	127.60	123.60		I
Angel's Camp, Calif.	125.15	134.60		H
" " "	125.15	119.70		I
" " "	134.60	134.30		I
Red Bluff, Calif.	127.40	120.50		I
Ferndale, Calif.	126.40	124.20		I
" "	132.60	125.60		I
Fallon, Nevada	133.30	125.70	134.45	H
" "	126.00	124.10		I
Winnemucca, Nevada	127.50	124.00		I
Tonopah, Nevada	127.70	120.80		I
Fresno, Calif.	127.45	125.00		I
" "	126.50	119.40		I
" "	Delete freq. 125.55			
PHOENIX CENTER:				
Winslow, Arizona	127.20	125.00		I
Seligman, Arizona	128.70	126.00		I
" "	127.20	125.00		I
Tucson, Arizona	132.50	126.40		I
Yuma, Arizona	127.10	120.10		I
" "	307.0	319.2		I
" "	Delete freq. 125.60			
SALT LAKE CITY CENTER:				
Magna, Utah	134.25	124.40	134.70	H
Elko, Nev.	133.10	125.10		I
Sunnyside, Utah	126.50	121.30		I
" "	126.40	124.20		I
Procle, Nev.	126.50	121.30		I
Las Vegas, Nev.	134.60	125.60		I
Rock Springs, Wyo.	134.90	120.60		I
Thermopolis, Wyo.	133.25	125.30	132.85	H
" "	134.90	120.60		I
Blackfoot, Idaho	132.50	124.80	132.70	I
" "	Delete freq. 132.55			

H - High Altitude
I - Intermediate Altitude

Location	Freq. Mc. New	Old		Function
SEATTLE CENTER:				
Seattle, Wash.	134.25	122.45		H
" "	12[illegible].10	124.20		I
" "	132.10	124.60		I
Yakima, Wash.	132.60	124.50		I
Scappoose, Ore.	127.20	119.20		I
Horton, Ore.	132.60	125.30		I
Redmond, Ore.	133.55	125.[illegible]	134.35	H
"	127.[illegible]	124.40	133.05	I
Klamath Falls, Ore.	133.65	125.[illegible]		H
" " "	127.[illegible]	124.40		I
Boise, Idaho	127.20	119.20		I
Emmett, Idaho	134.65	125.50	133.45	H
Pendleton, Ore.	133.90	125.40		I

H - High Altitude
I - Intermediate Altitude

AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide Vol. 15, No. 10 July 15, 1960 page 54 first column under On Request Reporting Points-Established: delete items 10 and 11- Animas, N. Mexico and Winslow Ariz. Ints. respectively.

1/ LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ACOSTA-Rosell, Miguel	9- 3-22	Cuban lic. 652
ALPIZAR-Perez, Evelio	11-27-39	Student S616495
ALVAREZ-Builla Y Voghon, Orlando M.	10-16-09	Cuban Comm NR 4
ARJONA y Lopez, Rafael Manuel	10-24-15	Number unknown
ASHLEY, Otis H.	12-10-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3- 1-34	Flight Instructor Certificate 1358448
BLANCO, -Navarro, Manuel Angel	9-27-26	
BLAND, Virginia L. (female)	8- 4-22	Comm. ASEL & S, & Instrument 1244338
BROOKLEY, William Quitman	12-24-28	
BROWDER, Edward	6-22-17	30362
CABRERA - Rodriquez, Timteo Amado	2-13-25	Cuban lic. NR 482
CAMACHO-Porro, Cesar Ricardo	12- 7-36	
CHEVALIER, S. Eugene, Jr.	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS-Blanco, Roberto Raul	12-19-19	
DE LEON De Leon, Gilberto	2-27-27	
DIAZ-Lanz, Pedro	11- 8-26	
ETCHEGOYEN Y Gardia, Pedro Arturo	4-18-19	Cuban lic. NR 256
FERNANDEZ-Miranda, Roberto	6- 7-22	
FERNANDEZ-Mon, Daniel	1- 6-32	Cuban lic. 743
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
GARCIA Y Puyada, Elso Sergio	11- 7-25	Cuban lic. 1009
HERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
HERNANDEZ Martinez, Jose	9-20-31	
HERNANDEZ- Waybert, Gerardo P.F.	5-16-25	Cuban lic. 721
HERNANDEZ- Waybert, Gilberto A.C.	2- 2-27	Cuban lic. 305
HERRERA-Cabrer, Gonzalo	9-26-26	
HORMEL, Charles W.	2- 2-14	Pvt. 1437835
HUGHES, Paul J.	10-8-28	
IZQUIERDO-Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8- 2-29	Pvt. ASEL 1425471
KOHN, Marvin	5-11-23	Comm. 1164122
LOPEZ-Dominguez, Angel	10-18-34	
LOPEZ-Vilaro, Fernando	7-28-39	Cuban lic. 1142
LORIE-Valls, Richard Luis	10-13-27	
LUAICES y Sotelo, Cesar Manuel	4-25-19	Cuban lic. 882
McDONALD, Alan C.	3- 5-32	1397327
MEROLA, Joseph R.	10- 9-25	936421
MILLARES de la Osa, Roberto	11- 5-17	
MONNAR-Marrero, Francisco	7-25-39	
MONTERO-Machado, Pedro	4- 2-31	
NOBREGAS-Heria, Leslie	3-18-26	Cuban lic. 617
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEDRAZA-Fuente, Ramon Rene	11-11-29	Cuban lic. 901
PEREZ Menendez, Jose Regino	8-17-18	Cuban lic. 224
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Negueruela, Osvaldo	9- 3-35	
PINKSTON, Roy	2-23-25	Pvt. ASEL 1127766
PONZOA-Alvarez, Gustavo Cesar	6- 1-24	Cuban Comm. 452 U. S. 2nd class 661896
PRELLEZO Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651
REVUELTA-San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9- 1-37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SANCHEZ-Ferrer, Armando Emelio	10- 1-24	Cuban lic. ATR No. 271
SAXTON, Gaylord	11-20-22	
SHERGALIS, William J	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11- 3-25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TELLECHEA-Miranda, Mario Carlos	12-11-29	Cuban lic. 502
TRUEBA-Rojas, Humberto	7- 4-25	
TUYA y Hernandez, Eloy Rene	1-18-22	Cuban Comm. 672
VASQUEZ-Coeja, Daniel	3- 4-26	Number unknown
VERDECIA-Perez, Angel Rafael	2- 7-37	Student S363783
VILLARAOS-Flores, Angel Alfonso	8- 2-26	Cuban lic 929
WALL, William	12-12-25	C-198195
WEIGHMANN, James	10-22-25	
WHITEHOUSE, Edward J.	3-14-14	
WILSON, Raymond L.	12- 8-22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr. 1326948
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

1/ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959, as follows:

Radiated Test Signals:

(1) Page 15 add - *Memphis (Municipal 111.0 mc).
(2) Page 15 add - *Newark 111.4 mc.

VOR Receiver Check Points:

(1) Page 15 delete Akron, Colorado (Municipal).
(2) Page 23 Meridian, Mississippi - change to: 121°; from run up ramp for rnwy 23.

FAA and WB Telephone Numbers:

(1) Page 37 Washington, D.C. - change hours of transcription from "days only" to "0500-2400 LST".
(2) Page 37, Tampa, Florida - change WB telephone number to: REdwood 7-4677*
(3) Page 38, Houlton, Maine - change FAA telephone number to: 53 2-2475.
(4) Page 40, Roanoke, Virginia - change FAA telephone number to: EM 6-0011.
(5) Page 36, Fresno, California - change FAA telephone number to: CL 1-1320.
(6) Page 37, Denver, Colorado - change WB telephone number to: DU 8-3653 and DU 8-3654.
(7) Page 37, La Junta, Colorado - change FAA telephone number to: DU 4-4311.
(8) Page 39, Columbus, New Mexico - change FAA telephone number to: TU 5-2042.
(9) Page 39, Santa Fe, New Mexico - change FAA telephone number to: YU 3-6581.
(10) Page 39, Truth or Consequences, New Mexico - change FAA telephone number to: TW 4-3277.

(Continued)

(11) Page 39, Medford, Oregon - change FAA telephone number to: SH 3-6537

(11) Page 39, Medford, Oregon - change FAA telephone number to: SP 2-6523.
(12) Page 40, Bryce Canyon, Utah - change FAA telephone number to: TE 4-5311.
(13) Page 41, Casper, Wyoming - change FAA telephone number to: 23-4-5053.
(14) Page 41 add - Worland, Wyoming FAA telephone number: FI 7-4122.
(15) Page 36, San Francisco, California IFSS - change FAA telephone number to: YU 3-6581.
(16) Page 41 add new telephone numbers for Pilots Automatic Telephone Weather Answering Service (PATWAS). See this issue of Airgi page 80.
(17) Page 78- ATC Procedures (Approach Control): -- See this issue of Airgi page 60.

Standard Broadcast Stations:
(1) Page 100, Willmar, Minnesota KWLM-change coordinance to:45-08-01, 95-02-35 and elevation to: 1283'.
(2) Page 101, Las Vegas, Nevada KENO - add elevation: 2200' MSL.
(3) Page 105, Johnson City, Tennessee WJHL - change call letters to: WJCW and height to: 252'.

Flight Test Areas:
(1) Page 118, delete St. Louis, Lambert Field, Missouri.
(2) Page 119, delete Asheville-Owens Field, North Carolina.
(3) Page 121, delete New Castle Airport, Wisconsin.

✓ CHICAGO HEIGHTS, ILLINOIS VOR SHUTDOWN: During shutdown use the following:

FROM	TO	MEA
V-1510, V-126, V-92, V-8: North Liberty Int.	Temp. Chicago Heights Int. (GSH R-270, EON R-033)	5000
V-92, V-1510: Temp. Chicago Heights, Ill. Int.	Joliet, Ill., VOR	5000
2300' authorized westbound after passing temporary intersection.		
V-8: Temp Chicago Heights, Ill. Int. via SE crs. MDW-LFR	Temp. City Int. (MDW-LFR SE Crs. API R-088)	5000
2000' authorized northwest bound after passing Temp. Chicago Heights Int.		
V-7: Zoro, Ind., Int. via LAF -338	Temp. Lowell Int. (EON R-096 LAF R-338)	4000
Descent to 2000' after passing Temp. Int.		
Temp. Lowell Int.	Temp. Chicago Heights., Int. (JOT R-091, SE crs. MDW-LFR)	2000
Temp. Chicago Heights Int.	Hammond Temp. Int. (SE crs. MDW-LFR, JOT R-081)	2000
Temp. Hammond Int. via EON R-016	Temp. Surf Int. (EON R-016, API R-073)	2500
Temp. Surf Int. via EON R-016	Temp Whitefish Int. (OBK R-091 EON R-016)	3500
Temp. Whitefish Int. via EON R-016	Temp. Sturgeon Int. (ELX R-271, EON R-016, MKE R-136)	4500
Temp. Sturgeon Int. via MKE R-136	Temp. Taylor Int. (MKE R-136, ORD R-017)	4500
V-422: Knox, Ind. VOR via OXI R-284	Temp. Chicago Heights, Ill., Int. (OXI R-284, EON R-034)	3500
V-51: Temp. Chicago Heights, Ill., Int. (JOT R-091, SE crs. MDW LFR)	Chicago Midway LFR	2500
Chicago Midway LFR via Direct	Temp. Morton Int. (ORD R-076, EON R-359)	2500
Redesignate following Int., Chicago Heights Shutdown		
Papi Int.	OBK R-076 - EON R-006	3000
Bullhead Int.	OBK R-107 - API R-047	2500
Morton Int.	ORD R-076 - EON R-359	2500
Beacon Int.	API R-073 - OBK R-137	2500
Tide Int.	API R-073 - EON R-024	2500
Crib Int.	API R-088 - EON R-022	2500
Steamboat Int.	API R-088 - EON R-027	2500
Gary Int.	EON R-035 - Chicago ILS Crs.	2000

En enroute flight beyond Tmpry Chicago Heights, Ill., Int., must cross Int., at tmpry MRA appropriate to planned route of flight.

WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-35: SYR VOR-ELM VOR	SYR VOR direct ELM VOR ✓	3500
V-252: GEE VOR-BGM VOR	GEE VOR direct BGM VOR	3500

During period of shutdown, the following substitute reporting points have been temporarily established:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Dundee	ELM VOR 004° M radial GEE VOR 128° M radial	3500

CAPE CHARLES, VIRGINIA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: ORF VOR-SBY VOR	ORF VOR direct SBY VOR	1500
V-286: Tappahannock VHF Int.-CCV VOR	None	
V-156: Harcum VHF Int-CCV VOR	None	

During period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Sharps	HPW VOR 054° M radial BRV VOR 138° M radial	1500
Gwynn	None	
Mathews	None	

✓ ROCHESTER, NEW YORK VOR SHUTDOWN: During shutdown use the following:

EXISTING ROUTE STRUCTURE	SUBSTITUTE ROUTE STRUCTURE	MEA
V142: ROC VOR-Medina VHF Int.	NW crs ROC LFR to Int of BUF VOR 042° M radial	2000
V2/V14: BUF VOR-SYR VOR	BUF VOR direct	2100 ROC LFR
	ROC LFR direct	2000 SYR VOR
	SYR VOR	
V119/V147: GEE VOR-ROC VOR	GEE VOR direct ROC LFR	2000
V31/V34: ROC VOR-Bellona	ROC LFR 136° M brg from ROC LFR to Int GEE VOR 099° M radial	3000

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Medina	NW crs ROC LFR BUF VOR 042° M radial	2000
Spencerport	GEE VOR 355° M radial BUF VOR 077° M radial	2500
Marion	GEE VOR 062° M radial SYR VOR 279° M radial	2000
Fishers	GEE VOR 070° M radial ATE VOR 330° M radial	3000
Bellona	ELM VOR 004° M radial GEE VOR 099° M radial	3500
Rush	Rush LF Int	As published
Mumford	BUF VOR 090° M radial GEE VOR 335° M radial	3000
Bennington	BUF VOR 132° M radial JHW VOR 049° M radial	4000

COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R/FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R/EWN 011	5000
Jackson Int.	RMT 042R/LVL 142R	3000
Oak City Int.	RMT 091/FKN 192R	3000

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6000
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 009° R	5500
V114: AMA-CDS	AMA LFR 293° M inbnd brg CDS 236° R	5000
V140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4800
V151S: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4800

JET ROUTES

J-58V: ALS VOR-SPS VOR	ALS VOR direct RTN VOR; thence via RTN VOR 111°R and the SPS VOR 288° R to the SPS VOR
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR; thence via TBE VOR 127°R and the ABI VOR 323° R to the ABI VOR
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR
J-78V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR
J-6V: ABQ VOR-DKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR

Tmpry Vega Int.	AMA LFR 078°M inbnd brg, TXO 009°R	6500
Tmpry Borger Int.	AMA LFR 030°M inbnd brg, DHT 100°R	7500

Tmpry cancellation routes V12N TCC-GAG, V114N AMA-CDS, V114S AMA CDS, V140N AMA-SYO. Intersections Dumas, Plant, Bivins, Sam, Tower, West Side, Canyon, Palo Duro, Finley, Claude, Ranch, Pampa.

WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Int. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As published
V-1:	None	----
V-157: ILM VOR to Kinston VHF Int.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 037M crs. to EWN VOR 236R	3000
V-157: ILM VOR to Kinston VOR	ILM Rbn to ISO VOR via ISO 200R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056/FLO 038R	8000
Kenansville Int.	Temp Kenansville Int. EWN 260R/RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R/FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R/143° M crs. to CLB Rbn	5500

EXISTING JET ROUTES	SUBSTITUTE ROUTE STRUCTURE
J-79V: ORF VOR-ILM VOR	ORF VOR direct RMT VOR direct CLB Rbn (191° M radial from RMT VOR and 010°M brg from CLB rbn)
J-77V: GVE VOR-ILM VOR	GVE VOR direct RMT VOR direct CLB rbn (191°M radial from RMT VOR and 010°M brg from CLB rbn)

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
Wilmington, N.C. VOR	Carolina Beach, N.C. HHW

TIDIOUTE, PENNA. VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-184: ERI VOR-FTZ VOR	ERI VOR 120° M radial to pt of Int. FTZ VOR 337° M radial thence via FTZ VOR 337° M radial to FTZ VOR	3500
V-72: YNG VOR-BFD VOR	YNG VOR 073° M radial to pt of Int. BFD VOR 270° M radial thence via BFD VOR 270° M radial to BFD VOR	5000 to Int. BFD VOR 270° M radial 4000 BFD VOR
V-115: EWC VOR-JHW VOR	EWC VOR 039° M radial to Int. JHW VOR 212° M radial thence via JHW VOR 212° M radial to JHW	6000
V-188: JFN VOR-SLT VOR	JFN VOR V-14/V-126 ERI VOR thence via ERI VOR 120° M radial to Int. SLT VOR 288° M radial to SLT VOR	2200 to ERI VOR 5000 to SLT VOR

During period of shutdown, the following substitute reporting point is established:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Cory	ERI VOR 105° M radial JHW VOR 245° M radial	4000

(2 August 1960)

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Chicago
Cincinnati
Cleveland
La Grande
Nashville
Winston-Salem
Chicago Local
Cleveland Local
Dayton Local
Kansas City Local
New York Local
St. Louis Local
WAC 117
WAC 358

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Albany	7-12-60	Green Bay	7-22-60	WAC 215	7-13-60
Boston	7-22-60	Lake Superior	7-13-60	WAC 219	7-13-60
Duluth	7-13-60	Lake of the Woods	7-22-60,		

Instrument Approach Procedure Charts - Radio Facility Charts
effective July 11, 1960

AL 1 VOR/DME
AL 140 RNG VOR R16
AL 264 ADF-2 ILS R4
AL 270 RNG/VOR/ADF ILS R4
AL 297 RNG/VOR-1/VOR-2
AL 403 RNG/VOR/ADF/ILS R21
AL 661 RNG/ILS R4
AL 674 ADF
AL 707 VOR
AL 716 VOR
AL 852 ADF-1/ILS R23/VOR
AL Revision Notice No. 23-60 Eastern and Western
FAA Radar Western (page 3, 4 & 5)
High Altitude - RF 301/302, 303/304, 305/306, 307/308
Low Altitude - RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127.128, 129/130, 131/132, 132 A
LF/VOR Terminal Area - Boston, Chicago, Detroit, New York
L/MF Terminal Area - Dayton, Denver, Los Angeles-Burbank, Norfolk, Omaha, Richmond, Seattle, Washington
RF/VOR Terminal Area - Atlanta, Cincinnati, Columbia(SC), Denver, Greensboro, Kansas City-Topeka, Los Angeles-Burbank, Louisville, Milwaukee, Nashville, Oklahoma City, Omaha, Phoenix, Raleigh-Durham, Sacramento, Salt Lake City, San Antonio-Austin, San Diego, San Francisco-Oakland, Seattle, Shreveport, Washington
RF Alaska - RF Anchorage Terminal Area
RF Dates of Latest Prints
RF Oil Burner Charts - Hang Over, Ivory Tower, Walnut Grove

Abilene Municipal Arpt., Texas
Mahlon Sweet Arpt., Oregon
(NAS) Mun Minneapolis-St. Paul Int'l., Minnesota
Selma Field, La.
Ogden Arpt., Utah
Spokane Int'l Arpt., Wash.
Wilkes-Barre Scranton Arpt., Penna.
Ventura County Arpt., Calif.
Owensboro-Daviess County Arpt., Ky.
Wichita Valley Arpt., Texas
Kanawha County Arpt., W. Va.

NEW CHARTS

AL 22 ADF/VOR - Ardmore, Oklahoma - Ardmore Airport
AL 852 ADF-2 - Charleston, W. Virginia - Kanawha County Airport
LF/VOR St. Louis Terminal Area
RF Oil Burner Route Chart (Iron Man)

DISCONTINUED CHARTS

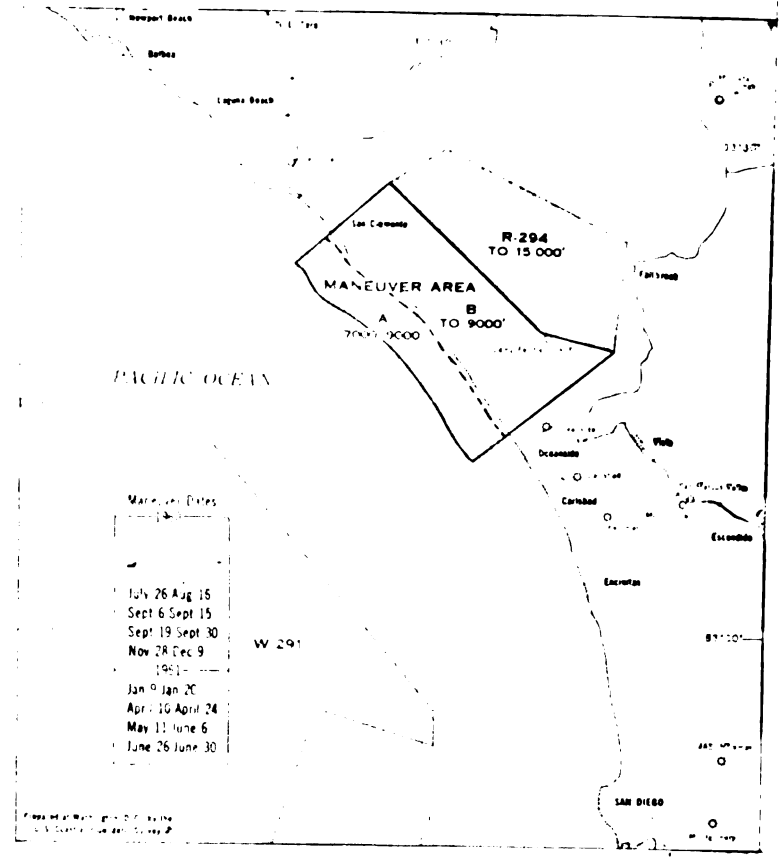
AL 6 RNG-1 - Akron, Ohio - Akron Airport
6 RNG-2 (Procedure cancelled, effective 7-23-60)
AL 272 RNG - Montgomery, Alabama - Dannelly Field
(RNG-Decommissioned, effective 7-19-60)
AL 908 RNG - Belmar, New Jersey - Monmouth County Airport
(Procedure cancelled, effective 8-13-60)

CHART CORRECTION: RF 122 dated June 8, 1960, Victor 2 between Gardner VOR and the Boston VOR is depicted as the 017° M radial of Gardner VOR. This should read 117°.

SPECIAL NOTICE

CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact Oceanside, San Diego, Thermal, Long Beach, Ontario and Los Angeles FSS for information pertaining to air activity during daylight hours on the maneuver dates



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine More Than 65 Knots
ADM VOR	ADM RBn	005°-5.5	2200	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	600-1	600-1	600-1½
				S-d-8	500-1	500-1	500-1
				S-n-8	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 256° Outbnd, 076° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 076°-5.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.7 miles, climb to 2700' on crs of 076° from ADM RBn within 20 mi.
NOTE: Weather not available to General Public.

*Alternate use for Air Carrier only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Ardmore, Okla.	Ardmore Municipal 762'	BMH ADM	1, Amdt 1, 27 Aug 60	Orig., 2 Jul 60

→ Charleston VOR	CW -LFR	Direct	2500	T-dn	300-1	300-1	200-½
→ Swiss Int	CW -LFR	Direct	3000	C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn North side of crs, 281° Outbnd, 101° Inbnd, 3000' within 10 miles.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 113°-9.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles, make a left turn and climb to 3000' direct to the Charleston LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Charleston, W Va	Kanawha County 981'	SERAC CW	2, Amdt 1, 27 Aug 60	Orig. 9 Jul 60

County Int	Cuyahoga County RBn	Direct	2500	T-dn	300-1		
Perry RBn	Cuyahoga County RBn	Direct	2500	C-dn	1000-1		
Fairport Int	Cuyahoga County RBn	Direct	2500	A-dn	NA		

Procedure turn North side of crs, 060° Outbnd, 240° Inbnd, 2300' within 10 miles. Beyond 10 miles NA.
Facility on airport.
→ Minimum altitude over facility on final approach crs, 1000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of CGF Rbn, turn left, climb to 2500' on crs of 060° within 10 miles. Return to CGF RBn. Hold
in standard holding pattern 060° outbnd, 240° inbnd.
CAUTION: Airport bounded by trees East and Northeast.
NOTES: (1) No weather reporting service. (2) After 8 P.M. runway lights upon request through UNICOM or
Cleveland Center.
Facility owned and operated by Cuyahoga County Airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Cuyahoga County 855'	MRW CGF	2, Amdt 1, 27 Aug 60	Orig, 21 May 60

CRP VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-½
CP LFR	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 127°-4.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 miles, turn right, climb to 1800' on CRP VOR R-263 within 20 miles or, when directed by ATC, turn left,
climb to 1400' direct to CRP VOR and proceed outbound on R-040 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi, Texas	International 43'	LOM CR	1, Orig, 27 Aug 60 or on com. of fac.	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
Brookville Int	DUJ RBn	065°-11.5	3500	T-dn	300-1	300-1	200-½
Rockton Int	DUJ RBn	335°-11	3500	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA

Procedure turn North side of crs, 063° Outbnd, 243° Inbnd, 3500' within 10 mi
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 243°-4.1 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a right climbing turn to 3000', return to the facility.

City and State: DuBois, Pa — Airport Name & Elev.: DuBois-Jefferson 1810' — Fac. Class & Ident.: HW DUJ — Procedure No. & Eff. Date: 1, Orig, 3 Sep 60 — Sup. Amdt. No. Dated: None

All directions	LOM	Direct	MEA	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach 2000'
Crs and distance, facility to airport, 130°-3.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, climb to 2700' on 130° crs or, when directed by ATC, make left turn, climbing to 2500' and proceed to LOM.

City and State: Joplin, Mo. — Airport Name & Elev.: Joplin Municipal 980' — Fac. Class & Ident.: LOM JL — Procedure No. & Eff. Date: 1, Amdt 3,27 Aug 60 — Sup. Amdt. No. Dated: 2, 15 Dec 56 (ADF portion Comb. ILS-ADF)

All directions	MHT RBn	Direct	MEA	T-d	500-1	500-1
				C-d	1000-1	1000-1
				S-dn	NA	NA
				A-dn	NA	NA

Procedure turn N side of crs, 057° Outbnd, 237° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 237°-7.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 miles, make an immediate right climbing turn to Manchester RBn at 2000'. Hold on 057° bearing from MHT RBn one minute pattern, left turns.
NOTES: No weather reporting available.
Facility owned and operated by State of New Hampshire.

City and State: Nashua, N H — Airport Name & Elev.: Boire Field 193' — Fac. Class & Ident.: MHW MHT — Procedure No. & Eff. Date: 1, Orig, 3 Sep 60 — Sup. Amdt. No. Dated: None

Oklahoma City VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Oklahoma City LFR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Bethany Int	LOM	Direct	2500	S-dn-35	400-1	400-1	400-1
Mustang FM	LOM	Direct	2400	A-dn	800-2	800-2	800-2
→ Newcastle Int	LOM (Final)	Direct	2300				
*Radar terminal area transition	altitudes;	within					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn E side of crs, 170° Outbnd, 350° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude over LOM inbnd final, 2300'
Crs and distance, facility to airport, 350°-4.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM, climb to 3000' on 350° crs within 20 mi or, when directed by ATC, turn left,
→ climb to 2500' direct to the OKC VOR, or direct to the OC LFR.

***Azimuths and distances are from antenna site progressing clockwise.**
#Radar Control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of towers 2127' msl and 2726' msl 9 mi NW of antenna site.

City and State: Oklahoma City, Okla. — Airport Name & Elev.: Will Rogers 1284' — Fac. Class & Ident.: LOM OK — Procedure No. & Eff. Date: 1, Amdt 7, 27 Aug 60 — Sup. Amdt. No. Dated: 6, 9 Jul 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17	400-1	400-1	400-1
Mustang FM	TWO RBn	Direct	2500	A-dn	800-2	800-2	800-2
→ Bethany Int	TWO RBn (Final)	Direct	2300				
→ Edmond Int	TWO RBn (Final)	Direct	2300				
*Radar Terminal Area Transition	Altitudes:	within					
000	090	25 mi	2400				
090	180	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn W side crs, 350° Outbnd, 170° Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 170°-4.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . within 4.0 miles, climb to 2400' on 170° crs from TWO RBn within 20 mi or, when directed by ATC, turn right,
→ climb to 2500' direct to OKC-VOR or direct to OC-LFR.
*Azimuths and distances are from antenna site progressing clockwise.
#Radar Control will provide 1000' vertical clearance within a 3 mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of towers 2127' msl and 2726' msl 9 mi NW of antenna site.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla.	Will Rogers 1284'	MHW TWO	2, Amdt 5, 27 Aug 60	4, 9 Jul 60

GEG VOR	LOM	Direct	4500	T-dn	300-1	300-1	200-½
GG LFR	LOM	Direct	4500	C-dn	500-1	500-1	500-1½
Rockford Int	LOM	Direct	5500	S-dn-21	400-1	400-1	400-1
Hayden Lake Int	LOM	Direct	6000	A-dn	800-2	800-2	800-2

Radar transitions and vectoring using Fairchild AFB Radar authorized in accordance with approved radar patterns.

Procedure turn North side of crs, 025° Outbnd, 205° Inbnd, 4500' within 10 mi. NA beyond 10 mi.
Shuttle to 4500' NE of LOM on 205° brng to LOM, right turns, 1 min.
Minimum Altitude over facility on final approach crs, 3600'
Crs and distance, facility to airport, 205°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climbing right turn and return to LOM climbing to 4500' or, when directed by ATC, climb straight ahead to VOR and climb to 4000' on R-210 within 10 miles of VOR.
CAUTION: High terrain N and E of airport. 3188' tower 4.7 mi NE of GG LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	International 2372'	LOM GE	1, Amdt 1, 3 Sep 60	Orig, 22 Feb 58 (ADF Portion Comb ILS-105)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

				T-dn	300-1
				C-d	500-1
				C-n	500-1½
				A-dn	800-2

→ Procedure turn S side of crs, 101° Outbnd, 281° Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 297-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, climb to 2600' on W crs within 20 mi.
NOTE: Only aircraft having stall speeds of 65K or less authorized. N-S runway authorized only.
CAUTION: Mast 1172' MSL, 0.5 mi N of final approach crs and 1270' MSL unlighted stack 2.0 mi N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Chanute, Kans	Municipal 1001'	SBRAZ CU	1, Amdt 2, 27 Aug 60	1, 14 Oct 53

Procedure CANCELLED, effective 3 September 1960, or on closing of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi Texas	Cliff Maus 42'	SBMRLZ CRP	1, Amdt 12, 27 Jul 57	11, 28 Jul 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Odem FM	CP LFR	Direct	1400	T-dn	300-1	300-1	200-½
CRP VOR	CP LFR	Direct	1400	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 039° Outbnd, 219° Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 216°-2.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 miles, turn right and climb to 1800' on SW (231°) crs within 20 miles or, when directed by ATC, turn left, climb to 1400' on NE (039°) crs within 20 miles.

City and State: Corpus Christi, Texas | Airport Name & Elev: International 43' | Fac. Class & Ident.: SBRAZ CP | Procedure No. & Eff. Date: 1, Orig, 27 Aug 60, or upon cancellation of Amdt 12, Cliff Maus Airport. | Sup. Amdt. No. Dated: None

All direction	SPR-LFR	Direct	MEA	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-1	700-1	700-1	700-1
				A-dn*	NA	NA	NA

Procedure turn E side of crs, 189° Outbnd, 009° Inbnd, 2700' within 10 mi.
Minimum altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 011°-3.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles after passing Spragueville LFR, climb to 2500' on N crs SPR LFR within 20 mi.
NOTE: ADF approach NA.

*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City and State: Presque Isle, Me | Airport Name & Elev.: Presque Isle Municipal 534' | Fac. Class & Ident.: SMTZW SPR | Procedure No. & Eff. Date: 1, Orig, 27 Aug 60 | Sup. Amdt. No. Dated: None

→ All directions	PQ -LFR	Direct	MEA	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-19	700-1	700-1	700-1
				*A-dn	NA	NA	NA

Procedure turn W side of crs, 019° Outbnd, 199° Inbnd, 2200' within 10 miles.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 190°-2.8 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
→ within 2.8 mi after passing PQ -LFR, climb to 2700' on S crs of PQ -LFR within 20 mi.

*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City and State: → Presque Isle, Me | Airport Name & Elev.: Presque Isle Municipal 534' | Fac. Class & Ident.: SBRAZ PQ | Procedure No. & Eff. Date: 2, Orig, 27 Aug 60 | Sup. Amdt. No. Dated: None

→ Rockford FM/Int	GG-LFR	Direct	5500	T-dn	300-1	300-1	200-½
Pine City FM or Pine City "H"	GG-LFR (Final)	Direct	4200	C-dn	900-1	900-1	900-1½
→ GEG-VOR	GG-LFR	Direct	4000	A-dn	1000-2	1000-2	1000-2
Rodna Int	GG-LFR	Direct	4200				

→ RADAR transitions and vectoring using Fairchild AFB RADAR authorized in accordance with approved RADAR patterns.

→ Procedure turn E side S crs, 181° Outbnd, 001° Inbnd, 4700' within 10 mi
Minimum Altitude over facility on final approach crs, 4200'
Crs and distance, facility to airport, 294-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climbing right turn, and climb to 4500' on N crs (all turns on W side) within 20 mi of GG-LFR or, when directed by ATC, climbing left turn and climb to 4000' on W crs (all turns S side) within 20 mi of GG-LFR.
CAUTION: Fairchild AFB 3½ miles W. Radio tower 3188' 6½ miles E of airport.
Major Change: Deletes transition from GEG-LOM.

City and State: → Spokane, Wash | Airport Name & Elev.: International 2372' | Fac. Class & Ident.: SBRAZ GG | Procedure No. & Eff. Date: 1, Amdt 12, 3 Sep 60 | Sup. Amdt. No. Dated: 11, 26 Mar 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots

Procedure CANCELLED, effective 3 September 1960.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	SBRAZ GEG	2, Amdt 3 30 Apr 1955	2 30 June 54

PBI VOR	PI LFR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 270° Outbnd, 090° Inbnd, 1200' within 10 mi
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 090°-1.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.9 miles, climb to 1300' on E crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
West Palm Beach, Fla.	Palm Beach Int'l 19'	SBRA PI	1, Orig, 3 Sep 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

ADM RBn	ADM VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	*500-1	*600-1	*600-1½
				A-dn	**800-2	**800-2	**800-2

→ Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2300' within 10 mi
→ Minimum altitude over facility on final approach crs, 2000'; over Autry Int#, 1500'*
Crs and distance, facility to airport, 044°-9.4 mi; fix to airport, 044°-2.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 9.4 mi, climb to 2700' on ADM-VOR R-044 within 25 mi.
NOTES: Aircraft not equipped with ADF restricted to landing ceiling minimum of 700'.
Weather not available to general public.

*Maintain 1500' until passing Autry Int. If Int not received, landing ceiling minimum is 700'.
**Alternate use for air carrier only.
#Autry Int: Int ADM-VOR R-044 & brng 095° from ADM RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Ardmore, Okla.	Ardmore Municipal 762'	BVOR ADM	1, Amdt 1, 27 Aug 60	Orig, 2 Jul 60

All directions	PQI VOR	Direct	MEA	T-dn	300-1	300-1
				C-dn	1000-1	1000-1
				S-dn	NA	NA
				A-dn	1000-1	1000-1

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 050°-6.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . within 6.5 miles, make a right climbing turn to the PQI-VOR at 2500'. Hold SW, one minute pattern, right turns.
CAUTION: 825' antenna within 1 mile NW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Caribou, Me	Caribou Municipal 623'	BVOR PQI	1, Orig, 27 Aug 60	None

Procedure CANCELLED, effective 3 September 1960, or on closing of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi, Tex.	Cliff Maus 42'	BVOR CRP	1, Amdt 4, 27 Jul 57	3, 28 Jul 58

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less 65 Knots or Less	More Than Two Engine 65 Knots	More Than Two Engine, More Than 65 Knots
CP LFR	CRP VOR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1
				S-dn	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 011° Outbnd, 191° Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 191°-7.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.9 miles, turn right, climb to 1800' on R-227 CRP-VOR within 20 mi or, when directed by ATC, turn left, climb to 1400' on R-040 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi, Texas	Internation 43'	BVORTAC CRP	1, Orig, 27 Aug 60 or upon cancellation of Amdt 4, Cliff Mans Airport.	None

All directions	MHT VOR	Direct	MEA	T-d	500-1	500-1	NA
				C-d	1000-1	1000-1	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn North side of crs, 065° Outbnd, 245° Inbnd, 2000' within 10 miles.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 245°-8.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 8.2 miles, make an immediate right climbing turn to the Manchester VOR at 2000'. Hold on R-065 MHT-VOR, one minute pattern, left turns.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashua, N H	Boire Field 193'	BVOR MHT	1, Orig, 3 Sep 60	None

→ PX LFR	PHX VOR	Direct	4000	T-dn	300-1	300-1	200-½
→ Perryville FM/Int	Valley Int	Direct	3000	C-dn	800-1	800-1	800-1½
				A-dn	1000-2	1000-2	1000-2

→ Procedure turn S side of crs, 258° Outbnd, 078° Inbnd, 4000' within 10 mi of Valley Int.
→ Minimum altitude over Valley Int on final approach crs, 3000'
→ Crs and distance, Valley Int to airport, 078°-6.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.0 mi of Valley Int, climb to 4000' on R-080 PHX VOR within 10 mi of VOR.
CAUTION: 4500' terrain 10 mi S of final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Phoenix, Ariz	Sky Harbor Municipal 1124'	BVORTAC PHX	2, Amdt 2, 3 Sept 60	1, 11 Apr 59

All directions	PQI-VOR	Direct	MEA	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-19	700-1	700-1	700-1
				*A-dn	NA	NA	NA

Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 181°-4.7 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 4.7 miles, climb to 2700' on R-181 of PQI-VOR within 15 mi.

*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather at the the airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Presque Isle, Me	Presque Isle Municipal 534'	BVOR PQI	1, Orig, 27 Aug 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
→ Rockford Int	GEG-VOR	direct	5500	T-dn	300-1	300-1	200-½
→ GG LFR	GEG-VOR	direct	4000	C-d	500-1	500-1	500-1½
→ Pine City MM	GEG-VOR R-207	309°-14.2	4000	C-n	600-1	600-1	600-1½
→ Rodna Int	GEG-VOR R-207	347°-11.9	4000	S-dn-3	400-1	400-1	400-1
→ Harrington FM	GEG-VOR R-207	099° crs to PCD RBn	4000	A-dn	800-2	800-2	800-2
→ Int GEG-VOR R-207 & 129° brng to PCD RBn	GEG-VOR (Final)	direct	3700				

→ Radar transitions and vectoring utilizing Spokane RADAR authorized in accordance with approved RADAR patterns.

Procedure turn S side of crs, 207 Outbnd, 027 Inbnd, 4000' within 10 miles.
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 027-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.4 miles, make left climbing turn and climb to 4500' on R-360 within 20 miles - all turns on W side of
→ R-360 or, when directed by ATC, make left climbing turn and climb to 4500' on R-300 within 20 miles - all turns
→ W side R-300 or left climbing turn and return to VOR climbing to 4000'.
Major Change: Deletes transition from GEG LOM,

City and State: Spokane, Wash | Airport Name & Elev.: Geiger Field 2372' | Fac. Class & Ident.: BVOR/DME GEG | Procedure No. & Eff. Date: 1, Amdt 7, 27 Aug 60 | Sup. Amdt. No. Dated: 6, 27 Jun 57

Covington Int	SSU-VOR	Direct	5900	T-d	1600-1	1600-1	1600-1
Natural Well Int	SSU-VOR	Direct	5300	T-n	NA	NA	NA
Frankford Int	SSU-VOR	Direct	5300	C-d	2100-2	2100-2	2100-2
				C-n	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn North side of crs, 128° Outbnd, 308° Inbnd, 4900' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3900'
Crs and distance, facility to airport, 301°-1.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, make an immediate climbing left turn to 4900' on SSU-VOR R-128 within 10 mi.

City and State: White Sulphur Springs, W Va | Airport Name & Elev.: Greenbrier 1795' | Fac. Class & Ident.: BVOR SSU | Procedure No. & Eff. Date: 1, Orig, 3 Sep 60 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

→ ETP "H"	OZR VOR	Direct	1600	T-dn	300-1	300-1	200-½
DHN VOR	OZR VOR	Direct	1700	C-dn	400-1	500-1	500-1½
→ OKB RBn	OR LFR (Final)	Direct	800	S-dn-6	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 243 Outbnd, 063 Inbnd, 1600' within 10 mi; Teardrop Procedure turn, R-261 Outbnd, R-063 Inbnd, 1600' within 10 mi.
→ Minimum Altitude abeam OR-LFR on final approach crs, 800'; over facility, 700'*
→ Crs and distance, facility to airport, 063°-0.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn left and climb to 1600' on R-280 OZR VOR within 20 miles.
→ NOTE: Airport closed to all civil air traffic except in an emergency or when given special authorization by
→ U. S. Army.

→ *If unable to check abeam OR-LFR, descent below 800' not authorized.

City And State: Ft Rucker, Ala | Airport Name & Elev.: Cairns AAF 305' | Fac. Class & Ident.: VOR OZR | Procedure No. & Eff. Date: TerVOR-6, Amdt 3, 3 Sep 60 | Sup. Amdt. No. Dated: 2, 8 Aug 58

Jessey Int	MVY-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	1000-1	1000-1	1000-1½
				S-dn-33	1000-1	1000-1	1000-1½
				A-dn	NA	NA	NA

Procedure turn East side of crs, 157° Outbnd, 337° Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 326°-.43 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make left climbing turn to 1300', intercept and hold on R-195 MVY-VOR, one minute pattern, left turns.
NOTE: Alternate weather minimums of 1000-2 authorized for those who have an approved arrangement for weather service at the airport.

City and State: Vineyard Haven, Mass | Airport Name & Elev.: Martha's Vineyard 68' | Fac. Class & Ident.: VOR MVY | Procedure No. & Eff. Date: TerVOR-33, Orig, 3 Sept 60 | Sup. Amdt. No. Dated: None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
AY-LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Vineland Int	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Atlantic City VOR	LOM	Direct	1500	S-dn-13	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn South side of crs, 308° Outbnd, 128° Inbnd, 1500' within 10 mi
Minimum Altitude at Glide Slope interception inbnd, 1300'
Altitude of Glide Slope and distance to approach end of Runway at OM, 1300'-4.3 mi; at MM, 270'-.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a right climbing turn and proceed direct to the LOM at 1500'.

City and State: Atlantic City, N J — Airport Name & Elev.: Nat'l Aviation Facilities Experimental Center 68' — Fac. Class & Ident.: ILS ACY — Procedure No. & Eff. Date: ILS-13, Amdt 1, 3 Sep 60 — Sup. Amdt. No. Dated: Orig, 11 Jul 59

BC LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
BFL VOR	LOM	direct	2000	C-dn	500-1	500-1	500-1½
Maricopa Int	LOM	direct	3000	S-dn-30	200-½	200-½	200-½
Grapevine Int	LOM	direct	5000	A-dn	600-2	600-2	600-2
Wheeler Ridge Int	LOM	direct	6000				
Whitman Int	LOM	direct	5000				

Procedure turn *S side SE crs, 119° Outbnd, 299° Inbnd, 2000' within 10 mi of OM. Beyond 10 mi NA.
Minimum altitude at G.S. int inbnd, 2000'
Altitude of Glide Slope and distance to approach end of Runway at OM, 1967'-4.5 mi; at MM, 698'-.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
climb to 2000' on NW crs ILS within 20 miles or, when directed by ATC, (1) climb to 2000' on R-227 BFL within
15 mi; (2) climb to 2000' on SW crs BC LFR within 15 mi; (3) climb to 2500' on NW crs BC LFR within 20 mi.
CAUTION: Numerous unlighted TV receiving antennas in approach areas to runways 25-30-34.

*Procedure turn S side for more favorable terrain.
#400-¾ required with glide slope inoperative.

City and State: Bakersfield, Calif — Airport Name & Elev.: Meadows Field 515' — Fac. Class & Ident.: ILS BFL — Procedure No. & Eff. Date: ILS-30, Amdt 10, 27 Aug 60 — Sup. Amdt. No. Dated: 9, 26 Mar 60

OXR-VOR	ILS W crs	057°-18	5000	*T-dn	300-1	300-1	300-1
Saugus Int	LOM	Direct	5000	*C-d	900-1½	900-1½	900-1½
Malibu Int	LOM	Direct	5000	*C-n	900-2	900-2	900-2
Pt. Dume Int	LOM	Direct	5000	S-dn-7	300-¾	300-¾	300-¾
Newhall LFR	LOM	Direct	5000	A-dn	900-2	900-2	900-2
Fillmore VOR	ILS W crs	120°-13	5000				
Int W crs ILS & Fillmore VOR R-120	LOM (Final)	direct	4600				

RADAR transitions and vectoring using Burbank RADAR authorized in accordance with approved RADAR patterns.
Procedure turn S side of crs, 256° Outbnd, 076° Inbnd, 4600' within 10 miles of LOM. Beyond 10 mi NA.
Minimum altitude at G. S. int inbnd, 4600'
Altitude of G. S. and distance to appr end of rnwy at OM, 4600'-11.9 mi; at MM, 1390'-1.7 mi; at LIM, 924'-0.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
immediate right turn, climbing to 4600' on W crs BUR ILS within 10 mi West of LOM or, when directed by ATC, climb
to 3000' on SE crs BUR LFR, turn right, return to LFR climbing to 5000',or climb to 5000' on SE crs BUR LFR within
15 mi.
AIR CARRIER NOTES: Sliding scale prohibited below 3/4 mi for takeoff on Rnwys 7, 15, 33, and for straight-in landing minima. Sliding scale NA for circling minima.
NOTES: All components of ILS system must be utilized. Nonstandard installation. Localizer antenna at approach end of runway.
CAUTION: High terrain NE and E of airport.
#200-½ authorized for takeoff on Rnwy 25 only.
*Maneuvering NE and E of airport NA.

City and State: Burbank, Calif — Airport Name & Elev.: Lockheed Air Term 764' — Fac. Class & Ident.: ILS BUR — Procedure No. & Eff. Date: ILS-7, Amdt 12, 27 Aug 60 — Sup. Amdt. No. Dated: 11, 7 Dec 58

Int NW crs ILS & E crs CU LFR	LOM (Final)	Direct	2500	T-dn	300-1	300-1	200-½
Int SE crs ILS & SW crs SF LFR	LOM	Direct	2700	C-d	400-1	500-1	500-1½
Int SE crs ILS & R-051 EOS VOR	LOM	Direct	2700	C-n	400-1½	500-1½	500-1½
				S-dn-13	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

Procedure turn W side NW crs, 310 Outbnd, 130 Inbnd, 2500 within 10 miles
Minimum altitude at G.S. int inbnd, 2200'
Altitude of G.S. and distance to appr end of Rnwy at LOM, 2132'-3.8 mi; at LMM, 1158'-0.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2700' on SE crs ILS within 20 mi or, when directed by ATC, make left turn, climbing to 2500' and proceed
to LOM.

City and State: Joplin, Mo — Airport Name & Elev.: Joplin Municipal 980' — Fac. Class & Ident.: ILS I-JLN — Procedure No. & Eff. Date: ILS-13, Amdt 3, 27 Aug 60 — Sup. Amdt. No. Dated: 2, 15 Dec 56 (ILS portion Comb. ILS-ADF)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Grandby Int*	Int# (Final)	direct	1800	T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
ILS-LOM	Int#	direct	2700	C-n	500-1½	500-1½	500-1½
→ Int NW crs ILS & E crs CU-LFR	Int#	direct	2700	S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 130 Outbnd, 310 Inbnd, 2300 within 10 miles of Int#
No Glide Slope. Altitude over Int# 1800. No Outer Marker, altitude over Int# 1800-dist, 3.7; No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 3.7 miles after passing Int#, climb to 2500' on NW ILS crs within 20 miles
NOTE: Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously.

→ *Int SW crs SF LFR & R-051 EOS VOR or SE crs JLN localizer.
#Int SE crs ILS & R-351 EOS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Joplin, Mo	Joplin Municipal 980'	ILS IJLN	ILS-31, Amdt 3, 27 Aug 60	2, 15 Dec 56

Midland VOR	LMM	Direct	4200	T-dn	300-1	300-1	*200-½
Midland VOR	OM	Direct	4200	C-dn	400-1	500-1	500-1½
Midland LFR	OM	Direct	4000	**S-dn-4	200-½	200-½	200-½
Midland LFR	LMM	Direct	4000	A-dn	600-2	600-2	600-2
Watson Int#	OM	Direct	4400				

Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 4400' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 4100'
Altitude of glide slope and distance to approach end of rny at OM - 4010-4.1; at MM - 3070-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4400' on NE crs ILS (043) within 20 mi.or, when directed by ATC, turn right, climb to 4000' on R-150
→ within 20 mi. or, when directed by ATC, climb to 4000' on SE crs MF LFR within 20 mi.

#Int SW crs MAF-ILS & R-095 Wink VOR.
AIR CARRIER NOTE: * 300-1 required Runways 16L & 34R.
**400-¾ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Tex	Air Terminal 2867'	ILS I-MAF	ILS-4, Amdt 10, 27 Aug 60	9, 25 Oct 58

Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17	300-1	300-1	300-1
Mustang FM	TWO RBn	Direct	2500	A-dn	800-2	800-2	800-2
→ Bethany Int	TWO RBn (Final)	Direct	2300				
→ Edmond Int	TWO RBn (Final)	Direct	2300				
*Radar Terminal Area Transition Altitudes:		*within					
000	090	25 mi	2400				
090	130	25 mi	2500				
180	230	25 mi	2700				
230	295	35 mi	2500				
#295	360	25 mi	#2700				

Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
No glide slope. Altitude over TWO RBn on final, 2300'
Bearing and distance, TWO RBn to Rnwy 17, 170°-4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi, or when directed
→ by ATC, turn right, climb to 2500' direct to OKC-VOR or direct to OC-LFR.

*Azimuths and distances are from antonna site progressing clockwise.
#Radar Control will provide 1900' vertical clearance within a 3-mi radius or 500' vertical clearance withis a 3-5 mi (inclusive) radius of towers 2127' MSL and 2726' MSL 9 mi NW of antenna site.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla.	Will Rogers 1284'	ILS I-OKC	ILS-17, Amdt 5, 27 Aug 60	4, 9 Jul 60

→ GEG-VOR	LOM	Direct	4500	T-dn	300-1	300-1	200-½
→ GG-LFR	LOM	Direct	4500	C-dn	500-1	500-1	500-1½
→ Rockford FM/Int	LOM	Direct	5500	S-dn-21	200-½	200-½	200-½
→ Hayden Lake Int	LOM	Direct	6000	A-dn	600-2	600-2	600-2

→ RADAR transitions and vectoring using Fairchild AFB RADAR authorized in accordance with approved RADAR patterns.

→ Procedure turn N side of NE crs, 025° Outbnd, 205° Inbnd, 4500' within 10 mi. Beyond 10 mi NA.
→ Shuttle to 4500' NE of LOM on NE crs of localizer , right turns, 1 min.
→ Minimum Altitude at G.S. Int inbnd, 3300'
→ Altitude of Glide Slope and distance to approach end of Runway at LOM, 3510'-3.9 mi; at LMM, 2560'-0.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb straight ahead to the GEG-VOR and climb to 4000' on R-210 within 10 mi of GEG-VOR or, when directed by ATC,
→ (1) Make a climbing right turn and climb to 4500' on R-271 within 20 mi; (2) Make a climbing left turn to 331°
→ and climb to 4500' in a standard holding pattern on the N crs of the GG LFR; (3) Make a climbing right turn, return
→ to the LOM at 4500'.
→ CAUTION: High terrain N and E of airport.
→ CAUTION: 3188' tower 4.7 mi NE of GG-LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Spokane, Wash.	International 2372'	ILS I-CEG	ILS-21, Amdt 1, 3 Sep 60	Orig, 22 Feb 58 (ILS Portion comb ILS-ADF)

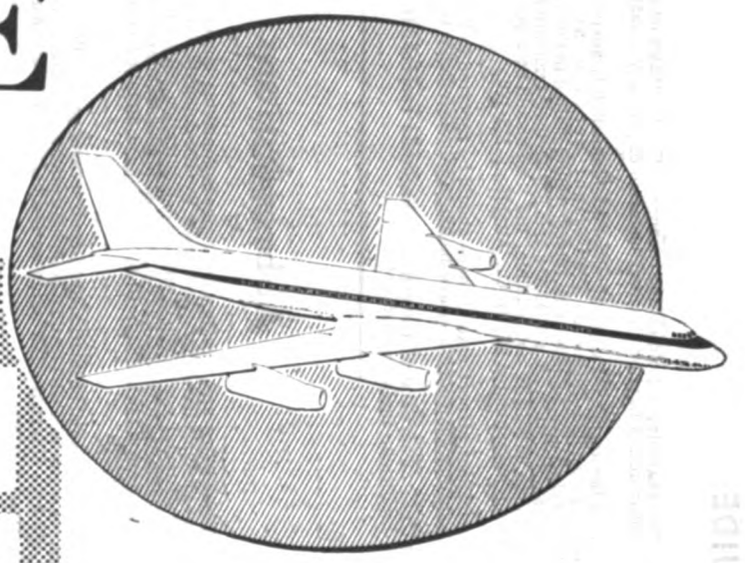
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VOL. 15, NO. 12

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AUGUST 16, 1960

AIRMAN'S GUIDE



special notices

Retain Airman's Guide Issues: Vol. 15; #9, 11, 12

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

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FEDERAL AVIATION AGENCY

OHIO STATE UNIVERSITY
AUG 29 1960
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ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $3.00, domestic; $2.25 additional for foreign mailing; individual copies vary; this issue 35 cents.

ARIZONA: Cactus Int - PIX R325° & GBN R025°, MRA 8000'; Indian Int - PIX R108° & GBN

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

* -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

[redacted]: BIRMINGHAM MUN ARPT: Due to comsng apch lgt system rnwy 5, ILS min day and ngt lowered to 200-1/2.

BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.

ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy and facils: h30-B°L4-; Rmks: Unattended. Trees E. (4-7)

FORT MORGAN ARPT: Clsd, constr of paved rnwy. (6-27)

**MOBILE, BATES FLD: 209'(459'MSL) lgtd twr being erected 22 nmi WNW(309°T) at lat 30-55-59, long. 88-36-14. (8-1) Sequence flashers serving rnwy 14, stns 10 thru 30 comsnd & flt checked. (6-22)

MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flgt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)

MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)

MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (6-29) DMET operg test basis; channel 80.

MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.

MONTGOMERY, ALLENPORT ARPT: N/S rnwy clsd until further notice. (7-24)

**MONTGOMERY, DANNELLY FLD: Sequence flashers serving rnwy 9, operg on stns 1 thru 22 flt checked & comsnd. (6-23)

MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-25)

ONEONTA ARPT: New arpt reported. Lat 33-58-00, long. 86-23-30; elev: 1123'; one sod strip 3500', no svcs, no fuel. (7-27)

OZARK, BLACKWELL FLD: Clsd, constr rnwy paving. (6-15)

ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)

ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-18)

SELMA, SELFIELD ARPT: Rnwy 12-30 being extended to 5,300', extsn on NE end apch rnwy 12. (8-6)

TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)

TUSCUMBIA, TRI CITIES ARPT: 503'(962'MSL) lgtd stack being erected 6.5 nmi W(282°T) at lat 34-44-35, long. 87-50-58. (12-10)

TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)

[redacted]: BENSON SPECIAL NOTICE: Caution; avoid flying over or near Apache Powder Co, nitro-glycerin plant aprx 4 mi SSW of St. David due to potential explosion hazard. (11-6)

BUCKEYE RADIO: Aug 8, VOR/DME shut down until aprx Aug 23 - reconstr and freq chgs: 110.6 mc/ channel 62. Durg this period, following route structure & MEAs in efct: Unusable Awys: V16N BLH-BXK. Unusable Reporting Points: Big Horn Int. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V16-1522 BLH-PHX via BLH R079° & PHX R258°, MEA BLH-Buckeye Int 10,000; V461 GBN-Buckeye Int via GBN R332°. Usable Reporting Points: Buckeye Int-PHX R258° & GBN R332°; [redacted]: Cactus Int - PHX R325° & GBN R025°, MRA 8000'; Indian Int - PHX R168° & GBN R050°, Knob Int - PHX R350° & GBN R029°, MRA 10,000'; Perryville Int - PHX R258° & GBN R005°; Rock Springs Int - PHX R325° & GBN R098°; Cave Creek Int - PHX R325° & GBN R016°. (8-13)

CLIFTON, GREENLEE COUNTY ARPT: N/S usable with caution, weeds. (5-4)

COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)

DOUGLAS, BISBEE-DOUGLAS INTL ARPT: Rnwy 17-35 clsd, reconstr; intersecting rnwys except rnwy 8-26 will be progressively clsd durg period of reconstr. (7-3)

DOUGLAS RADIO: About Aug 22, VOR will be shut down until aprx Sept. 1 - reconstr & freq chg to 110.0 mc. (6-8) Durg this period, following route structure and MEA in efct: Unusable Awys: V66, DUG Animas Ints. Unusable Reporting Points: Heath and Rincon Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V66 Mescal Int-Douglas Int via TUS R-108°, 12,000' MEA. Usable Reporting Points: Douglas Int: TUS R-108° & CIE R-158°; MRA 12,000'. Animas Int: CUS R-264° & SSO R-111°; MRA 10,000'.

GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys longest rnwy & facils 40-S5. Fuel: F3.

GILA BEND-YUMA SPECIAL NOTICE: U.S. Army conducting hi-speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Huachuca, Ariz. Flts will average three per month and will be conducted under VFR conditions only. Alts in use will be variable and speeds will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6-13)

GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)

**MARICOPA SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn at lat 33-06-31, long. 112-01-46 aprx 4 mi N. 1200' W and parallel to rwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt.

PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 & R9 within 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000'MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112°-35'W. (6-1)

PHOENIX ARTCC: See Page 36 for freq changes efctv about Aug 15. (7-28)

PHOENIX, AIRHAVEN ARPT: Caution rnwy ruf, soft spots. (6-3) Clsd all acft over 6000 lbs gross wt. (6-9)

PHOENIX, DEER VALLEY ARPT: 5000' extsn E and E/W rnwy clsd. (5-5)

**PHOENIX, SKY HARBOR MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: Extreme E end txwy 4 including the runup area rnwy 26L; 100' of txwy 1 SW of ctl twr; and parking areas N and NW of bldg line on N and NW area of arpt. All use of these areas is at pilot's discretion. (8-2) Rnwy 3-21 perm clsd, used as txwy 17. Txwy 5 and txwy 1 btn txwy 4 & txwy 6 perm clsd. Txwy btn txwy 1 and the ramp open. (8-1)

SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)

TUCSON SPECIAL NOTICE: Sahaurita Restricted Area R-310 being used for unlgtd moored balloon opern Aug 6-Oct 31, 1960. Hrs. of opern-0300-1300Z surface to 2000' above surface. Ctc Tucson FSS prior to penetrating R-310 durg aforementioned period & times. (8-6) Hi-Density Jet Tfc: Pilots on other than IFR clearance should avoid or use extreme caution when traversing folg area at alt above 19,000' MSL. Hi-density jet tfc operg at & above 20,000'MSL within area from Douglas VOR to Cochise VOR to Cortaro Int. to Robles Int. to Kinsley Int. to Douglas VOR; hrs of opern cont daily. (6-4)

TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during daylgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)

TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA. (2-24)

TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6-17)

[redacted]: YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch of rnwy 21R lctd int rnwys 21R and 17-35. 11,000' of rnwy 3L-21R usable. Caution on txwys. Navy chain-type arresting gear lctd 9200' from apch end of rnwy 21R and 11,000' from apch end of 3L. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator. (6-1) Rnwy lgts installed rnwy 8-26. (7-2)

WINSLOW RADIO: July 28, VORTAC and DME shut down - freq chg of VOR to 110.0 mc; TACAN channel to 37 and DME channel to 20. Durg this period, following route structure & MEAs in efct: Unusable Awys: V12S Cornville Int-ZUN; V12N INW-ZUN; V95 Ranch Int. - FMN. Unusable reporting points: Castle, Chevelon, Clints Well and Milky Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V12-1518 Perkins Int - ZUN via DRK R067° & ZUN R261°, MEA Perkins Int Winslow Int, 15,000'; Winslow Int - ZUN 13,000'; MCA Winslow Int, 15,000' W-bnd. V62 Milky - ZUN, 12,000'. Usable Reporting Points (Tmpry redesignated): Salt River Int - SJN R233° and 339° brg to INW LF rng; Winslow Int - ZUN R261° and TBC R145°, MRA 13,000'. (7-26)

[redacted]: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)

BRINKLEY, FEDERER MEMORIAL ARPT: Clsd for constr. (5-16)

EL DORADO RADIO: DMET operg test basis; channel 19. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1622 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27)

FAYETTEVILLE, DRAKE ARPT: Const work in progress on txwy and ramps. N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FORREST CITY, HUTCHERSON FLYING SERVICE: 233'(666'MSL) lgtd twr being erected 9.2 nmi N(16°T) at lat 35-05-34, long. 90-43-06. (6-30) New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts green & white rotg bcn. 80 & 100 oct fuel avbl. Unicom 122.8 mc. (2-16)

FT SMITH MUN ARPT: 479'(1049'MSL) lgtd twr being erected 3.1 nmi WNW(293°T) at lat 35-21-02, long. 94-25-55. (7-18)

FT SMITH RADIO: July 19, TACAN shut down - eqpmt installation. (7-29)

HELENA, THOMPSON-ROBBINS ARPT: 180.5'(573.5'MSL) lgtd twr being erected 9.8 nmi NNW(344°T) at lat 34-43-12, long. 90-43-25. (6-9)

**LITTLE ROCK, ADAMS FLD: Hi-intensity apch lgts sequenced flashers, flt checked & commissioned. (7-1)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)

NORTH LITTLE ROCK MUN ARPT: Clsd, constr. (5-20)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)

TEXARKANA MUN ARPT: Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

[redacted]: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)

ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BAKERSFIELD SPECIAL NOTICE: Coincident with the commissioning of the Bakersfield, Calif. ILS, the Bakersfield ILS-30 instr apch procedure, amdt 10, will be effective. (8-10)

**BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft of 12,500 lbs and under. (4-19) Due non-visibility twr unable to determine if the following area of arpt is clear of obstn and/or acft: taxi and parking area S and E of hangar line bngn aprx 1000' E of end of rnwy 30. All use of this area is at pilot's discretion.

BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down - relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (7-30)

**BASS LAKE, WISHON ARPT: Closed. (7-15)

BIG SUR RADIO: DMET operg on test basis; channel 87. (2-23)

BLUE CANYON ARPT: Use at pilots discretion, may be covered with snow at any time.

BLYTHE RADIO: DMET operg test basis; channel 121. (5-12)

[redacted]: ★BURBANK, LOCKHEED AIR TERMINAL TOWER: VHF/DF coverage beyond tolerance and unusable 015° clockwise to 075°, 25 nmi at 18,000'; 075-090°, 30 nmi below 9000'; 090°-265° below 6000'; 265°-290° below 9000'; 290°-015° below 13,000'. (1-15) July 5, freq 126.18 mc chgd 126.2 mc. (8-10)

CAMARILLO RADIO: All LF rng courses have multiples. (6-17)

CARLSBAD, PALOMAR ARPT: Caution, men & eqpmt working on rnwy & txwys. (6-28)

CHINO ARPT: Caution hvy acft intermittent flgt tests on rnwy 3-21. (4-12)

CHINO ARPT TOWER: Twr unmanned; on standby basis indef. (7-16)

CLEAR LAKE HIGHLANDS PEARCE FLD: Closed, indefinite. (6-7)

COALINGO ARPT: Men & eqpmt operg 100' from W edge of NE 1200' of NE/SW rnwy. (6-23)

**CONCORD, BUCHANAN FLD: Caution, end rnwys 32 & 24 constr vcnty ctl twr. (7-8) Rnwy 6-24 perm clsd. (8-5)

CORONA MUN ARPT: New arpt reported, lat 33-53, long. 117-36; lctn: 2.5 NW. One oil strip 2000' x 40'. No lgtg, fuel: F3. Attended 0800-1700. P-line W. Minor rprs. (3-21)

CRESCENT CITY, DEL NORTE COUNTY ARPT: A dip aprx 600' from the end of rnwy 11.

**DAGGETT, GENTRY ARPT: Abandoned. (7-6)

DAVIS, UNIVERSITY ARPT: Men, eqpmt on rnwys dalgt hrs, clsd rnwy mrkd by X. One rnwy will be open days. All rnwys clsd ngts. (7-26)

DORRIS, BUTTE VALLEY ARPT: Clsd, constr until further notice. (7-20)

EL CENTRO RADIO: July 28, VORTAC shut down until aprx Aug 19 - freq chg to 108.2 mc/ channel 19. Durg this period, following route structure & MEAs in efct: Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless other wise indicated): V66 Campo Int via 068° brg to ELC LF rng then via 256° brg to ELC LF rng and YUM VOR R255° to YUM; V117 ELC LFR via ELC LF rng N course & TRM VOR R107° to TRM. Usable Reporting Points: Brawley - YUM R266° & 165° brg to ELC LF rng. Campo Int - 068° brg to ELC LF rng & 330° brg to JLI H facil. Coyote Wells Int - TRM R156° & 068° brg to ELC LF rng.. Wister Int - TRM R107° & ELC LF rng N course. (8-5)

FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FELLOWS RADIO: About Aug 19, VOR will be comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870' MSL. Montrg category (3). Class: M-VORW. (8-2)

FILLMORE RADIO: VOR usable 285°-315° 25 nmi from 315°-355° 30 nmi. TACAN montrg category (3).

FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.

FORT JONES RADIO: About Sept 12, VOR will be shut down aprx Sept 27 - freq chg to 109.6 mc and class chg to L-VORW. Durg this period, following route structure & MEAs in efct: Unusable Awys: V23 RBL-Talent Int; V23E FJS-Klamath Junction Int. Unusable Reporting Points: Montague and Pinehurst Ints. (8-13)

★FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) Aug 10, freq 278 kc discontd, concurrently freq 251 kc (voice on LMM) comsnd.

FRESNO RADIO: DMET operg test basis; channel 76. (4-25)

FULLERTON MUN ARPT: Due non-visibility twr unable to ctl tfc on extreme S, E/W txwy in an area 200' either E or W of ctl twr. Caution: acft parked close proximity all txwys. Caution when operg VFR conditions S snd SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe on grass area btn rnwy & S parallel txwy durg summer months, acft restricted to rnwy and txwy. (6-5)

GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)

**GRASS VALLEY, LOMA RICA ARPT: First 3200' of rnwy paved and remaining 800' dirt. Acft land to the E and tkoff to the W. Maj servicing available, no storage. (7-14)

HAYWARD MUN ARPT: All VFR flts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt designated as ramp area. Twr unable to ctl tfc. 65' twr under constr 800 yds 065° from int rnwys 28L and 22. (5-18)

HEMET, RYAN ARPT: Controlled parachute jumps under VFR conditions from 7000' over NW corner occasionally daily; operns accelerated on week ends. (1-14)

HERLONG SPECIAL NOTICE: Caution within a 10 mi radius. Hvy demolition activities being conducted between 0800 and 2400 PST Mon thru Fri. Danger of fragments below 8,000' MSL. (3-29)

LINCOLN MUN ARPT: Rnwy 6-24 clsd, acct trenching & conduit installation. (6-2)

[redacted]: LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful

[redacted]: LOS ANGELES, VAN NUYS ARPT: Farm eqpmt operg btn rnwys & txwys.

[redacted]: LIVERMORE, SKY RANCH ARPT: Caution in the vcnty of fld, be watchful for sport parachutists in the air. Parachuting activities are conducted during VFR dalgt conditions, greatest activity on wk-ends. (11-25)

**LOMPOC ARPT: Unicom 122.8 mc & 100/130 oct fuel avbl. (7-14)

LONG BEACH SPECIAL NOTICE: Caution-when operg under VFR conditions in vcnty Los Alamitos NAS. Mil jet and reciprocating acft crossing shoreline 2000' and below on arrival and dptr btn Huntington Beach and Long Beach LFR. (5-1)

**LONG BEACH ARPT: Due non visibility twr unable to determine if the following areas of arpt are clear of obstns and or acft: first 150' rnwy 25L and txwy on N side adjt, first 200' rnwy 34L and txwy on both sides adjt, N txwy from rnwy 16R E to Douglas ramp. All use of these areas is at pilot's discretion.

★LONG BEACH ARPT TOWER: Aug 1, cont dptr ctl svc implemented, utilizing radar separation standards for purpose of expediting tfc: normal clearance limit: SPJ. (8-5)

LONG BEACH RADIO: July 18, TACAN shut down until aprx Aug 18-reconstr. (7-19)

LOS ANGELES SPECIAL NOTICE: July 28-Sept 30, 1960 a high power flashing white lgt will operating on a hilltop aprx 3-1/4 mi NE of the LAX city hall at an elev of 780' MSL. The flasher is omni-directional and visible from 5 to 10 mi depending on prevailing visibility. On operating ngts the lgt will flash aprx once every 2 mins. In addition two clusters of 3 amber colored spot lgts will be directed below horizontal, operating continuously when the flasher is operating. (7-19)

LOS ANGELES ARTCC: See page 36 for freq changes efctv about Aug 15. (7-28)

LOS ANGELES INTL ARPT: Rnwy 25L open to all tfc, lndg length 11,400', threshold 600' W of E end; tk-off length 12,000'. Rnwy 7R open to all tfc, lndg & tk-off length 12,000'. Rnwy 25L equipped with hi intensity apch lgt lane with sequences flashers. Cntrline lgt standards up to 14' aprx 600' E of rnwy threshold. Apch lgt lane illuminated during IFR conditions and hrs of darkness only. Rnwy 6-24 length 8925' clsd, avbl in emgcy upon 15 min notice dalgt hrs only. No overrun area W end rnwy 6-24. All operations at pilots discretion due to nonvisibility from ctl twr. Unmrkd 40' poles 776' from E end and 8' fenc 206' from E end. Rnwy 7L-25R open to all tfc, length 10,000'. Rnwy 7L has rnwy end identifier strobe lgts lctd both sides threshold operated upon request thru ctl twr upon 15 min prior request. All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maintain a course along the extended cntrline these rnwys to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the dunes aprx one mile beyond W end this rnwy. 8' blast fence erected E of threshold both 25 rnwys. Rnwy 16-34 avbl daylgt hrs upon 20 min notice when N or S wind component exceeds 15 knots. Rnwy width 102'. Rnwy 34 avbl lndg length 5075' tk-off length 6754', rnwy 16 avbl lndg length 6754' tk-off length 5075', southerly portion of 34 unavbl for lndg and southerly portion 16 unavbl for tk-off due to hi terrain and power line along S arpt bndry Use extreme caution Unmrkd ditches and ruf gnd along rnwy edges. No rnwy mrkgs. Men, eqpmt working in vcnty of rnwy daylgt hrs. 40' derrick working btn rnwy 25R and txwy K dalgt excp Sat. & Sun. Extsv constr btn txwy K and rnwy 7L-25R with 10' ditches and 12' mounds of dirt and extsv constr adjt to txwy U with 10' ditches and 10' mounds of dirt, some areas mrkd and lgtd. (8-13)

LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300' visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain aligned rnwy 25L, 750' to left of extended centerline of rnwy 25R. (6-3)

LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LGB LF rng and VOR, FIM VOR and SXC VOR. (2-24)

[redacted]: LOS ANGELES, VAN NUYS ARPT: Farm eqpmt operg btn rnwys & txwys. Rnwy 8-26 clsd, work in progress. Caution depression W 50' off W N/S txwy, taxi with caution. (7-30)

LOS BANOS RADIO: About Aug 22, VOR will be shut down until aprx Sept 6-freq chg to 112.6 mc. (7-22) Durg this period, following route structure & MEAs in efct: Unusable Reporting Points: Berenda, Fowler & Dinuba Ints. Usable Awys: (Tmpry redesignated with published MEAs & MCAs unless otherwise indicated; V-107 IAK to Cathedral Int 8000'; Cathedral Int to LSN Int 12,000'; LSN Int to AVE 9000' MCA at SNS Int, 12,000' NW-bnd. V137 SNS to Bucket Int, 6000'; Bucket Int to LSN Int, 12,000'; LSN Int to AVE, 9000'; MCA LSN Int 11,200' W-bnd. V230 SNS to Bucket Int, 6000'; Bucket Int to LSN Int 12,000'; LSN Int to Mendota Int via FAT R243°, 5000'; Mendota Int to FAT via FAT R243°, (2000' E-bnd, 5000' W-bnd. MCA at LSN Int, 11,200' W-bnd. V-23W SCK to Volta Int, 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int, 5000'; LSN Int to Mendota Int via FAT R243°, 5000'; Mendota Int to FAT via FAT R243°, 2000' E-bnd, 5000' W-bnd. V113 SCK to Volta Int 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int, 5000'; LSN Int to ROM 8000'. V109 SCK to Volta Int, 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int 5000'. Usable Reporting Points: LSN Int: FAT R243° & SCK R147°; Mendota Int-FAT R243° and MER R170°; Volta Int-SCK R147° and FAT R273°; Cathedral Int-OAK R114° and SNS R024°.

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jets climbing and descending W of awys Amber 1 and V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MOJAVE-KERN COUNTY ARPT •7: Reported reactivated. Lat 35-03, loog. 118-09; lctn: 0.4 mi E; elev: 2787'; 3 rnwys; lngst h95-BL4-S5-U; Fuel: F4; Rmks: Wt restriction 60,000 lbs single wheel loading. (7-27)

MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

MONTEREY-PENINSULA NAF RADIO: Soon, Navy H facil & Z mrkr will be decmsnd.

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld ctl zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

MOUNTAIN VIEW-MOFFETT NAS RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1)

OAKLAND ARTCC: See page 36 for freq chgs efctv about Aug 15. VHF/DF coverage 40 nmi at MEA excp 020°-050°, 5000'. (1-17) About Sept 10, ARSR svc & IFF bcn will be shut down until aprx Oct 10 - modernization. (8-15)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in opern. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctdn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extsv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive delays, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate cntr or comm stn prior to entering the Oakland area when wea is less than VFR. (11-17) All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Extsv simulated and actual IFR apchs on all apch navigational aids to Oakland Int'l Arpt passing in the proximity of Hayward Arpt. (4-26)

**OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Due non visibility, twr unable to determine if the following area of the arpt is clear of obstns and or acft; main txwy btn rnwy 15 & the cantilever hangar W of ctl twr. All use of this area is at pilot's discretion. (8-1) Rnwy 11-29 clsd constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' on apch end of rnwy 29. (8-10)

★OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030°-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30) About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. (6-14) Freqs 125.3, 323.2 mc comsnd. Freq 121.1 mc comsnd; twr transmits on VOR freq 116.8 mc. (8-5)

CALIFORNIA: **OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.18 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco.**

OAKLAND RADIO: No auto changeover eqpmt provided for TACAN. (6-15) July 6, TACAN shut down until aprx Aug 19-reconstr. (8-12)

**ONTARIO INTL ARPT: Caution turning on or off rnwyexcp txwy ints. Unlgtd distance mrkr 4-1/2' hi-erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Configuration A apch lgts system comsnd, consisting of 30 units at 100' intervals starting at apch end of system. (7-13) Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ANG ramp and txwy leading to ANG hangar area. All use of this area is at pilot's discretion. (7-28)

★ONTARIO INTL ARPT TOWER: Aug 12 ILS LOM freq chgd to 227 kc.

OXNARD, VENTURA CO. ARPT: Rgt tfc rnwy 7. Inbound VFR acft are encouraged to make initial ctc with Ventura apch ctl on 124.7 mc or 319.2 mc 20 mi out or as soon as practical thereafter. Apch ctl will provide lndg info, issue tfc advisories and advise pilot when to change to twr freq. Caution, extsv hi-performance jet acft operns conducted from NAS Pt. Mugu and Oxnard AFB. Exercise extreme caution when flying through the Oxnard area due to simulated and actual instrument apchs from seaward to Oxnard AFB and tfc patns at NAS Pt. Mugu, Oxnard AFB, & Ventura Co. arpt. Parallel sod strip clsd. Caution hvy constr eqpmt operg dalgt hrs on E end of sod strip & S of pave rnwy. (8-11)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALMDALE SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following area within which George AFB hi-density tfc is operg. Hrs of opern cont daily at and below 8000'MSL on V12 and G4 btn the Mirage Int & the Barstow Int. At & below 12,000' MSL on V8N btn the Phelan Int & the Barstow Int. At & below 9000' MSL on V8 btn the NE edge of V137 & a point 10 nmi SE of the Palmdale VOR. (6-1)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

POINT REYES RADIO: About Aug 29, VOR will be shut down until aprx Sept 10. (8-11) Due shutdown, following route structure & MEAs in efct: Unusable Awys: V-27, Half Moon Bay Int.-UKI; V27W SNS-PYE. Unusable Reporting Points: Crab, Shrimp, Pedro, Marin, Duxbury, Francis, Balboa, Rainbow, San Ramon, Sunset, Davenport, Geyserville, and Moss Landing Int. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-137 OAK-Bodega Int. via OAK R-288°; MEA OAK-Commodore 5000', Commodore-Bodega 6000'; V199 Stinson Beach Int.to Bodega Int, MEA 6000'. Usable Reporting Points: Bodega Int-OAK R-288° and UKI R-154°-MRA 6000'; Briney Int-AGW R258° and SAU R186°-MRA 4000'°. (7-21)

RED BLUFF RADIO: July 12, TACAN shut down until aprx Aug 19- reconstr. (8-10)

RIALTO, MORROW FLD: Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4) Clsd acct drag races Sept 3, 1600-2300P; 4th & 5th 0900-1800P. (8-12)

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi between radial 013°-033° and 064°-077°. (3-18)

**SACRAMENTO, CAPITAL SKY PARK ARPT: Abandoned. (7-2)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000'MSL, at & above 26,000'MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

**SACRAMENTO MUN ARPT: Sequence flashers on apch lgt lane comsnd, 16 lgts starting 1000' from the end of the rnwy and extending to 2500' from end of rnwy.

SALINAS RADIO: VORTAC coverage 150°-210° 30 nmi 10°-80° at 20 nmi. (6-13)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: All pilots urged to exercise extreme ctn while operg btn Del Mar & La Jolla due to westbnd fighter jet dptrs from NAS Miramar. With few exceptions these dptrs maintain 1500'MSL both VFR & IFR until 1 mi W of coastline. Recommended routing for N and S bnd acft is to confine flt path btn the shoreline and 2 mi E until S of La Jolla or N of Del Mar. Recommended alts are 2000'MSL and above or 1000' & below while in this areas. Other VFR jet dptrs taking off to the W will be turning to Northerly & easterly headings immediately after tkof & maintaining 1500'MSL until brg

CALIFORNIA: 360°T from NAS Miramar before commencing climb. Recommended routing for N & S bnd VFR acft passing E of NAS Miramar is to remain slightly E of a line drawn btn Gillespie Fld, Poway, Calif. & Lake Hodges. Recommended alt is 2000'MSL or below until abeam Mt. Woodson. VFR acft who must pass over or in close proximity to NAS Miramar should be at not less than 4000'MSL. (7-29) Intsv mil jet acrobatic and familiazation trng being conducted off awys btn 24,000' and 45,000' in area bounded on W by Blue 14 projected upward to 45,000' btn Juliam LF Rbn S to int with J2V, on N by Red 65 Victor 64 btn Julian LF Rbn and Blythe VOR projected upward to 45,000', on E by Victor 135 btn Blythe VOR and Yuma VOR projected 45,000', and on S by J2V btn Yuma VOR and its int. with Blue 14 projected upward to 45,000'. (6-9)

SAN DIEGO, LINDBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700'MSL until past Loma Portal "H".

SAN FRANCISCO INTL ARPT: All rnwys, txwys open. Rnwy 10L-28R, 9500', rnwy 10R-28L 7130', rnwy 1L-19R 7000', rnwy 1R-9000' avbl for tkofs with 1000' clearway at N end with efctv use of clearway subject to prior authorization by Air Carrier Section of FAA. Rnwy 19L 7900' avbl for tkof. Rnwy 1R-19L 7750' avbl for lndgs, threshold mrkd. Aprx 2100' hi-intensity apch lgt lane including strobe lgt inop. Apch lgt termination bar not operg. Stratigh-in ILS lndg minimums for rnwy 28R are 300-3/4. Lndg minimums for ILS apch rnwy 28L are 400-1. Taxiing acft should remain on txwy cntrlines. Area improved on txwy edges is not designed to support weight of acft, but is for dust suppression only. Load brg portion improved txwys is 75' wide and bounded by a dashed yellow line. 2-way rdo rqrd. No vacuum cleaning of paved area provided jet acft. Acft should remain on pavement. (1-6) ILS touchdown letd 2240' from apch end rnwy 28R. Experimental jet blast fence 100' long 4' hi and 4' wide at base, painted international orange, set up on perm basis on Concourse B. Fence angles SE across apron from gate 17. Mrkd only by reflector lenses proceed with caution. 1R-19L clsd daily 1430 to 2400Z Mon thru Fri. Men, eqpmt & crane 65' hi working N end; crane mrkd. Deep excavation all along pavement edge. Acft & vehicles use extreme caution when operg this area. Clsd to taxiing turbojet acft. S extn of txwy B clsd from rnwy 1L runup mat to int with rnwy 1R. Men, & eqpmt working turf areas adjt N & S shoulders of rnwy 10L-28R, mrkd. Caution when taxiing acft on txwy B behind turbojet acft in tkof position on rnwy 10R. (6-16) Apch lane lgts off the N end of rnwy 1R-19L inop indefinitely. (7-15) Turcks operg Mon thru Fri 1430 to 2400Z in turf, off N edges of rnwys 1L-19R crossing txwy leading to transient parking & txwys A, B and C adjt Coast Guard crossover. Compass rose clsd from 1430 to to 2400Z Mon thru Fri tmprly. Transmissometer inop, relctn. (8-12)

SAN FRANCISCO INTL ARPT TOWER: ILS touchdown letd 2240' from apch end rnwy 28R. About Oct 1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13) Aug 15, ILS MM/LMM shut down until aprx Aug 22 - relctn to lat 37-36-44, long. 122-21-11. (8-1)

SAN JOSE MUN ARPT: Rnwy 12L-30R clsd, caution men & hvy eqpmt working near txwys & rnwys due arpt expansion. (7-21)

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. (8-31)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld clt area and area bounded by Point Reyes VOR- NAPA VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area. (4-29)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA ANA, ORANGE COUNTY ARPT SPECIAL NOTICE: Goodyear blimp N4A will be moored and operate in Los Angeles, Long Beach, & Santa Ana area June thru Sept day & ngt flts will be conducted. (6-14)

SANTA BARBARA RADIO: About Aug 25, LF rng and Z mrkr will be perm discontd. (8-11)

SANTA MONICA MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: all of txwy areas S of rnwy 3-21 SW of FAA hangar. All use of these areas is at pilot's discretion. Acft use txwy only. (7-21)

★SANTA MONICA MUN ARPT TOWER: July 6, freq 126.18 mc chgd 126.2 mc. (8-10)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° & 323° usable.

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lcnt, near Shingletown; 1 oil surfaced rnwy, 2400'. No lgts or other facils avbl; Remarks: Warning a rise at the NE end of the rnwy. (9-14)

CALIFORNIA: SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt

CALIFORNIA: MANZANOLA ARPT: Caution cattle grazing on arpt. (6-12)
MEEKER RADIO: July 25, VORTAC shut down until aprx Aug 7 - freq chg to 111.8 mc/

CALIFORNIA: SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt manager. (4-19)

THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

**THOUSAND OAKS, CONEJO VALLEY ARPT: Abandoned. (4-14)

UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

★VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290°- thru 320°. July 6, freq 126.18 mc chgd to 126.2 mc. (8-10)

VICTORVILLE SPECIAL NOTICE: Exstv jet tfc is being conducted by George AFB in the following areas durg both dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys; (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V-117 on V-8 awy; (4) at or below 12,000' MSL on V-137 awy btn Phelan Int and a pt 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

**VISALIA, GREEN ACRES ARPT: Perm clsd. (8-4)

WOODSIDE RADIO: DMET operg test basis; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200' - acct scalloping. (4-6)

YUCCA VALLEY ARPT: Effect Aug 15, thru Nov 15, E end single rnwy will be extended 1200'; surface on entire rnwy undergoing rprs and oiling, use extreme caution. (8-3)

COLORADO:**AKRON, WASHINGTON COUNTY ARPT: Medium intensity rnwy lgts installed.

ALAMOSA RADIO: DMET operg test basis; channel 86. (3-4)

COLORADO SPRINGS, PETERSON FLD: Acft apchg fld ctc COS apch ctl when within a 20 mi radius of arpt, apch ctl will furnish tfc and lcl fld conditions. (6-2) First 1000' rnwy 35 closed. (6-22)

COLORADO SPRINGS, PETERSON FLD TOWER: May 10, freq 363.1 mc restricted to trng only.

★COLORADO SPRINGS RADIO: Aug 2, VORTAC freq chgd to 112.5 mc/channel 72. (8-3) Coverage at MEA 40 nmi excp as follows: 315° clockwise to 350°, 35 nmi at 11,000'; 350° clockwise to 030°, 25 nmi. (8-5)

DENVER SPECIAL NOTICE: Extreme caution when entering Denver hi-density zone. Exstv simulated IFR apchs on all apch nav aids by all types acft operg from Stapleton Fld, Lowry AFB, and Denver NAS. Particularly congested vcnty ILS OM and E of Lowry AFB.

DENVER ARTCC: See page 36 for freq changes efctv about August 15. (7-28)

DENVER, JEFFERSON CO. ARPT: New arpt reported. Lctn: 2.0 SSW of Broomfield; elev: 5655'; one 6000' paved rnwy 11-29; h60-BL4-S1; Fuel: F4. Attended 24 hrs daily.

**DENVER, STAPLETON AIRFLD: Transmissometer comsnd. Two strobe lgts installed serving rnwy 35, lctd 20' either side of threshold, controlled by twr. Tkof rnwy 8L durg dalgt hrs must originate btn rnwy 17-35 and S taxi strip. NE and SE taxi strips btn trml ramp and rnwys 12-30 and 3-21 rough, loose gravel; use only at pilot's discretion. (10-9) Rnwy 8R-26L subject to max 15 knots crosswind component and 2 mi visibility limitation, slick when wet; apch lgts resumed opern excp tmpry flashing lgts N side btn 30 and 35. (8-12) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft; entire ramp area W and NW of the N/S taxiway. All use of this area is at pilot's discretion. (7-27)

DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500 154°-180° and below 16,000'; 181° thru 243°. VHF/DF brgs reliable in these areas. (12-4) July 8, ILS glide slope shut down until aprx Oct 15 - reconstr. (7-13)

GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°. (9-9)

GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & taxwys.

HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.

LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V-17W btn Garden City and Liberal, Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo. Int except for that part of the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are required to monitor wea bcst from one of the following FSS; La Junta Color; Garden City, Kans; Liberal, Kans, Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst. (7-3)

LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107'. 1 sod rnwy, 6000'. 80 oct fuel avbl. Unattended, circle town for svc. (8-17)

COLORADO: MANZANOLA ARPT: Caution cattle grazing on arpt. (8-12)

MEEKER RADIO: July 25, VORTAC shut down until aprx Aug 7 - freq chg to 111.8 mc/ channel to 55. (7-25) Durg this period, following route structure and MEAs in efct: Usable Awys: V200 MTU to RLG as flws: MTU to Ragley int via MTU 077° 13,000' MEA. Ragley Int to EKR Int via MTU 077° RAD MEA 15,000'. ERK Int to RLG via RLG 259° 15,000' MEA. Usable Reporting Points: EKR int MTU 077 RAD * GJT 018° Ragley Int MTU 077° GJT 341°. (7-25)

PUEBLO SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (5-25)

PUEBLO-MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Due non-visibility, twr unable to determine if the following area of the arpt is clear of obstns and/or acft: mid one-third of rnwy 12-30. All use of this area is at pilot's discretion. Caution in apch lane and first 1,000' rnwy 8, apch lgt system constr, men & eqpmt in apch lane. Threshold of rnwy mrkd by flags days and lgts ngts. (8-9)

TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)

**WRAY MUN ARPT: Rngy lgts installed and operating off a photo-cell. (6-24)

CONNECTICUT:BRIDGEPORT MUN ARPT: Const of admin bldg & ctl twr btn rnwys 6-11, 68' obstn lgtd. (8-12)

★BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305° beyond 20 nmi 315°-340° at MOCA. (5-3) Aug 6, LF rng freq chgd to 400 kc.

GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-2; rnwy lgts will remain lgtd ngts, low intensity.

GRTON RADIO: State owned MH facil unusable beyond 15 nmi all azimuths at MOCA.

MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)

WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270° 285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)

WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. Arresting barriers on rnwys 6 and 24 for mil use only.

★WINDSOR LOCKS, BRADLEY FLD TOWER: July 1, freq 126.18 mc chgd to 126.2 mc. (8-10) About Aug 30, 120.3 mc will be comsnd. (7-25)

DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.

GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22 N txwy & cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)

MIDDLETON, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to ground. Observe white cross closing fld durg jumping activities. (2-12)

NEW CASTLE, PIASECKI ARPT: All sod strips clsd-dangerously ruf, soft.

**WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Control Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apch and dptrs IFR/VFR conducted btn 1600' and 18,000'. (7-11) Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: all parking ramps. All use of these areas is at pilot's discretion. (7-26)

DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 31.

WASHINGTON ARTCC: Radar svc will be provided UHF equipped acft on 382.2, 326.2, 318.2, 378.8, 385.4 mc only in Washington Metropolitan Area. (6-27) Freq 363.0 mc at Rocky Mount, N.C. peripheral site inop. (7-6) About Aug 15, additional enroute radar air tfc ctl svc will be comsnd utilizing radar separation standards for the purpose of expediting tfc. Service will be provided daily over the following route segments: V-16 btn the Price, Md Int & the Roanoke, Va., LFR. Victor Awy 140 btn Springfield, Va. Int & Rock Camp, Va. int - additional enroute service & limited trml service also will be avbl within the coverage of the expanded Washington Center Radar System. (7-25) About Sept 15, ARSR & ATCRBS will be shutdown until aprx Oct 15 - modernization. (8-10) About Sept 19, freq 124.3 mc will be decmsnd & 127.1 mc will be comsnd at New Bern, N.C. peripheral site. (8-11) About Sept 14, freq 385.6 mc will be decmsnd; freq 379.9 will be comsnd Green Bay, Va. peripheral site. (8-11)

WASHINGTON (CHANTILLY, VA), DULLES INTL ARPT: All lndgs prohibited, arpt under constr.

DIST. OF COLUMBIA: WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Natl Arpt. (12-17)

WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21) 49' lgtd & flagged perm twr being erected 715' E of rnwy 18-36, & btn txwys 3 and 4. (7-28)

WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°; 26 nmi 325°-040°; 10 nmi 040°-150°, 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Sept 14, rcvr 122.7 mc will be decmsnd; freq 122.5 mc will be comsnd. (8-12) About Sept 14, freq 291.6 mc will be decmsnd; freq 274.3 mc will be comsnd.

WASHINGTON RADIO: TACAN operg test basis, unmonitored in vcnty Wash. Monument. Ident: FAA.Channel 17. (1-20)

FLORIDA: SPECIAL NOTICE: USAF conducting low alt navigation flts in jet acft at or above 500' above terrain. Flts will be operated at random intervals under day VFR conditions Mon thru Fri each week. The route will be designated "Fireball Eight Oscar". Route follows: Acft will descend from 23,000' to 1,000' on 215 radial of Ft. Meyers VOR direct to 26-50N, 82-17W; 26-19N, 82-08W; start climb to 5,000' or 20,000' direct to 25-42N, 81-21W to 25-23N, 81-06W. (12-28)

BELLE GLADE-STATE ARPT: 250'(262'MSL) lgtd twr being erected 4.8 nmi ESE(119°T) at lat 26-38-47, long. 80-34-14. (8-4)

BROOKSVILLE MUN ARPT: 250'(253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)

CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emerg lndgs at Patrick AFB down-range aux bases: Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayagüez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at military bases without prior approval is in violation of CAR and Air Force regulations (Reference AFR 55-20). Also, frequent reports of civil acft flying into Restricted Area R-162 and Warning Areas 497-A, B, and C lctd in the vicinity and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute violation of CAR. (5-26)

COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. Use caution E end NW/SE rnwy.

**CRYSTAL RIVER-HOMOSASSA ARPT: Name change formerly carried as Crystal River, West Citrus County Arpt. (7-12)

DE LAND MUN ARPT: About 22 Aug., 241'(339.5'MSL) lgtd twr being erected 4.2 nmi NW (325°T) at lat 29-07-12, long. 81-19-07. (7-25)

FORT MYERS, PAGE FLD: 353'(363'MSL) twr 15 nmi SSE unlgtd. (8-8)

FT PIERCE, ST LUCIE COUNTY ARPT: 300'(316'MSL) lgtd twr being erected 2.5 nmi S (199°T) at lat 27-26-28, long. 80-23-17. (7-14)

GAINESVILLE ARPT: Trucks & eqpmt all areas dalgt hrs. (7-19)

GAINESVILLE,STENGEL FLD: 85'(160'MSL) lgtd twr being erected adj to S bndry of fld at lat 29-36-59, long. 82-22-58.

HOLLYWOOD, NORTH PERRY ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 26-40-30, long. 80-45-30; W to 26-40-30, 81-06-30; SE to 26-15-00, 80-37-30; NW to 26-15-00, 81-06-00. Hours: dalgt VFR. Altitudes: 0 to 10,000'. User: C. W. Lasher, 190 E. 45th Street, Hialeah, Florida. Expires 29 Sept., 1960. (6-30)

HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)

JACKSONVILLE ARTCC: Acft operg IFR flt plan in or across Control 1150 are requested to make Gateway and Azalea positions to JAX Center on following freqs: Gateway: 121.2 mc or 326.2 mc. Azalea 121.2 mc or 318.2 mc. About Sept 7, freq 125.1 mc will be chgd to 120.1 mc Charleston, S.C. peripheral site. (8-10)

**JACKSONVILLE, HERLONG ARPT: 302'(335'MSL) lgtd twr erected 3 nmi ENE(78°T) at lat 30-08-55, long. 81-45-18. (7-18)

JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge letd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

JACKSONVILLE, IMESON ARPT TOWER: ASR unusable beyond 35 nmi. (10-1)

**KISSIMMEE MUN: Unicom 122.8 mc comsnd. (8-4)

LAKE CITY, SKY HAVEN ARPT: Name change formerly carried as Lake City Arpt. (7-12)

LAKELAND, DRANE FLD: 193'(353'MSL) lgtd twr being erected 19.5 nmi NNE(28°T) at lat 28-17-38, long. 81-50-07. (8-5) About 29 Aug., 253'(352'MSL) lgtd twr will be erected 10 nmi (317°T) at lat 28-06-56, long. 82-08-52. (8-5) 35' unlighted power lines erected 2200' NW of runway 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

MELBOURNE-EAU GALLIE ARPT: 135'(153'MSL) water tank being erected 1.5 nmi NNW (348°T) at lat 28-07, long. 80-38. (6-30)

**MIAMI SPECIAL NOTICE: Effective July 152100 ARTC dptr ctl svc inaugurated for acft departing Miami and Homestead areas, enroute ATC svc utilizing radar separation standards, civil jet radar flt following svc S of a line thru LEL and PBI not avbl. (7-15)

MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl on 126.2 mc, acft conducting IFR opern in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9, dptr ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6 mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)

MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving & constrjmen, eqpmt off NE corner run up pad 27L. All constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two SW txwys. Large acft utilizing run up pads are requested to position themselves in a manner which will permit small acft to pass in front thereby avoid hazardous prop wash & turbulence durg hi-power operns. No lcl jet trng or transition flts permitted btn 0300-1200Z. Due to wea or hvy tfc dptr delays in excess of 15 min may result, IFR flts are reqd to ctc twr 5 min prior to starting engs to determine taxi time and preferably absorb delays at the gate. SE txwy from S trml ramp tmpry open. Use with caution, men eqpmt on N side. Refer daily to teletype notams concerning lcl fld conditions. (6-20)

★MIAMI RADIO: Aug 15, transcribed wea bcst on H facil (365 kc) commissioned. Bcst oper cont & will contain warning to lgt acft, special aviation forecast, winds aloft forecast, pilots reports & wea observations from selected lctns within 400 mi.

**NAPLES-AMERICA ARPT: 660'(670'MSL) lgtd twr erected 6 nmi SE(142°T) at lat 26-03-09, long. 81-42-08. 250'(258'MSL) lgtd tmpry twrs being erected 14.5 nmi SSE (162°T) at lat 25-54-36, long. 81-41-40. (4-21)

OKEECHOBEE-COUNTY ARPT: 200'(231'MSL) lgtd twr being erected 3.8 nmi E(98°T) at lat 27-15-21, long. 80-47-22. (7-2)

ORLANDO MUN ARPT SPECIAL NOTICE: Effective immediately circling min increased from 400 to 500 for two-eng or less with stall speed 65 knots or less on ADF Procedure No. 1 and ILS-31. (8-15)

ORLANDO MUN ARPT: About 5 Sept., 216'(355'MSL) lgtd twr will be erected 15.1 nmi WSW (269°T) at lat 28-33-00, long. 81-38-45. (8-5) Rnwy 4-22 clsd to tkofs & lndgs. (7-5)

ORLANDO RADIO: DMET operg test basis; channel 59.

PALATKA, KAY-LARKIN ARPT: 216'(307.5MSL) lgtd twr being erected 20 nmi NNW (352°T) at lat 29-58-57, long. 81-44-25. (7-25) 216'(374'MSL) lgtd twr being erected 8.8 nmi WNW (306°T) at lat 29-43-11, long. 81-49-15. (7-25)

PANAMA CITY, FANNIN ARPT: Caution lndg, tkof rnwy 14-32; constr of new txwy; men, eqpmt on fld days. (9-1)

PANAMA CITY, TYNDALL AFB SPECIAL NOTICE: Caution must be exercised to avoid penetration of Warning Area W-470 as extensive air-to-air firing activity within this area is extremely hazardous to intruding acft. (2-16)

PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Navy Saufley (NUN) VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activities being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 134.1, 263.3 mc. (7-8) Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760' MSL. Extsv helicopter trng operns at Ellyson Fld to 650'MSL. EXERCISE EXTREME CAUTION.

FLORIDA: **PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and

GEORGIA: ...stn 3 thru 30 flt checked and comsnd. (7-15)

FLORIDA: **PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24) Configuration A apch lgts with flasher comsnd rnwy 17. (8-12)

PIERSON MUN ARPT: 228.5'(302'MSL) lgtd twr being erected 12.5 nmi NNW(340°T) at lat 29-26-22, long. 81-32-25. (7-25)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys. (12-17)

**SEBASTIN MUN ARPT: Unicom 122.8 mc; maj svc avbl. (7-14)

SEBRING AIR TERMINAL: 235'(377'MSL) lgtd twr being erected 10 nmi S(187°T) at lat 27-17-45, long. 81-21-14. (5-12)

**TALLAHASSEE, DALE MABRY ARPT: 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW(251°T) at lat 30-21-29, long. 84-36-39. (5-16) 669' (909'MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010' (1249'MSL). (4-26) Rnwy 18-36 clsd ngts: 35' unlgtd bldg erected 1360' N of rnwy 18.

TAMPA INTL ARPT: Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft; NE/SW perimeter txwy btn rnwys 18 and 14 and perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14; N/S txwy btn end of rnwy 14 & end of rnwy 9. All use of these areas is at pilot's discretion. Grass area N of terminal ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only. Caution, when wet. Caution when taxiing on ramp, vehicular tfc daily. S txwy from E side of rnwy 32 to rnwy 27 tmprly clsd to air carrier tfc, rnwy 14-32 clsd to air carrier operns. SE section of rnwy 14-32 from trml ramp to int of rnwy 18-36 avbl for air carrier taxiing.

TAMPA, KNIGHT ARPT: Obstn lgtg admin bldg S side of arpt inop. Tfc make left hand apch to rnwys 17 and 21, rgt hand to rnwys 3 and 35. Segmented circle installed. (4-10)

TAYLOR RADIO: About Aug 15, VOR will be shut down until aprx Aug 20-freq chg to 113.8 mc.

UMATILLA MUN ARPT: Clsd constr of N S asphalt rnwy. (1-25)

VENICE MUN ARPT: 250'(255'MSL) lgtd tmpry twrs being erected 14.5 nmi SE(151°T) at lat 26-51-46, long. 82-18-46. (4-21)

VERO BEACH MUN ARPT: All rnwys clsd ngts, excp rnwy 11-29. (6-3)

WEST PALM BEACH, PALM BEACH INTL ARPT: Jet acft training not permitted without Port Authority approval. (1-14)

GEORGIA: ALBANY ARPT: Bndry lgts inop.

**ATLANTA ARPT: Arriving acft make initial ctc with ATL apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 123.7 mc or 338.2 mc. (2) Acft from E through SW use 118.1 mc or 271.2 mc. (3) Acft not equipped for 2-way communications on the above freqs tsmt 122.7 mc and listen on appropriate freqs for direction of flt. (4) Calls should be made at least 25 mi out. (6-30) Sequence flasher No. 2 serving rnwy 33 & operg btn stn 5 & 30 comsnd. (6-20)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int & that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000' MSL or above due interference btn ATL and AGS lclzrs. (2-17)

ATLANTA ARPT TOWER: ILS (ident AZA) unusable above 8000' MSL. (7-25)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both side of rnwys. Small acft use txwys only. First 400' of rnwy 9 & txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)

ATLANTA, FULTON COUNTY ARPT: Due to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access txwy leading to & from T hangars E of Hills ramp & that portion of NW/SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

BAINBRIDGE, COMMODORE-DECATUR ARPT: Sod ruf, use rnwys and txwys only. (6-30)

★ BRUNSWICK RADIO: Aug 2, VOR freq chgd 109.8 mc and class chgd to L-BVOR. (8-3)

CARTERSVILLE, CLINE FLD: New 4000' E W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

COLUMBUS MUSKOGEE CO ARPT TOWER: About Sept 1, freq 125.3 mc will be chgd 120.1 mc. (8-9)

**GAINESVILLE MUN ARPT: Unicom 122.8 mc operg durg dalgt hrs. 80/100 oct fuel avbl.

**MACON MUN (COCHRAN FLD): Sequence flasher associated with apch lgt system, 28 lgts

GEORGIA: stn 3 thru 30 flt checked and comsnd. (7-15)

★ MACON RADIO: Aug 8, VOR freq chgd 114.2 TACAN channel 89. Class: M-BVORTAC.

MARIETTA, McCOLLUM ARPT: New arpt reported. Lctd: 5.0 mi NW; elev: 1130'; one hard surfaced rnwy E W-4000'; 80 & 100 oct fuel avbl, lgt maintanence. Will be open to public Sept 5. (7-22)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Intsv student trng 50 mi radius below 24,000'. Clsd to civilian acft excp by prior approval. Clsd to mil transient acft from 2245 to 1200Z wkdays, also wkends & holidays excp by prior approval. (4-21)

★ MOULTRIE RADIO: Aug 3, VOR comsnd. Freq 108.8 mc. Ident: MGR. Lctd lat 31-04-36, long. 83-48-30. Montrg category (1). Montrd & voice ctld from Valdosta FSS. Class: L-BVOR. (8-3)

ROME RADIO: LF rng operg as unmontrd facil. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use.

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-36 type jet acft operg from Travis fld. Contact Savannah twr for flt advisory serv. (1-21)

**SAVANNAH, TRAVIS (CHATHAM) FLD: Due non-visibility twr unable to ctl gnd tfc on air-line trml loading ramp. Transmissometer comsnd. (3-11) Ceilometer vcnty ILS MM.

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000' acct interference. (9-27) Soon, ILS lclzr and glide slope will be shut down-lclzr modernization. (8-6)

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)

VALDOSTA RADIO: VOR will be shut down. Freq chgd to 110.4 mc. (7-30) During this period, following tmpry ints will apply: LEE Int tmpry designated TLH-069R and CTY 345R-MRA 3000'; Quitman Int tmpry designated ABY 150R and TLH 053R MRA as published.

**WINDER, 4, ATL-LGA ARPT: 1017'(2049'MSL) lgtd twr erected 10 nmi SSE (168°T) at lat 33-49-24, long. 83-37-45. (2-17)

IDAHO: **BOISE-AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Caution men & eqpmt on or near rnwy 10R-28L dalgt hrs, constr. Rnwy lgtg & overrun paving on NW & SE end of rnwy 10R-28L, rnwy will be clsd at times. (4-29) Rnwy 7-25 clsd to all tfc excp taxiing.

BOISE AIR TERMINAL TOWER: UHF DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.

BOISE, GEM HELIPORT: Lctn: 4.0 NW, elev: 2620', one 2600' strip, maj rprs, Unicom 122.8 mc, fuel: F4. Rmks: Tfc patn, alternating left and rgt, keep N of rvr. (7-12)

**HAILEY, FRIEDMAN MEML SUN VALLEY ARPT: Formerly carried Hailey, Friedman Meml Arpt.

IDAHO FALLS RADIO: Soon, VOR will be comsnd. Freq 108.2 mc. Ident: IDA. Lctd: lat 43-31-09, long. 112-03-47. Elev: 4727'MSL. Montrg category (1). Class: L-BVOR. (8-5)

MULLAN PASS RADIO: Aug 15, VOR DME shut down until aprx Aug 30-reconstr and freq chgs to 116.2 mc channel 82. (8-15) Durg this period, following route structure and MEA in effct: Unusable Reporting Points: Wellpinit and Clagstone Int. Usable Arwys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V-1533, PDT-U.S. Canadian Border via MLP RBN. V-120, MLP RBN direct GTF VOR. V2, GEG VOR direct MLP RBN direct MSO. V-2N, Hayden Lake Int direct MLP RBN. V2S, Tekoa Int direct MLP RBN. V44d, PCD RBN to MLP RBN via 061° brg. V-444, Fernwood Int direct MLP RBN. J-90V, EPH direct GEG direct HLN direct BIL. Unusable Reporting Points: Tekoa Int: GEG R-104°, 060° brg to MLP RBN. Fernwood Int: GEG R-104°, 033 brg to MLP RBN. Hayden Lake Int: GEG R-049°, 091° brg to MLP RBN. Charlo Int: MSO R-334°, 249° brg to MLP RBN. Newport Int: GEG VOR R-012°, 100° brg to MLP RBN. LF rng courses have many multiples and spread outward with distance.

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll hwy interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745' MSL) not mrkd or lgtd. (12-6) 80' AGL(785'MSL) lgtd steel rdo twr being erected 0.8 mi SSE, lat 41-46-54, long. 88-19-52. (6-13)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Extsv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CARBONDAL E, SOUTHERN ILLINOIS ARPT: 305'(706'MSL) lgtd twr being erected 3 nmi SSE (160°T) at lat 37-43-55, long. 89-13-17. (7-6)

ILLINOIS: CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs & one ant pole extending 30' AGL (775'MSL) 930' SE of rnwy 22 at lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; and portions of taxi routes from hangars to main ramp.

*CHAMPAIGN, UNIVERSITY OF ILL-ARPT TOWER: Class chgd to C(g). (8-10)

CHICAGO SPECIAL NOTICE: Caution- V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO ARTCC: About Aug 30, freq 123.6 mc will be chgd to 127.45 mc at Goshen, Ind. peripheral site; freq 118.2 mc will be chgd to 128.45 mc at Bradford peripheral site. (8-10) About Aug 31, freq 133.90 mc will be chgd to 132.50 mc Dubuque, Iowa peripheral site. (8-11)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy. 612' MSL lgtd rdo twr being erected 0.7 mi SSE at lat 41-38-26, long. 87-44-16. (7-13)

**CHICAGO, MEIGS FLD: Caution-S end rnwy distance from threshold lgts to seawall 90'. Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

**CHICAGO-MIDWAY ARPT: Rnwy 9L-27R perm clsd for lndg and tkof. Open for taxiing. (6-29) Rnwy 18R to rnwy 13L & 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in 1 hr if necessary.

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) Aug 1, ILS lclzr and glide slope (rnwy 13R) shut down until aprx Aug 22-major maintenance. (8-1)

CHICAGO-O'HARE INTL ARPT: Apch lgts rnwy 14R shut down. Use caution all times acct extsv constr all areas. Threshold lgts rnwy 32L tmpry relctd 838' NW, efctv length of rnwy 8000'. (6-13)

★CHICAGO-O'HARE INTL ARPT TOWER: Apr 25, ILS lclzr & glide slope, (rnwy 14R) shut down-relctn power & ctl cables. (7-1) Aug 2, freq 126.9 mc comsnd for comms with helicopters.

CHICAGO RADIO: Multiples all courses LF rng. (10-30)

CHICAGO HEIGHTS RADIO: About Sept 19, VOR/DME will be shut down until aprx Oct 10-modern & retuning. (8-4) See page 51 for substitute route structures & tmpry MEAs durg shutdown.

COMPTON, BRESSON ARPT SPECIAL NOTICE: July 29 thru Aug 28 Flt Test Area as follows: originate and terminate at Bresson Arpt. Bndry of flt path area starts at Compton, Ill., thence W along railroad track to Amboy, Ill., thence SE along railroad track to Mendota, Ill., thence NE along railroad to Compton place of beginning. A corridor of 1 mi wide extends due S of Bresson Arpt to the Flt Test Area. Visual flt rules conditions only below 5000' MSL. Cities and towns will be avoided. (7-28)

COMPTON, BRESSON ARPT: 180'(1139'MSL) lgtd twr being erected 5.9 nmi ENE(68°T) at lat 41-48-13, long. 88-58-32. (6-14)

DANVILLE, VERMILION CO ARPT: Caution: constr, eqpmt on NE/SW rnwy. (7-22)

DeKALB MUN ARPT: 200'(1082'MSL) lgtd twr being erected 5.5 nmi ESE(132°T) at lat 41-52-48, long. 88-37-48. (6-14)

DIXON MUN ARPT: 200'(1013'MSL) lgtd twr being erected 5 nmi WNW(310°T) at lat 41-53-12, long. 89-31-58. (6-14)

FLORA MUN ARPT: Rnwy under constr. (7-18)

GILBERTS SPECIAL NOTICE: Aug 2-Sept 15 Flt Test Area described as follows: bgng at town of Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72, E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'. (8-2)

**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R547. (10-5)

JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)

★JOLIET RADIO: Aug 9, VHF/DF freq 126.18 mc chgd to 126.2 mc.

**MOLINE, QUAD CITY ARPT: Sequence flashers comsnd in conjunction apch lgts rnwy 9

MOLINE RADIO: TACAN 180° radial unusable. (5-18)

NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)

PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Constr, rnwy 12-30 being extended to the NW 835'. (8-9)

PEORIA, GREATER PEORIA ARPT TOWER: ILS LMM and LOM unusable beyond 10 mi. (6-28) July 25, ILS lclzr & glide slope shutdown until Nov 16-rnwy extension. (8-9)

PRORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)

QUINCY-MUN BALDWIN FLD TOWER: ILS glide slope unusable from MM to touchdown point. (5-12)

**ROCKFORD, GREATER ROCKFORD ARPT: Cntrline apch lgt configuration A rnwy 36 comsnd. (8-6)

SAVANNA, STRANSDALE ARPK: Clsd, constr until further notice. (8-4)

SPRINGFIELD SPECIAL NOTICE: Flt Test Area described as follows: from town of SE to Taylorville, NE to Blue Mound, NW to Mt. Auburn, WSW bordered by railroad to Berry. Time: VFR conditions day & ngt. Altitudes: 500' above gnd to 10,000' MSL. Used by: Capital Aviation, Ind., Springfield, Ill. Expires 22 September 1960.

SPRINGFIELD SPECIAL NOTICE: ANG jet fighters will conduct dalgt VFR flts 500' above gnd level along a route bgng at Capital Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb, Springfield, Ill., termination pt. (11-3)

SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patns to rnwy 4-22 are flown 2300'

STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.

TUSCOLA SPECIAL NOTICE: Flt Test Area described as follows: NE of Tuscola, from Tuscola along railroad to Pesotum E to NE corner of Eisenmenger(pvt strip) S along hiway to Camargo then W along hiway to Tuscola, plus corridor from Tuscola Arpt E to flt test area remaining clear of town of Tuscola. Altitudes: 500' AGL to 5000' MSL. Hours: days only. VFR conditions. User: Earl M. Adkisson, Tuscola, Ill. Expires 2 September 1960. (6-4)

URBANA, ILLINI ARPT: 150'(870'MSL) lgtd 14 story apt bldg being erected 100' SE at lat 40-08-15, long. 88-11-12.

**WAUKEGAN MEML ARPT: Caution, constr in progress Ctc Unicom 122.8 mc prior to lndg. 3500' NE/SW rnwy open, and paved. (7-13)

WEST CHICAGO, DU PAGE COUNTY ARPT: E/W rnwy clsd constr in progress. NE/SW & NW/SE rnwys usable with caution, men & eqpmt on rnwy. Ctl twr under constr Use Unicom 122.8 mc prior to lndg. (6-9)

**WILMINGTON SPECIAL NOTICE: Flt Test Area described as follows: Wilmington to 13 S Joliet; SW along RR to Dwight; E along RR to Reddick, Ill; NE along RR to Symerton, Ill W along paved road to Wilmington. Hrs: dalgt. Alt: from surface to and including 5000'. July 7 to Aug 20, 1960. (7-7)

INDIANA: ANGOLA, TRI-STATE ARPT: NE/SW rnwy clsd, constr; entire fld clsd ngts

AUBURN ARPT: NE/SW and N/S rnwys open; balance of fld clsd.

**CROWN POINT ARPT: Delete; private field. (6-24)

EVANSVILLE, DRESS MEMORIAL ARPT: Shoulder areas all rnwys & txwys soft. Rnwy 9-27 clsd to acft above 50,000 lbs gross wt, open dalgt hrs only to all other acft.

EVANSVILLE, DRESS MEMORIAL ARPT TOWER: ILS glide slope unusable MM to rnwy threshold. (9-15)

FT WAYNE BAER FLD SPECIAL NOTICE: Extreme caution passing in the vcnty of fld jet tfc making 360° overhead apchs to NE/SW rnwy. Jet tfc patn alt 2500' MSL. Practice flame-out apchs are being made on rnwy 22 or 4 when ceiling is 6000' or above and visibility is 5 mi. Acft will remain within 5 mi of fld from gnd to 10,000' MSL when making practice flame-out apchs. (5-23)

FORT WAYNE, BAER FLD: Caution, land beyond the acft arresting barrier installed 75' NE threshold lgts, clsd portion of rnwy 4-22 painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop.

FT WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.

FT WAYNE RADIO: June 20, TACAN shut down until aprx Sept 20-modernization. (6-20)

GREENFIELD, POPE FLD SPECIAL NOTICE: Flt Test Area described as follows: SE of Greenfield, Ind. lat 39-46-30, long. 85-45-00; thence to 39-46-30, 85-39-00; to 39-44-30, 85-35-00; to 39-39-00, 85-35-00;to 39-42-00, 85-45-00; to pt of bgng. Time: dalgt hrs. Alt: surface to 2000' above gnd. Used by: Ralph R. Denien. Expires 8-30-60. (6-30)

HOBART, COLE'S SKY RANCH ARPT: E/W rnwy clsd to transient tfc, constr rnwy surface on W end. (Rnwy is being used by lcl tfc at own risk.) (7-25)

HUNTINGBURG ARPT: E/W rnwy under constr, fld clsd for ngt opern, ctc Unicom 122.8 mc for fld notams. (6-14)

IOWA: CEDAR RAPIDS MUN ARPT: This responsibility [illegible] unable to determine if the fol-

INDIANA: IDAVILLE, STUHMER'S ARPT: New arpt reported. Lctn 1.2 mi N; one sod rnwy 2000'; S3 svc; Fuel: F3; open dalgt hrs only. (7-18)

★INDIANAPOLIS ARTCC: Aug 10, freq 119.30 mc chgd to 124.40 mc. Aug 10, freq 281.4 mc comsnd at Cincinnati, Ohio peripheral site. About Aug 31, freq 271.2 mc will be chgd to 319.2 mc at Milford, Ill, peripheral site. About Sept 15, freqs 134.75/385.60 mc will be comsnd at Charleston, W. Va. peripheral site; freq 132.70/307.90 mc will be comsnd at Defiance, Ohio peripheral site; freq 118.2/353.5 mc will be decmsnd at Zanesville, Ohio peripheral site, freqs 134.90/343.60 mc will be comsnd. About Sept 14, freq 385.60 mc will be changed to 269.00 mc at Brookville, Ohio peripheral site.

**INDIANAPOLIS, SKY HARBOR ARPT: 220' (1055'MSL) lgtd twr erected 2 nmi WNW (305°T) at lat 39-49-25, long. 86-03-53. (8-8)

INDIANAPOLIS, WEIR COOK ARPT: About 25 Aug., 395'(1116'MSL) lgtd twr erected 6.5 nmi ENE (71°T) at lat 39-46-01, long. 86-09-29 will be increased to 459'(1171'MSL). (8-3) Caution-soft shoulders all rnwys, constr. Apch lgts & sequence flashers on rnwy 4 shut down for installation of 3 phase regulator substation & modification of threshold lgts, & apch lgts system. (8-9)

INDIANAPOLIS, WEIR COOK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About Aug 30, freq 290.3 mc will be decmsnd. (8-10)

INDIANAPOLIS RADIO: June 17, TACAN shut down until aprx Aug 16-modernization. (8-10)

KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy. (3-25)

**KNOX, STARKE COUNTY ARPT: 228'AGL (938'MSL) lgtd & mrkd guyed rdo twr erected 0.7 mi N. At lat 41-17-46, long. 86-37-20. (7-13)

KNOX RADIO: DMET operg test basis; channel 118. (8-26)

KOKOMO MUN ARPT: Caution, NE/SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)

**LAFAYETTE, PURDUE UNIV ARPT: 140' (850' MSL) lgtd water tank being erected 3 nmi NNE (28°T) at lat 40-27-34, long. 86-54-37. Caution, constr in progress. Use rnwy 5-23 & txwy only. NW/SE sod strip perm clsd.

LAFAYETTE RADIO: DMET operg on test basis; channel 51. (10-10)

MUNCIE, REESE ARPT SPECIAL NOTICE: Flgt Test Area described as follows: S Selma, Ind., lat 40-11, long. 85-17; thence to Farmland 40-11, 85-08; to Modoc 40-03, 85-08; to Losantville 40-02, 85-11; to 40-06, 85-17. Time: dalgt hrs. Altitudes: surface to 2000' above gnd. Used by: Charles T. Scott. Expires 8-30-60. (6-30)

NEW CASTLE MUN ARPT: Four 246' (1314'MSL) lgtd twrs being erected 3.8 nmi WSW (263°T) at lat 39-56-00, long. 85-24-26. (7-20)

RENSSELAER, JASPER COUNTY ARPT: Bcn and bndry lgts inop. (5-17)

**SHELBYVILLE MEM'L ARPT: About 25 Aug., 355'(1125'MSL) lgtd twr will be erected 2 nmi SE (136°T) at lat 39-33-25, long. 85-46-18. (8-8)

**SOUTH BEND, ST. JOSEPH CO. ARPT: Caution, open trenches adjt to E and W side of ramp mrkd with flags and red lgts. Ramp clsd excp acft loading & unloading. Txwys operative but caution, men & eqpmt on and beside ramp. (7-26) Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: all taxi strips & ramp areas from S edge of main SW taxi strip to hangar areas. All use of these areas is at pilot's discretion. (7-27)

SOUTH BEND, ST. JOSEPH CO. ARPT TOWER: ILS lclzr back course unusable -due roughness. (12-31) Glide slope not flyable from MM to touchdown. (9-28)

TERRE HAUTE, COX FLD: Closed. (1-25)

TERRE HAUTE, HULMAN FLD: SW rnwy clsd daily for tkofs and the NE rnwy clsd daily for lndg, btn the hrs of 1200 to 2130GMT until Feb 8, 1961, due toextension constr of the SW rnwy. Threshold lgts on the NE rnwy inop. (6-24) ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hrs delay and no maint on Mon. Plan 62 attended daily from 1415 -0230Z excp Sun and Mon 1415 -2245Z. Transient parking extremely limited no tiedown for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon -Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000'MSL. Concentrated instrument apch activity and simulated flameout apchs within Ctl Zone.

WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)

WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)

IOWA: BOONE MUN ARPT: Closed to all trans acft, constr. (7-15)

IOWA: CEDAR RAPIDS MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: txwys N and W of hangars. All use of these areas is at pilot's discretion. Due nonvisibility, twr unable to observe tfc and provide tfc infor in the following areas: portion of close-in downwind rnwys 1 and 8. (7-28)

CEDAR RAPIDS RADIO: About Aug 15, VOR will be shut down until aprx Aug 24- freq chg to 117.6 mc. (7-14) Durg this period, following substitute route structure & MEAs in efct: V67 ALO VOR via ALO R141°- *Tmpry Vinton, Iowa Int (ALO R141 & TNU R060), 2500'. (*Flag 3200'). Tmpry Vinton, Iowa Int via ALO R141°-Tmpry Cedar Rapids Int (ALO R141 & 261° brg CID H facil), 3000'; V172 TNU VOR via TNU R078-Tmpry Cedar Rapids Int. (ALO R141 & TNU R078), 3000'; Tmpry Cedar Rapids Int. *Via CID H facil brg 082° & PLL R265- Charlotte Int., 3000'. (*Changeover point from CID H facil to PLL remains unchanged). V233 Tmpry Cedar Rapids Int (ALO R141 & 261 brg CID H facil)-Big Rock Int. *via CID H facil brg092°and CVA R 275, 3000'. (*changeoverpoint remains unchanged.) (5-26) July 11, TACAN shut down until aprx Aug 30- channel chg to 123. (7-15)

CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)

CRESTON MUN ARPT: Clsd to transient acft until further notice, rnwy paving. (8-4)

**DES MOINES MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Rnwy 5-23 open dalgt hrs only, ungraded areas both sides of rnwy NE of int with 17-35. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc (mil on 338.6 mc) regardless of wea. Apch ctl will specify reporting point whenflt will change to twr freq. (2-2)

**DES MOINES, NORTH FLD: Rnwy lgts sunset to 2400. (6-29)'

DES MOINES RADIO: About Sept 6, TACAN will be shut down until aprx Oct 28-modernization & channel chg to 88. About Oct 17, VOR/DME will be shut down until aprx Oct 28-freq chgd to 114.1 mc/ channel 61. See page 52 for substitute route structure & tmpry MEAs durg shutodwn. (8-12)

ESTHERVILLE MUN ARPT: Constr of new rnwy in progress, men, eqpmt on fld. Fld open days only, rnwy lgts inop. (6-20)

GRAND MOUND, GRAND FLD: 200' (1005'MSL) lgtd twr being erected 8 nmi SW (229°T) at lat 41-43-06, long, 90-48-20. (6-10)

IOWA CITY RADIO: DMET operg on test basis; channel 123.

LAMONI 10, MKC-MSP ARPT: Entire fld ruf. (8-2)

LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy-1600'; Rmks: bldg W. Fuel: 80-oct avbl on req.

MECHANICSVILLE, McVILLE ARPT: 180'(980' MSL) lgtd twr being erected 13 nmi SSE (169°T) at lat 41-42-21, long. 91-15-05. (6-10)

**RED OAK MUN ARPT: 22' extsn to existing twr makes new overall height 338'(1462'MSL) lgtd twr lctd 1.5 nmi SSE (163°T) at lat 40-59-53, long. 95-14-10. (7-7)

SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2800'MSL. Due nonvisibility, twr unable to observe tfc and provide tfc infor in the following areas: ramp tfc in front of admin bldg, on portions of ramp & txwy NE of AF hangars, first 1500' of rnwy 22 and on portions above the twr, of 360° overhead apchs to all rnwys. (7-28) Sequence flashers on apch lgtg system lgt number one thru 21 on rnwy 31 comsnd. (8-9)

SIOUX CITY MUN ARPT TOWER: About Aug 29, ILS lclzr and glide slope will be shut down until aprx Sept 5- narrow course width to 4°, modernization of glide slope detector antennas. (7-15)

SIOUX CITY RADIO: DMET operg test basis; channel 112.

STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)

WATERLOO MUN ARPT: Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: portions of ramps W of hangars. All use of these areas is at pilot's discretion. Men & eqpmt on fld dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (8-1)

WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR- Tmpry Waterloo Int (RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275)-TNU VOR. V100 FOD VOR-Tmpry Waterloo Int. (FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR- Tmpry Waterloo Int (CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int- MCW VOR. V161W use for that portion from Union, Iowa Int. to Waterloo, Iowa VOR-15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.

IOWA: WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)

WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; fuel F2.

KANSAS:**ARKANSAS CITY ARPT: 169'(1252'MSL) lgtd twr erected 2.8 nmi N(18°T) at lat 37-02-45, long. 97-00-45. (7-11)

CLAY CENTER MUN ARPT: Caution, work in progress, shoulders of paved strip soft and hazardous. (8-8)

DODGE CITY MUN ARPT: About 29 Aug., 204'(292'MSL) lgtd twr will be erected 13 nmi SW(241°T) at lat 37-38-42, long. 100-14-01. (8-2)

GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.

**HAYS MUN ARPT: New arpt reported. Lat 38-51-00, 99-16-30; lctd: 3.0 ESE Elev: 1998'. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts on 16-34 SS-SR. rotg bcn, clear & green; 100/130 octane fuel, maj repairs, unicom. Usable durg dry wea. Old Mun Arpt clsd, abandoned. (5-12)

IOLA MUN ARPT: 500' (1500' MSL) lgtd twr being erected 4.3 nmi NNW(352°T) at lat 37-56-02, long. 95-23-25. (6-29)

KANORADO, WINTER ARPT: 142.9' AGL(4052.9'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30.

LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)

MANKATO RADIO: DMET operg test basis; channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

NORTON MUN ARPT: N/S rnwy from int N, clsd for constr. Durg constr entire fld clsd ngt operns. (8-8)

OBERLIN ARPT: 679'(3536'MSL) lgtd twr being erected 7.3 nmi WSW(266°T) at lat 39-49-48, long. 100-42-04. (8-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flgts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)

OSWEGO RADIO: About Aug 20, VOR class will be chgd to M-BVOR. Voice feature will be ctld from FSS-Joplin, Mo. (4-20) All VOR courses unreliable beyond 40 nmi due alignment error excess 2.5°. (8-11)

OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.

OTTAWA MUN ARPT: Bcn inop. (4-5)

PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)

PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)

SALINA RADIO: About Aug 22, VOR/DME will be shut down until aprx Sept 12 - modernization & retuning. See page 52 for substitute route structure & tmpry MEAs durg shutdown.

SUBLETTE FLYING CLUB: N/S strip clsd, constr. (1-6)

TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flgt at or above 3,500 ft MSL. Forbes tfc patn altitude 2,600 ft MSL. All downwind legs are either SW of SE of rnwy in use. (3-18)

TOPEKA, PHILIP BILLARD MUN ARPT: Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: Ramp areas N, E, and W of twr and stone hangar; portions of taxi routes from all hangars to main ramp and N/S txwy; N line of tie-downs S of stone hangar. All use of these areas is at pilot's discretion. Use rnwys & txwys only. Sod areas unusable. (7-28)

**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Main eqpmt operg days. Stay on concrete surfaces-sod unsafe.

WICHITA MUN ARPT TOWER: Soon, ILS glide slope will be shut down - modernization.

★WICHITA-McCONNELL AFB RADAR APPROACH CONTROL: Aug 15, 327.1 mc comsnd.

WICHITA RADIO: PPI apch not authorized for either Wichita Mun Arpt McConnell AFB. Radar vectors to apch facil only. (1-21)

WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys & txwys - days. (4-4)

KENTUCKY: ALBANY ARPT: New arpt reported. Elev: 1000'; one turf rnwy 2000'; 80 oct fuel avbl. (7-7)

BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)

CARROLLTON, BUTLER MEML STATE PARK: New arpt reported. Elev: 480'; one turf rnwy 2400'; no svc. (7-7)

KENTUCKY: CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)

FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vicinity. (10-22)

LEXINGTON BLUE GRASS ARPT: 500' of rnwy 4 clsd for lndgs to the NE. Open ditches, men & eqpmt SW of SW end. Threshold lgts relocated 400' from NE of SW end and set outside rnwy edges each side. 10' red obstn lgts at SW end. Unusable portion of rnwy mrkd for taxi and tkof only. (7-5)

LEXINGTON, BLUE GRASS ARPT TOWER: ILS glide slope shut down indef - arpt constr. About Sept 14, freq 269.0 mc will be chgd to 338.2 mc. (8-11)

LONDON RADIO: About Sept 19 VOR will be shutdown freq chg 113.8/channel 85. See page 52 for substitute route structure & MEAs. (8-9)

**LOUISVILLE STANDIFORD FLD: Sequenced flashing lgt system comsnd rnwy 1; the system operates in conjunction with configuration A apch lgtg system consist of 26 units at 100' intervals starting at the apch end of the system. (7-1)

LOUISVILLE RADIO: July 13, TACAN shut down. - modernization. (7-13)

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

**WEST POINT AIRPARK: Abandoned. (4-13)

LOUISIANA:ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip-sod 3300'x150'. No lgts. Fuel: 80 and 90 oct. A & P mechanic days. Rmrks: P-line N end of strip and lake S. (11-24)

BATON ROUGE-DOWNTOWN ARPT: 203'(259'MSL) lgtd twr being erected 1.5 nmi WSW (255°T) at lat 30-26-52, long. 91-08-14. (6-29)

**BATON ROUGE, RYAN ARPT: 529'(639'MSL) lgtd twr erected 9 nmi NNW(348°T) at lat 30-40-55, long. 91-11-10. (7-20) Constr on ramp, cntr txwy & new txwy lctd 300' S of and parallel to rnwy 13 and 31 SE and NW of cntr int. Trucks crossing 500' of apch end of rnwys 4 and 35. Eqpmt & trucks cross ramp N of trml bldg. Lgtd eqpmt parked S of rnwy 13-31 clear of all rnwys. Rnwy 17-35 clsd S of centr. int. 2700' of rnwy 17-35 N of cntr int open dalgt hrs. Men & eqpmt working up to the edge of rnwys 4-22 and 13-31 at the int of rnwy 13-31. 400' E side of ramp & cntr txwy open. 100' W side of the ramp clsd & barricaded. S txwy btn rnwy 4 and 35 clsd to acft DC-3 and higher. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and/or acft: A narrow section on W edge of S txwy to rnwy 4 S of hangar line & ramp area btn hangars S of twr. Airshow & USAF Thunderbirds demonstration will be held 2000Z to 2210Z Aug 20. Arpt clsd to non-rdo equipped acft durg this period. Arpt clsd to all acft 2140Z to 1610Z durg Thunderbirds team demonstration. Aug 21, is alternate date weatherwise. (7-20)

BATON ROUGE RADIO: DMET operg on test basis; channel 103. (7-20)

JENNINGS ARPT: Bcn & rnwy lgts will be inop, due constr of hi-way. (5-16)

KAPLAN MUN ARPT: 359'(367'MSL) lgtd twr being erected 7.8 nmi S(183°T) at lat 29-52-30, long. 92-16-30. (5-16)

LAFAYETTE ARPT: 1130' of S end rnwy 1-19 abandoned and not usable. Marked by yellow lines days & flares ngts. (8-9)

LAFAYETTE RADIO: About Sept 5, VOR will be shut down until aprx Sept 10 - freq chg to 108.2 mc. (7-19)

LAKE CHARLES ARPT: New arpt reported. Elev: 14'; 2 rnwys, 15-33 inst rnwy 150'x6500'; sod 4-22 is 150 x 4400'. All txwys hi-speed turnoff & ramp concreted. No facils avbl; admin under constr, fld clsd to operns. (7-26)

LAKE CHARLES, CHENNAULT AFB/MUN ARPT: Inbound VFR flgts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.

MONROE,SELMAN ARPT: Rwny 17 designated calm wind rnwy, when wind 5 knots or less.

MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 375' MSL. Aug 1, ILS shut down - modernization. (8-6)

★NEW ORLEANS ARTCC: Aug 1, freq 124.30 mc, chgd to 128.10 mc at Grand Isle La. peripheral site; freq 125.40 mc chgd to 128.20 mc at Hattiesburg, Miss peripheral site; freq 124.70 mc chgd to 128.40 mc & 124.00 mc chgd to 127.80 mc at Lafayette, La. peripheral site; freq 118.4 mc chgd to 128.00 mc at Mobile, Ala peripheral site; freq 124.80 mc chgd to 127.70 mc Pensacola, Fla peripheral site. Aug 12, IFF bcn comsnd.

LOUISIANA: **NEW ORLEANS ARPT: 446' (446'MSL) lgtd twr erected 7 nmi S(188°T) at lat 29-54-04, long. 90-02-28. (8-8) Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously for aprx 6 months from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. (5-27) Due nonvisibility twr unable to determine if the following area of the airport is clear of obstns and/or acft: first 150' of rnwy 31. All use of this area is at pilot's discretion. (7-27)

NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1680' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28, 670 from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31) Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: W side of N concourse below ctl twr, S side of W concourse, E side of old trml bldg, txwy W of Pan Am hangar to TACA hangar, txwy S side of Eastern hangar, txwy E side of old trml bldg. All use of these areas is at pilot's discretion. (7-27)

NEW ORLEANS, MOISANT INTL ARPT TOWER: About Aug 26, dptr ctl freq 121.1 mc will be chgd to 121.0 mc; apch ctl freq 250.4 mc will be chgd to 362.3mc. (8-12)

OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)

PATTERSON, WILLIAMS MEM'L ARPT: 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long. 91-12-30. (4-26) 365'(365'MSL) lgtd twr being erected 10.2 nmi E(106°T) at lat 29-39-52, long. 91-07-41. (6-17)

SHREVEPORT, BARKSDALE AFB SPECIAL NOTICE: Due to extsv trng vcnty, recommend all VFR acft cross the NW and SE 12 mi apch corridors and E tfc patn at 2500' MSL or above, or ctc Barksdale twr 126.2, 236.6 mcs for tfc advisory. (7-6)

SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int.-053° BAD H facil & E course of SHV LFR; Forbing Int.-233° BAD H facil & S course SHV LFR. (6-6)

SHREVEPORT-DOWNTOWN ARPT: Due non-visibility, twr unable to ctl tfc along those portions of N txwy btn rnwys 14 & 18 obscured by hangar. (6-27)

**SHREVEPORT, GREATER SHREVEPORT ARPT: Sequence flasher flt check & comsnd, working in conjunction with configuration A apch lgts, rnwy 13. (7-1) Due non-visibility twr unable to ctl tfc on txwy E side of fld connecting United Gas ramp and main E/W txwy. (6-27)

THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8)

WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-47. (6-2) 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long. 92-49-03. (6-2)

WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)

MAINE: BANGOR, DOW AFB SPECIAL NOTICE: Extensive jet and 4 eng propeller operns being conducted off awys. Additional caution should be exercised in the following areas. (a) W of Bangor, area enclosed by awys A-7, R-25, G-1 and Maine and N.H. borders and V-93; (b) SW of Bangor, area enclosed by awys R-58, B-84 and coastline; (c) E of Bangor, area S of R-58, S along ADIZ to Rockland. Suggest acft in these areas and/or within 25 nmi of Dow AFB ctc Dow AFB advisory svc on 363.8 or 137.88 mc. Mil tfc patn 1400'MSL. Low apchs initiated from Bar Harbor 4000' MSL and below to rnwy 15 in area 10 nmi NW of fld.

BREWER ARPT: Extreme caution, jet apchs and tkofs from Dow AFB. Efctv tfc patn 600', rgt tfc lndg to N, all apchs and dptrs to be made E of arpt.

EASTPORT MUN ARPT: Caution, min use of NE/SW rnwy, breaks in pavement. Hi brush along pavement edge. NW/SE resurfacing completed. (6-29)

LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'. (4-17)

LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green 1 to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren. Left turn at Van Buren descending to 4000 direct to Presque Isle omni then turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88. (6-7)

**MILLINOCKET MUN ARPT: Caution E half rnwy 11-29 bndry/obstn lgts on 40' poles parallel to and 150' off edges. Bndry lgts rnwy 16-34 removed permly, rnwy lgts resumed normal opern

MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° MOCA.

MAINE: NORRIDGEWOCK MUN ARPT: Clsd Aug 27, 28, and Sept 10, & 11, sport car racing.

OLD TOWN MUN ARPT: Contact lgts on rnwy 4-22 inop until further notice. (4-20)

PERU, LINNELL'S ARPT: Inactive.

PRESQUE ISLE MUN ARPT: USAF prohibits low flying over missile sites at N end of arpt. Use rgt tfc patn rnwys 10 & 19, left tfc patn rnwys 1 & 28. (6-22)

RANGELEY MUN ARPT: NE SW rnwy clsd and mrkd. (7-28)

SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd Aug 28; Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29) Unscheduled parachute jumps being held. (7-28)

WISCASSET ARPT: New arpt reported. Lctd. 3.0 mi SE; elev: 62'; one turf strip 2400'; Rmks: Soft when wet. (7-1)

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)

BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Exec Trml Pan Maryland Awys. Load & unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Exec Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo-jet or turbofan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men & eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors.

BALITMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown-acct roughness. About Sept 14, freq 122.5 mc(rcvr) will be decmsnd; freq 122.7 mc will be comsnd. (8-12)

BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)

BALTIMORE, PIER 4 HELIPORT: Lctd Pier 4 Pratt St., lat 39-17-04, long. 76-35-24. Day mrkgs, blast fence, no lgts or svcs. (7-20)

ELKTON, LOVETT ARPT: Glider operns dalgt hrs VFR conditions - air tow. Sundays, parachute jumping alt up to 3000'. (6-17)

GRANTSVILLE RADIO: DMET operg on test basis; channel 53. (7-8)

HAGERSTOWN MUN ARPT: Caution, constr in progress; men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng unable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.

OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0SW; elev: 12', 1-NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 octane fuel avbl.

SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)

SALISBURY-WICOMICO CO. ARPT: Free swinging tetrahedron unreliable. (8-5)

SHADYSIDE RADIO: About Aug. 25, VOR name and ident will be chgd to Nottingham; OTT.

WESTMINSTER ARPT: Glider activities occasionally conducted, durg these operns a yellow flag will be displayed adjt to wind tee on W side of rnwy. (9-11)

MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

BEVERLY RADIO: H facil unusable beyond 15 nmi from 185° clockwise to 215° at MOCA.

BOSTON ARTCC: About Aug 25, freq 127.8 mc will be comsnd; freq 125.8 mc will be decmsnd Rome, N.Y. peripheral site. (7-12) About Aug 30, freq 133.75 & 120.3 mcs will be decmsnd freq 132.40 & 121.0 mc will be comsnd Woodstock, Conn. peripheral site. (7-25) About Aug 30, freq 120.6 mc will be decmsnd & 124.0 mc will be comsnd at Melrose, peripheral site. About Aug 16, freq 132.65 mc will be chgd to 132.50 mc at Lake George, N.Y. peripheral site. (7-31)

BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All enroute VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) Neon apch lgts shut down due constr.

BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 20-arpt constr.

MASSACHUSETTS: BOSTON, BEVERLY ARPT SPECIAL NOTICE: Efctv immediately, the folwg tmpry ADF instr apch procedure is authorized pending publication in the Federal Register. Arpt elev, 108', facil MHW; ident TOF, procedure #1, orig. facil owned and operated by city of Beverly, Mass. Coordinates: 42-37-10, 70-57-24. Transitions: from awy at min enroute alts. Procedure turn N side of crs, 333° outbnd, 153° inbnd, 1500' within 10 mi. Min alt over facil on final apch 900'. Crs & dist, facil to arpt, 153° 2.2 mi. Mins: tkof day and ngt, all acft, 300-1; circling day and ngt, two-eng 500-1, four eng 500 1-1/2; alternate day and ngt, NA. Missed apch: if visual ctc not established upon descent to authorized lndg mins or if lndg not accomplished within 2.2 mi, make climbing left turn to 1500' and return to TOF MHW. Hold left turns, one-min patn, inbnd brg 153°. Note: Hill with lgtd obstns 0.2 mi S of apch end of rnwy 33. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (8-12)

**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun areas NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Turbo-jet acft lndgs & tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 prohibited. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution, seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White centerline bar lights and sequence flashers spaced at aprx 100' intervals on extended runway centerline from 42'-1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. Non-transient parking avbl in lmtd AFNG area. Official bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27. (4-28) Men & eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to limited taxiing clearance evacuation & obstns. (6-8)

BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)

CANTON RADIO: Private H facil unreliable from 90° to 120°. (7-15)

FALMOUTH-OTIS AFB SPECIAL NOTICE: Artillery firing to be conducted in Restricted Area 14, durg period 1100Z 23 Aug 60 until 0400Z 2 Sept 60. Max trajectory will be 6000', 4000' N of centerline of rnwy 14. Tfc restriction ctld by Otis Twr. Ctn advised.

HAVERHILL ARPT SPECIAL NOTICE: Flt Test Area described as follows: SW corner, lat 42-52, long. 71-03, to NW corner 42-56, 70-03, to NE corner 42-56, 70-58, to SE corner 42-52, 70-58, to pt of bgng. Hours: 8:00AM to 12:00PM. Altitudes: 3000' or less to a min of 1500' above gnd. User: Howard F. Dutton Expires Sept 26, 1960. (8-4)

HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.

LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc Unicom. (6-3)

MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)

MARTHA'S VINEYARD ARPT SPECIAL NOTICE: Effective upon commissioning date on or about 24 June 60, the following tmpry TerVOR-33 instr apch procedure is authorized pending publication in Federal Register: arpt elev: 68', facil VOR, ident: MVY, procedure no. TerVOR-33, original. Transition from Jessey Int to MVY-VOR, direct, 2000'. Procedure turn E side of crs 157° outbnd, 337° inbnd, 1300' within 10 mi. Min alt over facil on final apch crs., 1068'. Crs and dist from int rnwy centerline extended and final crs to apch end of rnwy, 326° - .43 mi. Missed apch: if visual contact not established upon descent to authorized lndg mins or if lndg not accomplished within 0 mi, make right climbing turn to 1300', intercept & hold on 090° radial VOR 1-min patn left turns. Ceiling and visibility mins: tkof, day and ngt, two-eng, 300-1; more than 2-eng, 200-1/2. Circling day and ngt, two-eng, 1000-1; more than two-eng, 1000 1-1/2. Straight-in day and ngt-rnwy 33, all acft, 1000-1; alternate day and ngt, all acft, not authorized;

MASSACHUSETTS: Note: alternate wea mins of 1000-2 authorized for those who have an approved arrangement for wea svc at the arpt. Information Note: ceiling of 1000-1 required pending modification of ctl zone to accommodate mins of 500-1 which will then be authorized by appropriate amdt. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (6-24)

MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 70-58; elev: 61'; one sod strip E/W-3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl.

NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area. (5-18) Caution, maj constr with excavation work near westerly shoulders of first 1,000' rnwy 6 and W of adjt taxi strip. Hazardous areas will be flagged days & obstn lgtd ngts. Extsv fld work in progress until Nov 1. (6-29)

NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)

ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.

ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)

WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000'; all conventional acft enter standard tfc patn at 1100' MSL, all jet acft enter on a 5 mi initial at 1700' MSL for a 360° overhead apch to rnwy 2 or 20. (1-22) Rnwy lgts on 15-33 inop, rnwy restricted to dalgt operns only. (7-14)

WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)

MICHIGAN: SPECIAL NOTICE: North Lake, Michigan Controlled Firing Area until 1/1/61, estab within the following area: beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000' MSL. Time of use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (7-5)

ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)

ALPENA SPECIAL NOTICE: Activation of temporary ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 mi of Phelps-Collins Arpt & extending 2 mi either side of 005°-185° T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N, 83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr call sign "Collins Twr". Hrs of opern 1100Z to 0300Z daily. Operating freqs primary mil 236.6 and 126.18 mcs. Lcl ctl 351.2 mcs. Gnd ctl 275.8 mcs. Emgcy 243.0 and 121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Rcvg 120.1 and 122.5 mcs. Acft without rdo communs will be ctld by standard lgt gun signals. UHF/DF hrs of opern 1100Z to 0300Z daily, call sign "Collins DF homer", operating freq 305.4 mcs. Req UHF/DF svc thru Collins twr. Durg those periods of un-manned twr, acft flt planning for Phelps Collins arpt, Alpena, Mich. should use extreme ctn in vcnty of arpt. (5-20)

ANN ARBOR MUN ARPT: New txwy constr parallel to NW/SE rnwy on N side, NW/SE rnwy widened, rnwy lgts inop. Caution, men, eqpmt and stakes in this area. (7-14)

BATTLE CREEK, KELLOGG REGIONAL AIRFLD: Constr in progress on the overrun on the apch to rnwy 22. The overrun on the NE end or rnwy 4-22 is being extended from 830' to 1,000' in length & the grade is being lowered; eqpmt on overrun from 0700-1730 Mon thru Fri, constr area mrkd & lgtd. (7-5)

BATTLE CREEK RADIO: VOR unusable beyond 5 nmi 145°-155° clockwise-due scalloping and/or roughness. (12-16)

BAY CITY, CLEMENTS ARPT: Caution, N/S rnwy clsd, lgtg constr; men, eqpmt on fld.

BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

BOYNE CITY MUN ARPT: 30' AGL(715'MSL) unlgtd & unmrkd one story school bldg, being erected 600' SW on the E/W lndg strip; lat 45-12-23, long. 85-00-02, estimated completion Sept. 1. (7-20)

CADILLAC MUN ARPT: Open to ngt operns. (5-19)

CLARE MUN ARPT: Two 184'(1060'MSL) lgtd twrs being erected 2 nmi S(188°T) at lat 43-48-15, long. 84-45-55. (6-21)

★DETROIT ARTCC: LaGrange, Ind ARSR comsnd. Enroute radar air tfc ctl svc provided by ARTCC utilizing radar separation standards and applied as necessary for expediting tfc. Svc cont within Detroit Center Area along the following airways: V30, 170, 116, 10, 84, 55 and 30S within an 80 nautical mile radius of LaGrange, Indiana site. (8-12) About August 30, frequency 125.9 mc will be changed to 128.50 mc at Grand Rapids peripheral site. (8-10)

MICHIGAN: **DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (7-15) Twy

MICHIGAN: TRAVERSE CITY MUN ARPT: 254'(1290'MSL) lgtd twr being erected 4.6 nmi

[redacted]: DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress. (7-15) Due non-visibility twr unable to observe tfc & provide tfc info for the first 1000' of rnwy 2. (7-30)

DETROIT, METROPOLITAN WAYNE CO. ARPT: Constr work S of apron btn txwy B & C; bldg constr in front of and along side main trml bldg. Apch lgts & sequence flashers on rnwy 3L shut down for installation of 3-phase regulator substation & modification of threshold lgts & apch lgt system. Constr work in progress on txwys & parallel to rnwys 3R-21L & 3L-21R SW from rnwy 9-27. Obstn lgts on constr eqpmt lctd inside SW bndry fence midway btn rnwys 3L and 3R. (7-28)

★ DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15) Aug 10, freq 142.74 mc decmsnd. (8-10)

ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long. 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg category (1) 0800-2000; Montrg category (3) 2000-0800.

**FLINT, BISHOP ARPT: 136'(904'MSL) lgtd twr erected 2.5 nmi ENE (71°T) at lat 42-59-59, long. 83-41-42. (8-5)

GLADWIN RADIO: BMH facil usable dist limited to 15 mi 190°-280° clockwise due interference. (2-26)

GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 13R-36L and int anwy 4; rnwy 18R-36L clsd ngts. (11-3)

GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29) About Aug 30, freq 307.9 mc will be chgd to 313.4 mc. (8-11)

HART-SHELBY ARPT: Caution NW-SE strip hazardous, loose sand and brush. (8-24)

IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evenin, in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)

JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes usable as txwy. Constr in progress on trml bldg & ctl twr, lctd E of W, N/S txwy and N of S, E-W txwy and ramp area. (5-5)

KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)

LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245 kc serviceable aprx 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS glide slope unusable from MM to touchdown. (6-28)

MARQUETTE-COUNTY ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16) Caution hvy constr eqpmt crossing rnwys dalgt hrs. (7-11)

MASON, JEWETT ARPT: N-S strip clsd all operns; deep ruts at int of N-S and E-W strip, use caution. (5-26)

MT. CLEMENS, MACOMB ARPT: Caution, constr W end of fld; 2200' E end rnwy 9-27 open.

MUNISING, HANLEY FLD: Constr of new rnwy in progress, men & eqpmt on fld. Old rnwy usable. (6-15)

MUSKEGON RADIO: Aug 5, TACAN shut down until aprx Sept 16 - modernization. (7-15)

OWOSSO-CITY ARPT: Temp 60' twr erected on arpt; mrkd, yellow flags & two red lgts on poles 3' above twr. (11-2)

PECK RADIO: DMET operg on test basis; channel 96; not synchronized with VOR ident. Aug 8, VOR shut down until aprx Aug 22-modernization & freq chgd to 114.0 mc. (7-15) Durg this period, use following: V84 Flint, Mich. VOR - Tmpry Peck, Mich Int. (FNT R071° & MBS R108°), 5000'; Tmpry Peck Mich Int(FNT R071° & XU R286°) - London, Ont. VOR via XU R286°, 5000'. V216 Saginaw, Mich. VOR - Tmpry Peck, Mich. Int. (MBS R108° & FNT R071°), 5000'. (7-21)

PLAINWELL, OTSEGO-PLAINWELL ARPT: Caution, constr eqpmt operg apch end rnwy 9. Caution, lndg on E-W rnwy. (6-15)

PLYMOUTH, METTETEL ARPT: Caution lndgs S, clear auto tfc on road at N end.

PONTIAC, ALLEN'S ARPT: Caution, 1000' E end rnwy 29 under constr. (1-12)

ROGERS CITY, PRESQUE ISLE CO ARPT: Closed.

SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on request. Constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd & lgtd. (6-15)

SAULT, STE. MARIE ARPT: Caution, constr in progress on NW/SE rnwy durg dalgt hrs, rnwy surfacing, duration Aug 25. (6-28)

STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)

MICHIGAN: TRAVERSE CITY MUN ARPT: 254'(1290'MSL) lgtd twr being erected 4.6 nmi W(292°T) at lat 44-46-11, long. 85-41-22. (4-25)

MINNESOTA: ANOKA ARPT: About Dec 23, arpt will be clsd. (8-9)

BAUDETTE MUN ARPT: 265'(1395'MSL) lgtd twr being erected 5 nmi WSW(247°T) at lat 48-41-30, long. 94-43-40. (8-1)

★ BAUDETTE RADIO: July 30, state owned VOR comsnd. Freq: 111.6 mc. Ident: BDE. Lctd: lat 48-43-15, long. 94-36-00. Montrg category (3). Rcvr 122.1 mc. Voice avbl 0800-sunset. Class: L-VORW.

BEMIDJI MUN ARPT: NW-SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwy and rnwys, area being used for testing. (12-3)

COOK MUN ARPT: NE-SW rnwy clsd. (5-20)

**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Tmpry threshold lgts installed 500' W of E end rnwy 27. Air Force and Air National Guard jets operg all wea conditions verty o; DLH, all alts, conducting jet penetrations, VFR simulated flame-outs, and 360° overhead lndg apchs. Simulated flame-outs alts from 16,500' MSL. Jet tfc patn alt 3,000' MSL. Enroute and lndg acft ctc DLH twr for advisories and clearance. Transmissometer comsnd. (8-10)

DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (8-10)

DULUTH RADIO: VOR unusable 115° clockwise to 135°, due excessive scalloping. DMET operg test basis; channel 73. (8-10)

ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE city of Babbitt. (6-7)

EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (5-7)

**HECTOR ARPT: 550'(1649'MSL) lgtd twr erected 7 nmi W(287°T) at lat 44-45-50, long. 94-52-10. (7-9)

HIBBING, CHISHOLM-HIBBING ARPT: Caution, constr 1390' exten SE end rnwy 13-31 days. Obstn in apch area to rnwy 31. (7-7)

ISABELLA, DUNCAN AIRFLD: 265'(2304'MSL) lgtd twr being erected 5 nmi SE(137°T) at lat 47-33-10, long. 91-19-50. (8-2)

MANKATO RADIO: State owned VOR operg test basis; Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000, Rcvg 122.1 mc. Class: L-VOR. (3-16)

MINNEAPOLIS ARTCC: About Aug 30, freq 118.4 will be chgd to 127.50 mc at Redwood Falls peripheral site; freq 119.4 will be chgd to 127.90 mc at Duluth peripheral site; freq 120.3 mc will be chgd to 128.50 mc at Dickinson, N. D. peripheral site; freq 124.2 mc will be chgd to 128.40 mc at Pierre, S. D. peripheral site; freq 124.4 mc will be chgd to 127.40 mc at La Crosse, Wis. perpheral site; freq 125.3 mc will be chgd to 128.20 mc at Jamestown, N. D. freq 125.3 mc will be chgd to 128.40 mc at Wausau, Wis. peripheral site, & freq 125.4 mc will be chgd to 127.10 mc at Minot, N. D. peripheral site. (8-10) About Aug 30, freq 269.4 mc will be chgd to 271.2 mc Wausau, Wis. perpheral site. (8-11)

**MINNEAPOLIS-ST. PAUL INTL(WOLD CHAMBERLAIN) FLD: 148'(967'MSL) lgtd twr erected 5 nmi N(1°T) at lat 44-57-26, long. 93-13-45. (7-20) Rnwy 4-22 clsd to all flt operns due to maj constr along both sides of rnwy immediately SW of 4-22 & 11L-29R int. Work will be in progress 24 hrs daily excp Suns til aprx Sept 10 and rnwy will be avbl for use durg this period only when wind or wea conditions preclude use of other rnwys. Day and ngt mrkd. Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Hvy rock blasting thru area 0700-1700C daily excp Suns. Bldgs being erected btn rnwys using 130' cranes obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy rnwy 4. First 1000' NE end rnwy 4-22 clsd to non-mil acft. Tkof permitted when wind conditions dictate in interest of safety, may be used for taxiing and overruns for NE lndgs. (7-15) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and or acft; Int rnwys 4-22 & 11R-29L & associated txwys. All use of these areas is at pilot's discretion. (7-27)

★ MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) FLD TOWER: May 6, ILS lclzr & glide slope (ident MSP) shut down until aprx Jan 15, 1961 - lclzr modification. (5-6) July 5, ASR-2 shut down until aprx Sept 5 - modification. (7-5) Aug 12, UHF DF comsnd Freqs 243.0, 305.4 mc.

MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.

MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW, SE rnwy soft - 1800' usable. (4-24)

MINNESOTA: NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER, LOBB FLD MUN ARPT: 20' cranes operg 200' SW end rnwy 2-20 unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs.
ROCHESTER MUN ARPT: New arpt reported under constr. Lat 43-55, long. 92-30; lctn; 8.0 S, elev: 1310'; 2 bit rnwys, clear & green bcn; hi-intensity rnwy lgts, apch lgts; clsd.
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10) About Sept 1, VOR montrg category will be chgd to (3) & class will be chgd to M-VORW until aprx Spet 15.
STANTON, CARLETON ARPT: 320' (1530'MSL) lgtd twr being erected 8 nmi S(183°T) at lat 44-20-38, long. 93-01-03. (5-13)
WORTHINGTON RADIO: Aug 9, state owned VOR operg test basis. Freq: 110.6 mc. Ident OTG. Lctd lat 43-38-57, long. 95-34-51. Montrg category (3). Voice avbl 0700-2100. Rcvr. 122.1 mc. Class: L-VOR. (8-11)
WINONA RADIO: VOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E (93°T) at lat 33-09-33, long. 90-08-53. (5-13)
BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'.
CLARKSDALE, FLETCHER FLD: 278.6'(144.6'MSL) lgtd twr being erected 8.1 nmi S(184°T) at lat 34-09-10, long. 90-32-21. (5-13)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
GREENVILLE AFB SPECIAL NOTICE: Exstv jet VFR trng conducted 7000' MSL & below in an area on V1522 btn Moorhead, Miss. & a point 51 nmi W of base at the Saline River. VFR penetration being conducted N of base within 25 nmi clear of V1522 btwn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not fesaible contact Greenville AFB twr on 126.2 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)
GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 2200-0600 daily. (5-12)
GREENVILLE MUN ARPT: 119'(269'MSL) lgtd twr being erected 3 nmi WNW(293°T) at lat 33-24-37, long. 91-03-19. (7-14)
GREENWOOD MUN ARPT: 167'(299'MSL) lgtd twr being erected 1.2 nmi NNE(34°T) at lat 33-31-15, long. 90-10-43. (6-17)
GREENWOOD RADIO: Aug 8, VOR shut down freq chg to 114.7 mc and class chg to H-BVOR. Durg this period following tmpry route structures established: V9 JAN 348° & MEM 186°, MRA 7000'. V278 Hampton Int - Stewart Int via TXK 082° and UBS 265°, MRA 14,000'. Following tmpry ints established: Redwood Int - MCB 338° & JAN 263°, MRA 4000'; Phoenix Int - MCB 345° & JAN 285°, MRA 4700'; Canton Int - MCB 007° & JAN 064°, MRA 4600'; Decatur Int - UBS 204° & MEI 272°, MRA 4000; Stewart Int - UBS 265° & JAN 026°, MRA 3500'. (8-8)
GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR remaining 2000' unlgtd.
GULFPORT AFB RADIO: USAF H facil operg June - Aug. Freq: 269 kc. Ident: GFM. Twr operg 0600-1800 daily from Aug 12 thru Aug 28. Freqs: tsmts & rcvs: 121.5, 126.18, 236.6, 259.6, 121.3, 243.0 mc. Rcvg: 122.5 mc. Acft without rdo will be ctld by standard lgt gun singals. UHF/DF freqs 305.4 & 343.0 mc. (7-27)
JACKSON RADIO: About Aug 15, TACAN will be shut down until Aug 25 - eqpmt installation.
LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE centr pt fld.
**MADISON, CAMPBELL FLD: Unicom 122.8 mc. All rnwys clsd, rnwy lgts inop. Constr on fld; mrkd NE/SW sod strip 2400' W side fld 20-1 slope open to tfc. (7-7)
**MERIDIAN, KEY FLD: Rnwy 9-27 clesd. Rnwy 14-32 perm discontinued. (7-2)
MERIGOLD ARPT: 341'(488.6'MSL) lgtd twr being erected 21 nmi E(92°T) at lat 33-50-05, long. 90-18-58. (5-13)
OXFORD, UNIVERSITY-OXFORD ARPT: Caution parking area under constr, hvy eqpmt on fld. (6-27)
PICKENS, PRESLEY'S ARPT: 266'(590'MSL) lgtd twr being erected 7 nmi WSW(258°T) at lat 32-52-14, long. 90-06-07. (6-30)
RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (4-1) 278.5'(652'MSL) lgtd twr being erected 17.9 nmi WNW (309°T) at lat 32-29-05, long. 90-41-31. (6-30)
TUNICA ARPT: 291'(470'MSL) lgtd twr being erected 8.5 nmi S(196°T) at lat 34-30-34, long. 90-25-58. (5-12)
MISSISSIPPI: YAZOO CITY, BARRIER FLD: 191'(548'MSL) lgtd twr being erected 10.1 nmi SSE(170°T) at lat 32-42-26, long. 90-22-16. (6-30)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt, acct concentration of tfc all alts. Where possible suggest all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated. Lctd 1.5 mi NW. 1 turf rnwy N/S-2200'; 80 oct fuel avbl; no acft maintenance; Soft when wet, land at own risk. Attended 1700CST to 0700CST. (3-29)
CAPE GIRARDEAU MUN ARPT: 1677'(2487'MSL) lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. (5-4) NW/SE sod strip clsd. (9-8)
COLUMBIA MUN ARPT: Constr, men & eqpmt on fld durg dalgt hrs. (7-11)
CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500' MSL to 4500' MSL. Expires 9 Sept. 1960. (6-8)
DOGWOOD RADIO: Soon, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield. (6-15)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
★HALLSVILLE RADIO: Aug 12, VOR. DME ident chgd to HLV. (8-12)
**INDEPENDENCE MEML ARPT: Unicom 122.8 mc comsnd. (7-29)
JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope. (10-28)
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
KANSAS CITY ARTCC: About Aug 30, freq 132.50 mc will be chgd to 132.20 mc Mason City, Iowa peripheral site. About Aug 31, freq 385.4 mc will be chgd to 271.2 mc Anthony, Kans. peripheral site. (8-11)
KANSAS CITY RADIO: Moderate multiples SW and SE courses LF rng.
MAPLES RADIO: DMET operg on test basis; channel 89.
MOBERLY, BRADLEY ARPT: NW/SE rnwy lgts in opern. Other lgtg inop. (8-24)
ST JOSEPH SPECIAL NOTICE: Caution-TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vicinity of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph rdo or Rosecrans twr for advisories and clearances. (2-8)
**ST. JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to int of N/S rnwy clsd to all tfc until further notice. Surface condition poor requiring extsv rprs. Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft; bgng 260' SE from the cntr intsxn of the diagonals on rnwy 13 for a dist of 340' and bgng 300' SW from the cntr intsxn of the diagonals on rnwy 22 for a dist of 560'. All use of these areas is at pilot's discretion. (7-28)
★ST. JOSEPH, ROSECRANS MEML ARPT TOWER: Aug 3, ILS lclzr course width chgd to 4°.
ST LOUIS ARTCC: About Aug 30, freq 124.9 mc will be chgd to 127.50 mc at Springfield peripheral site; freq 124.3 mc will be chdg 128.40 mc at Lebanon peripheral site. (8-10) About Aug 31 freq 319.2 mc will be chgd to 327.1 mc. (8-10) About Aug 30, freq 271.2 mc will be chgd to 310.4 mc Joplin, peripheral site. (8-11)
**ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT: First 700' apch end rnwy 6 & txwy C clsd Men & eqpmt on rnwy & txwy. Constr in progress last 2000' apch zone of rnwy 6. Excavation 18 inches deep S side txwy A 250' to 400' SE rnwy 6. Constr areas flagged & flared. Two silos 65'-AGL lctd aprx 1,600' from end rnwy 30 & 300' N of cntrline rnwy 30 unlgtd. Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ramp and txwys SE of new trml bldg, ramp areas of air freight trml bldg, TWR and Young Aviation hangars. All use of these areas is at pilot's discretion. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' rnwy 6, constr area mrkd. Shoulder soft rnwy apchs ruf & unusable; grass area clsd. Bright mercury vapor lgts on highway 70 aprx 3000' from apch end rnwy 6 may be mistaken for rnwy when breaking clear of overcast from lake apch durg hrs of darkness. (7-22)

(16 August 1960)

MISSOURI: ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution-lclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1)

NEBRASKA: WOLBACH RADIO: DMET operg on test basis;channel 111. About Sept 5, VOR will be shut down until aprx Sept 19- modernization & retuning. (8-12)

[redacted]: ST. LOUIS, LAMBERT-ST. LOUIS MUN ARPT TOWER: Caution-Iclzr courses subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. (11-1) June 20 ILS Iclzr and glide slope and DME shut down until aprx Sept 20- relctn. (6-20) About Sept 29, PAR ctl svc will be inaugurated. (7-27)

**SEDALIA-COMMERCIAL ARPT: Perm clsd to public; private fld. (7-11)

VERSAILLES MUN ARPT: N-S and NE-SW rnwys clsd. (6-9)

VICHY RADIO: June 20, TACAN shut down until aprx Aug 15, modernization.

[redacted]: **BRADY, GOLLEHON ARPT: Abandoned. (7-11)

BRIDGER MUN ARPT: N-S rnwy under constr, land at own risk. (5-16)

CHESTER ARPT: Clsd, constr; bcn remains lighted. (4-5)

DILLON ARPT: Bcn & bndry lgts inop, clsd ngt operns, constr N/S rnwy. (12-30)

FORYSTH ARPT: NW/SE and NE/SW strips extremely ruf. (8-1)

GREAT FALLS ARTCC: See page 36 for freq changes efctv about Aug 15. (7-28)

GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26) Apch lgt lane shut down until aprx Aug 19, installation of flasher. (8-9)

GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)

LIVINGSTON RADIO: About Aug 29, VOR will be shut down until aprx Sept 9- reconstr. Durg this period, the following route structure & MEAs in effect: Unusable Awys: V2, BZN-BIL; V127, LVM-HLN; J13V, CPR-GTF. (8-10)

**MALTA ARPT: 160' twr erected 37.2 nmi SW (228°T) at lat 47-56, long. 108-34. (7-6)

MEADOW CREED USFS ARPT: Caution, soft and not usable after hvy rains. (6-22)

MILES CITY RADIO: About Aug 24, TACAN shut down until aprx Sept 24- reconstr. (8-4)

MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11; Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)

MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.

WHITEHALL RADIO: All rcvg freqs interrupted durg scheduled wea bscts VOR & LF rng.

[redacted]: BROKEN BOW MUN ARPT: Caution, constr work in progress on arpt apron and txwy. (7-1)

**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days wk durg dalgt hrs within the unctl airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each wea bcst.

COLUMBUS MUN ARPT: ENE-WSW sod strip closed. (11-2)

GRAND ISLAND ARPT: 160'(2023'MSL) twr being erected 2.8 nmi SSW (209°T) at lat 40-55-37, long. 98-20-32. (7-9)

HAYES CENTER RADIO: TACAN brg info unusable beyond 30 nmi at MEA btn 225° clockwise to 245° due roughness. (7-2)

HOLDREGE MUN ARPT: Caution, constr; men, eqpmt working on shoulders adjt to N-S rnwy; lgts inop N-S rnwy. (7-9)

**OMAHA, EPPLEY AIRFLD: E 300' rnwy 8-26 clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones; rnwy 2-20 clsd ngt operns. Caution, constr in progress, vehicles crossing ramps and txwys W portion of arpt adjt to trml area. (7-5) Hi-intensity sequence flashers in conjunction with configuration A apch lgt system comsnd rnwy 14L; flush type lgts 300 and 400' from rnwy threshold not installed. (6-30)

OMAHA, EPPLEY AIRFLD TOWER: ILS glide slope unusable from MM to touchdown-due glide slope roughness. (5-3) About Aug 15, ILS glide slope will be shut down until aprx Aug 22- modernization. (7-28)

ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200'MSL 17 to 25 mi. (5-2)

SIDNEY ARPT SPECIAL NOTICE: Sioux Ordnance Deport approx. 8 nmi NNW advises that ammunition and ammunition components are destroyed by detonation 1400-2300Z Mon-Fri; in addition, large items destroyed by burning are initiated at 2300Z and considered a hazard to loy flying acft until approx 0400Z. (8-10)

[redacted]: WOLBACH RADIO: DMET operg on test basis; channel 111. About Sept 5, VOR will be shut down until aprx Sept 19- modernization & retuning. (8-12)

NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW-SE rnwy lgts inop. (4-27)

BATTLE MOUNTAIN RADIO: About Sept 5, VOR will be shut down until aprx Sept 20-freq chg to 114.0 mc; Durg shutdown, following MEAs in efct: Unusable Awys: V6 LOL-LWL; V6N LOL-BAM; V-32 BAM-EKO; V-32N BAM-EKO. Unusable Reporting Points: None. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) Green 3; V-1504-31, LOL to BAM Int. via LOL R-054°, MEA 12,000'; BAM Int. to EKO via EKO R-236°, MEA 11,000'. Usable Reporting Points: BAM Int, EKO VOR R-236° and the SE crs of the BAM LFR. (7-21)

COALDALE RADIO: VORTAC usable dist: 300°-15° and 60°-80° limited 25 nmi at MOCA.

**FALLON SPECIAL NOTICE: Intsv mil jet hi speed low level bombing flts being conducted daily in accordance VFR btn surface and 8000'MSL within an area bounded by coordinates 39-42, 118-55; 32-22, 118-51; 39-24, 118-56; 39-24, 119-00; 39-40, 119-04. These operns considered hazardous to non participating acft and in the interest of safety acft are requested to avoid this area below 8000'MSL. (6-29)

FALLON NAAS SPECIAL NOTICE: Hi-density Jet tfc: Pilots on other than IFR clearances should either avoid or use extreme ctn when traversing the following area within which hi-density jet tfc is operg. Hrs of opern: cont daily at & below 9000'MSL btn long. 119-00 & 118-30 on Green 3 and Victor 6. (6-17)

GOODSPRINGS, SITE 23B, LAX SIC: Course lgts inop.

HAWTHORNE SPECIAL NOTICE: Demolition of ordnance being conducted daily Mon-Fri 0800-1200 lcl time with danger to acft from surface to 10,000'MSL within 1-1/2 mi radius of 38-14-30N, 118-37-45W, aprx 20 mi S of the Naval Ammunition Depot.

LAS VEGAS SPECIAL NOTICE: Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet tfc is operg. Hours of opern: continuous daily btn 4500' & 9000'MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR, direct to the NE corner of Caution Area C436. The alts of 8000' & 9000'MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E V237. At an alt of 23,000'MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11W to 36-55N, 114-26W & bounded on the SW by a line drawn from 35-57N, 114-15W to 36-07N, 115-18W. That portion of V105/V135 lying between Pahrump int and the W edge of Amber 2 between 15,000' and 23,000'MSL. Suggested arrival and departure route NE of Las Vegas: remain E of cneterline of Amber 2 and outer limits of Nellis AFB 5 mi ctl zone at or below 7000'MSL. (7-29) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This are is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in clt zone area, tow target patn btn Nellis AFB & a pt. 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert for special notams which will restrict flt in certain areas. (5-6)

LAS VEGAS RADIO: VORTAC restricted to 30 nmi from 120°-130° at 8000'MSL; 25 nmi 130°-140° at 8000'MSL. 30 nmi 200°-220°, 9000'MSL. 30 nmi from 220°-240°, 11,000' MSL. (7-29)

LOVELOCK RADIO: Aug 2, TACAN shut down until aprx Sept 1-reconstr & channel chg to 112. Aug 15, VOR shut down until aprx Sept 1-freq chg to 116.5 mc. Aug 8, DME channel chgd to 85. Durg VOR sshut down following route structure & MEAs in efct: Unusable Awys: V1500-02 RNO-LOL; V1535 LOL-SDO; V6N LOL-BAM. Unusable Reporting Points: Churchill & Yerington Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless other wise indicated): V6, V1504-31 RNO-BAM via RNO R039° and BAM R231°; MEA 18,000'; V105 OAL-RNO, MEA 12,000'. (8-15)

MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in vcnty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)

MORM ON MESA RADIO: DMET operg; channel 90. VOR/DME restricted to 30 nmi from 055°-100°; 20 nmi 100°-135°; 25 nmi 280°-340°. (7-1)

NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' and 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 117-11; then to pt of bgng.

[redacted]: RENO MUN ARPT: Rnwy 7-25 very ruf, broken pavement, Hazardous to lgt acft. Rnwy 3-21 emgcy use only. (7-28)
RENO MUN ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°. (6-15)
SOD HOUSE RADIO: About Sept 19, VOR will be shut down until aprx Oct 4. Durg shutdown following route structure & MEAs in efct: Unusable Arwys: None. Unusable Reporting Points: None. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-1535 LOL-REO, MEA 15,000. Usable Reporting Points: None. (7-21)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long. 118-38-10. Detonations 0900, Mon thru Thurs
[redacted]: SPECIAL NOTICE: Arpt condition info is avbl by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA-FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord Rdo).
CLAREMONT MUN ARPT: Rnwy lgts inop.
CONCORD RADIO: DMET operg test basis, channel 113. (3-30)
LEBANON-REGIONAL ARPT: Constr E end rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrohedron unlgtd & inop. (3-15)
LEBANON RADIO: VOR unusable 110° clockwise to 115°, beyond 35 nmi. at MOCA. (7-19)
[redacted]: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri. The route will be from ACY helicopter pad (lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050° M to bndry of Idlewild arpt, (lat 40-38-20, long. 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long. 73-46-46) direct Mineola, direct Glencover Rbn thence track out brg of 020° M until intercepting brg of 141° from Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thece heading 102° to intercept 232° radial of BDR VOR thence 052° M to Bridgeport pad (lat 41-10-00, long. 73-07-30).
**ATLANTIC CITY (POMONA) NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13 and SW corner of ramp not visible of twr. Rnwy 13-31 open full 10,000'. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. Caution, extsv fld maint. RAW visual glide path indicator operated 24 hrs daily on test basis; consists of short bars of lgts each side rnwy 13, 750' & 1250' from threshold; when below correct glide path all lgts appear red, when above glide path all lgts appear white, on glide slope indication shows near lgts white and far lgts red; system is adjusted to conform to ILS glide slope. Lgtd 163' radar reflector rected 3600' SW of arpt at lat 36-26-27, long. 74-35-51. (7-12)
ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd. TACAN unsuitable for instr apch procedure. (8-4) About Sept 19, VORTAC will be shut down until aprx Sept 24 - freq chg to 108.6 mc channel 23. (8-11)
BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, protions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.
CALDWELL-WRIGHT ARPT: Clsd all trans acft. Rnwy 9-27 unusable. (6-16)
COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° at MOCA. DMET operg on test basis; channel 98.
COYLE RADIO: DMET operg test basis, channel 81.
DOVER SPECIAL NOTICE: Picatinny Arsenal, a moored balloon with streamers attached to cable will be raised dalgt hrs, with 3 mi visibility, 1000' (1700'MSL)
NEWARK ARPT TOWER: ILS (rnwy 4) LOM unusable beyond 12 mi, 040° clockwise to 090° July 27, ATCRB svc shut down until aprx Oct 12 - relctn. (7-28) July 27, VHF/DF shut down until aprx Sept 16 - relctn. July 28, PAR shut down until aprx Aug 30-relctn & modernization. (8-10)
NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev, 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29. 80' boom lctd 2350' N apch end rnwy 22. 100' E rnwy
[redacted]: 22 cntrline extended; men, eqpmt on fld. 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg.
NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.
READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on wkends from gnd to 7000'.
ROBBINSVILLE RADIO: DMET operg test basis, channel 27. (11-27)
SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOLBERG RADIO: TACAN operg test basis, channel 94.
SPARTA RADIO: DMET operg on test basis, channel 19. (7-17)
STILLWATER RADIO: About Aug 23, VORTAC freq will be chgd to 111.6 mc/channel 53.
TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req, white lgts N edge, blue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acft having prior permission of arpt mgr. Dalgt opern only. (1-22)
TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved only, due to sink holes in sod. Men, eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible. from twr, use extreme caution. Txwy B from E ramp to apch end rnwy 24 open to rdo equipped acft only. Caution, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from twr. (6-10)
WRIGHTSTOWN McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution; extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to 24 mi on SW course. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc or TVOR freq 110.6 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit (AF FM 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields.
[redacted]: ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59; elev: 4200', one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.
ALBUQUERQUE SPECIAL NOTICE: "Cratering-uncased explosives" tests will be conducted 0700 M-1000M daily except Sat & Sun. These ctld firings are conducted only durg VFR wea conditions and lctd aprx 8 mi SSE Kirtland AFB at lat 34-57-30, long. 106-33-45. Soil clods may be thrown to a radius of 1000'. (4-15)
ALBUQUERQUE ARTCC: See page 36 for freq changes efctv about Aug 15. (7-28)
**ALBUQUERQUE, KIRTLAND AFB: Unlimited delay on any maint other than minor not applicable to VIP and air evac acft. Rnwy 17-35 clsd to all acft in excess of 33,000 lbs GWT. Kirtland ASR mins rnwy 8 are 700-1 pending further flt check; possible severe down-draft on apch. (6-11)
ALBUQUERQUE, KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.
BACAVILLE RADIO: DMET operg test basis channel 29.
CIMARRON RADIO: About Aug 25, VOR will be comsnd. Freq: 116.8 mc. Ident: CIM. Lctd lat 36-29-30, long. 104-52-18. Mag. var.: 13°10'E. Elev: 6547' MSL. Montrg category (I). Ctld from Trinidad, Colo. FSS. Class: M-BVOR. (5-25)
CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.18, 118.7 mc or 122.5 mc. (4-14)
COLUMBUS RADIO: DMET operg test basis, channel 85.
**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-35, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)
FARMINGTON MUN ARPT: Rnwy 7-25 clsd until aprx Aug 20, 4500' dirt rnwy 11-29 open; use caution due to hump at int with rnwy 5-23 which is under constr; taxiing authorized on rnwy 11-29. Continuation of apch to touch down prohibited when rnwy occupied. Rnwy 11-29 lgtd by flare pots for ngt operns. (8-11)

[redacted]: **LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the
[redacted]: arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc

NEW MEXICO: **LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.
ROSWELL-WALKER AFB RADIO: About Aug 26, radar dptr ctl will be inaugurated at Roswell Mun Arpt by Walker AFB Apch Ctl. (8-10)
SANTA FE-COUNTY MUN ARPT: Due non visibility twr unable to determine if the following area of the arpt is clear of obstns and/or acft: E/W parking and loading area SE of the twr adjt to hangars and bldgs. All use of this area is at pilot's discretion. (7-28)
SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)
TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)
ZUNI RADIO: Soon, VORTAC will be shut down until aprx Aug 27 - freq chg to 113.4 mc/channel 81. Durg this period, following route structure & MEAs in efct: Unusable Awys: V12N, INW-ZUN; V12S INW Suwanee Int; V62 Chevelon Int-Cactus Int.; V192 ZUN-Acoma Int. Unusable Reporting Points: Hickman & Milky Ints. Usable Awys (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V12-1518 INW-GNT via INW R079° and GNT R254°, MEA; INW - Zuni Int., 13,000', Zuni Int - GNT, 16,000'; V21 SJN-FMN via SJN R345° and FMN R192°, MEA SJN-Zuni Int, 13,000' N-bnd; 9000' S bnd, MCA SJN, 10,500' N; Zuni Int - FMN 20,000' MCA Zuni Int, 20,000' NE bnd. Usable Reporting Points: Acoma Int-GNT R160° and ONM R276°; Chevelon Int INW R153° and SJN R263°; Zuni Int - SJN R345° and INW R079°.
NEW YORK: BATAVIA ARPK: (Private Use Arpt). Parachute jumping at alt up to 12,000' dalgt hrs VFR conditions with ceiling from gnd level 2200' up aprx 1 to 2 miles SW. Live parachutists all year round wea permitting. (7-11)
BATAVIA ARPT: Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)
BETHPAGE, GRUMMAN ARPT: Men, eqpmt on all rnwys daily from 2030Z til dark. (7-15)
BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.
BUFFALO ARPK: Men and eqpmt on rnwys dalgt hrs. (5-19)
BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400, 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr. (8-25)
BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Twr tmpry relctd to hangar roof on NW corner arpt; new lctn 3900' NW of present twr on trml bldg.
★CALVERTON, PECONIC RIVER ARPT TOWER: About Aug 22, ILS LMM will be comsnd. Freq: 222 kc. Ident: IC. Lctd lat 40-53-58, long 72-49-26. Elev: 58' MSL. (7-13) Aug 12, freq 126.18 mc chgd to 126.2 mc.
COOPERSTOWN ARPT: Caution, all rnwys under constr.
DUNKIRK MUN ARPT: Clsd SR-SS Suns and holidays thru Oct 30, drag races.
FARMINGDALE, REPUBLIC ARPT: Pvt. Offl bus only, hrs opern. Mon-Fri 1200-2130Z; rgt tfc rnwy 32.
★FARMINGDALE, REPUBLIC ARPT TOWER: Aug 12, freq 126.18 mc chgd to 126.2 mc.
GLEN FALLS, WARREN CO ARPT: All txwy and ramp lgts inop. (7-13)
GLENS FALLS RADIO: TACAN azimuth unusable beyond 35 nmi from 305° clockwise to 315°; beyond 30 nmi 315°-350°. Distance unusable beyond 35 nmi from 305°-315°; beyond 30 nmi 315°-320°, beyond 25 nmi from 320°-325°, beyond 30 nmi 325°-350° at MOCA.
ISLIP, MCARTHUR FLD SPECIAL NOTICE: ILS Procedure-Rnwy 6, Amdt. 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-20)
ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface.N/S rnwy clsd. Men, eqpmt on fld. (6-10)
LAKE PLACID: Not a seaplane base. Facil for landplane avbl at Lake Placid Arpt.
LIDO RADIO: H facil unusable beyond 12 mi - acct interference from Ft.Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)
MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'.
NEW YORK CITY AREA SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co.Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less that 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)
NEW YORK AREA SPECIAL NOTICE: Extreme caution - hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L. I. and Warning Area W-106 on heading 140° outbound 320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalgt hrs. (12-8)
★NEW YORK ARTCC: Aug 5, freq 124.9 mc decmsnd Sayre, Pa. peripheral site.
NEW YORK, FLUSHING ARPT: Constr work 400' S, aprx 80' crane & pile driver operg in area. Caution lndg N, tkof S over this area; bldg aprx 90' MSL to be constrd. (6-2)
NEW YORK HELIPORTS: W 30th St & Hudson Rvr. Two concrete lndg pads, 80 x 80'; Elev: 7' 91/100 oct fuel. Two way rdo (unicom) rqrd with 30 min notice. Remarks: Caution, ship tfc. Pier A Manhattan Heliport No. 2. CLOSED.
NEW YORK INTL(IDLEWILD) ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (located 4 nmi E of Lido NDB) between 8 pm & midnight EDT, through September 6, 1960. (6-13)
**NEW YORK, INTL (IDLEWILD) ARPT: Surface detection eqpmt(ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. Due non-visibility twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and Txwy T btn txwys O and I; txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O.(4-7) Constr eqpmt working 1200' off apch end rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd and flagged. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps. New section of txwy Z connecting S end of former rnwy 1R-19L with txwy K runup area comsnd. (8-5)
NEW YORK INTL (IDLEWILD) ARPT TOWER: ILS glide slope (rnwy 22L) unusable below 300' MSL acct roughness.
NEW YORK, LA GUARDIA ARPT SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long. 73-48. Two lgtd twrs aprx 390' MSL. (12-3)
NEW YORK, LA GUARDIA ARPT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less thant 1000' or 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 4-22 clsd excp for taxiing via designated txwys to and from M.A.T. Txwy 1 and W run-up pad clsd, mrkd, txwy lgts inop. (4-21) Constr all areas, hvy eqpmt operg daily. Acft follow all cntrlines due current chgs; txwys max wing span 125', greater wing span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of Domestic trml bldg ramp, btn hangars 1 and 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmsl; vehicle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe apron area E of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at water's edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both sides txwy 18-36 btn txwys 2&4. 3-inch deep water puddles all depressions in paved surfaces, during and after rain. (5-13) Constr at int rnwy 13 and 22; men, eqpmt working dalgt hrs vcnty of int; eqpmt mrkd day and ngt; E bndry rnwy 22 across rnwy 13 mrkd by red obstn lgts on 4' stanchions across full width of rnwy 13. Rnwy 13-31 usable 4900' x 150' with overrun of 420' on NW end.
NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ctl on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi; 360°-015°, 4000';015° 100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl, gnd ctl & PAR. ILS glide slope and DME inop. About Sept 15, ILS substitute lclzr lctd pavement of clsd rnwy 4-22; lat 40-46-18, long. 73 52-56; 1120'

NEW YORK: NE of SW end of rnwy pavement will be removed from svc. Concurrently, the lclzr lctd lat 40-46-05, long. 73-52-29; 187' NE of end rnwy 22 will resume opern brg 043° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. (8-10) About Aug 29, VHF/DF will be shut down until aprx Sept 29 - relctn. (7-14) About Aug 29, PAR will be shut down until aprx Sept 16 - modernization. (7-14)

NEW YORK RADIO: July 21, Idlewild TACAN shut down until aprx Aug. 20-modernization.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilots use rnwy at own discretion. (4-7)

NORTH TONAWANDA, SHAWNEE ARPT: Closed. (8-8)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00 (17 nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9) All acft ctc Plattsburgh AFB twr prior to entering Plattsburgh AFB ctl zone. (7-1)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution, 500' E end rnwy 10-28 clsd lndgs Mon-Sat. 7:00 AM-6:00PM due apch lgtg system constr. 5000' rnwy 28 avbl for lndgs. Full length 5500' usable for tkofs. Men, eqpmt off E end rnwy 28 durg these hrs.

ROCHESTER-MONROE CO. ARPT TOWER: About Aug 19, ILS LMM will be decmsnd. Concurrently University MHW facil will be comsnd. Freq: 379 kc. Ident: UNI. Lctd lat 43-07-27, long. 77-37-42. Elev: 547' MSL. (7-13)

ROCHESTER RADIO: About Aug 29, VOR/DME will be shut down until aprx Dec 29-relctn to 400' SW; lat 43-07-15, long. 77-40-26. (7-25) See page 50 for substitute route structure & MEAs durg shutdown. (7-25)

SCHENECTADY CO ARPT: Caution; jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000' MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT: First 3200' rnwy 24 usable dalgt .rs only; first 2300' rnwy 6 clsd, men & eqpmt working. (7-11)

SYRACUSE, HANCOCK FLD TOWER: About Aug 30, freq 120.3 mc will be comsnd. (7-25)

THOUSAND ISLAND ARPT: New arpt reported. Lctn 1.0 SW of the Thousand Island Bridge on the St. Lawrence River. One 2400' NE/SW turf strip. Hi tension wires SW end of fld. Fld open summers only, June 1-Oct 1. (6-6)

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.

**WALDEN, NEWBURG-WALDEN ARPT: Perm clsd. (7-4)

WATKINS GLEN RADIO: About Aug 15, VOR shut down until aprx Aug 19-freq chg to 108.4 mc. See page 51 for substitute route structure & MEAs durg this period. (8-15)

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

NORTH CAROLINA: ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)

**BEAUFORT-MOREHEAD CITY SPECIAL NOTICE: Clearance required prior to entry or flt within R-123. (8-8)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable; usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS MUN. ARPT: 60'(773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12) Rnwy 11-29 clsd to all operns.

★CHARLOTTE, DOUGLAS MUN ARPT TOWER: July 18, freq 126.18 mc chgd to 126.2 mc.

CHARLOTTE RADIO: About Aug 22, TACAN will be shut down until aprx Sept. 1-eqpmt installation. (8-8)

CHERRY POINT MCAS RADIO: Navy H facil (freq 245 kc) shut down for relctn to former rng site.

COFIELD RADIO: VORTAC operg test basis-freq 113.7 mc/channel 84. See page 50 for substitute route structure & MEAs. Soon, VOR will be M-BVORTAC. (8-12)

ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (6-15) About Aug 15, VOR will be shut down until aprx Aug 20-freq chg to 109.4 mc. (8-11)

FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface to 3000', contact Pope Twr for VFR advisory svc. (4-7)

FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)

FAYETTEVILLE RADIO: About Sept 22, VOR will be comsnd. Freq: 108.8 mc. Ident: FAY Lctd lat 34-59-09, long. 78-52-24. Ctld & monitored by CS/T. Class: L-VOR. (8-4)

**GREENSBORO-HIGHPOINT ARPT: Sequence flashers in conjunction with ILS comsnd. (7-1)

GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)

JACKSONVILLE ARPT: Clsd to all tfc, no svcg avbl.

LIBERTY RADIO: VOR montrg category (1) operg test basis. (8-1)

LUMBERTON MUN ARPT: Lgtd 120' microwave twr, lctd on arpt, under constr.

MAXTON, LAURINBURG-MAXTON ARPT: 300' (509'MSL) lgtd twr being erected 3.5 nmi WSW(247°T) at lat 34-45-37, long. 79-26-19. (5-13)

MONROE, SHUTE MUN ARPT: Clsd Suns, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)

NEW BERN RADIO: About Aug. 22, VOR/DME will be shut down until aprx Aug 27-freq chg 108.4/DME Channel 4 & Class chg to L-BVOR. (7-28) Durg this period the following substitute route structure & MEAs will apply: Usable Awys: V-229 ILM VOR via 040° radial and 056M course EWN MH MEA 3000'; EWN MH via 011 M course & CVI 192° radial to CVI VOR MEA 3500'. V 45 ISO VOR via 130° radial & 130M course EWN MH to EWN MH MEAs as published. (7-28)

RALEIGH-DURHAM ARPT: 263'(688'MSL) lgtd twr being erected 4.5 nmi ESE(116°T) at lat 35-50-00, long. 78-42-40. (5-6)

RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25) Transcribed wea bcst operg test 0800-2400. (8-11)

SOUTHERN PINES, PINEHURST-SOUTHERN PINES ARPT: 184'(664'MSL) lgtd twr being erected 15.5 nmi NNE(40°T) at lat 35-25-57, long. 79-12-56 and 184'(734'MSL) lgtd twr being erected 4 nmi S(187°T) at lat 35-10-35, long. 79-24-47. (5-13)

WILMINGTON RADIO: TACAN shut down until aprx Aug 17-class chg to H-BVORTAC/TACAN channel chg to 117. VOR shut down-freq chg to 117.0 mc. See page 50 for substitute route structure & MEAs durg shutdown. (8-10)

NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)

DAVENPORT, SCHROEDER ARPT: New arpt reported, Lat 46-42, long. 97-07; elev: 920'. One N/S turf strip 2600'. 80 oct fuel avbl. (6-9)

FARGO, HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500' MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25) Due to non visibility twr unable to determine if following areas of arpt clear of obstns and/or acft: eastward from E entrance of W ANG ramp, also NE/SW taxi strip S of hangar near entrance to rnwy 13-31. All use of these areas is at pilot's discretion. (7-29)

FARGO-HECTOR FLD TOWER: About Sept1, ILS lclzr & glide slope will be shut down until aprx Nov 20-lclzr relctn. (8-9)

GLEN ULLIN ARPT: Rnwy lgts inoperative. (4-21)

GRAFTON MUN ARPT: N/S & E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (phone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.

JAMESTOWN ARPT: Caution, rnwy lgts limited opern, bndry lgts N end and threshold lgts rnwy 21 inop. (5-6)

KINDRED, HAMRY FLD: 91'(1031'MSL) obstn mrkd rdo twr erected 500' W at lat 46-39-10, 97-01-00. (4-20)

MINOT INTL ARPT: Use calm wind rnwy 12 when wind is six knots or below. (7-13)

WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)

OHIO: AKRON, CANTON ARPT: Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceeds 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and/or acft: Air Guard ramp on W side of arpt, txwy from T hangars to hangar line txwy NE side of arpt. All use of these areas is at pilot's discretion, also, twr unable to observe tfc and provide tfc info in following areas: portion of ctl zone and tfc patn E of arpt because of admin bldg constr. (7-27)

AKRON-CANTON ARPT TOWER: ILS glide slope inop; unusable below 200' AG acct roughness. (6-16) About Sept. 1, ILS glide slope will be relctd to 375' W of rnwy 1-19 centerline and 940' from apch end rnwy 1. (8-11)

AKRON MUN ARPT SPECIAL NOTICE: Flt Test Area described as follows: long. 81-18 to 81-23; lat 40-59.5 to 41-02.5. Hours: dalgt. Altitudes: from 0 to 5000'. User: Goodyear Aer Corp. Expires 1 February 1961. (8-3)

(16 August 1960)

OHIO: AKRON MUN AIRPT: Tetrahedron unctbl. Obst lgts inop SE hill apch rnwy 32.

OHIO: FINDLAY RADIO: DMET operg test basis, channel 19. (4-29)

[redacted]: AKRON MUN ARPT: Tetrahedron unctbl. Obst lgts inop SE hill apch rnwy 32, stadium E bndry obst lgts inop excp one lgt on N corner. (4-20)
AKRON RADIO: DMET operg test basis; channel 21. (3-14)
ATHENS OHIO UNIVERSITY ARPT: 602'(1189'MSL) stack being erected 23 nmi SSE(163°T) at lat 38-58-09, long. 81-55-29. (6-29) Caution, txwys and ramp under constr, ctc unicom for instructions. (7-28)
ATTICA RADIO: DMET operg on test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis: channel 27. (5-20)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sats 1700 to sunset Suns 1200Z to sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000' to surface. (4-26)
CINCINNATI, GREATER CINCINNATI ARPT: Rnwy 36 under constr, mins of 400-1 will apply. (5-12)
CINCINNATI, GREATER CINCINNATI ARPT TOWER: Apr 25, ILS glide slope shut down indef - arpt constr. (4-24) May 6, ILS MM and LMM shut down-rnwy constr. (5-9)
CLEVELAND ARTCC: About Aug 25, freq 125.8 mc will be decmsnd; freq 127.9 mc will be comsnd Defiance peripheral site. (7-12)
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24) Use extreme caution in and around new trml bldg and acft parking area, due extsv constr. (8-8)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NE SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW SE rnwy. E W strip used for txwy only. Call arpt on Unicom when using facils. (1-8)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkofs and SE lndgs acft 30,000 lbs or less; taxiing permitted btn rnwy 36R & 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctc apch ctl freq regardless of wea. Constr site on old S hangar line in front of Flying Tiger hangar; lgtd ngts, flagged days. (7-7) Due non visibility twr unable to determine if the following areas of the arpt are clear of obstns and or acft: ramp NE and E of hangar NE of twr. All use of these areas is at pilot's discretion. Acft parked close proximity of txwy W.
CLEVELAND-HOPKINS ARPT TOWER: Radar surveillance PPI apch not avbl. Soon, second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq: 110.7 mc. Ident: CEE. Lctd at lat 41-25-02, long. 81-51-29. Elev: 757' MSL. Glide slope freq 330.2 mc. Lctd 400' rgt of centerline and 900' from apch end rnwy 27R. Apch brg: 277°. Mag. var.: 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R at lat 41-24-55, long. 81-49-11. LMM at MM site freq 244 kc. Ident: EE. OM lctd on extended centerline 26, 300'(4.98 smi) from apch end rnwy 27R at lat 41-24-43, long. 81-44-19. (5-16) About Aug 22, ILS lclzr & glide slope will be shut down until aprx Aug 31 - eqpmt modernization. (7-13) About Sept 14, freq 269.0 mc will be decmsnd and freq 363.1 mc will be comsnd. (8-11) About Sept 14, freq 291.6 mc will be decmsnd and freq 279.6 mc will be comsnd. (8-12)
COLUMBUS, PORT COLUMBUS ARPT: N S rnwy 18-36 clsd to S tkofs and N lndgs due to obstns S end of rnwy. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and or acft. Hangar line taxi strip btn rnwys 27 and 30. (7-27)
COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front course unusable above 4000' MSL beyond 11 nmi. (7-24)
DAYTON SPECIAL NOTICE: ILS-6, Amdt. 14, effective 5 7 60. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-16)
DAYTON MUN ARPT: Hy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N S rnwy. (3-3)
DAYTON MUN ARPT TOWER: July 15, ILS glide slope shut down until aprx Sept 12-relctn to 950' from apch end & 400' S of centerline rnwy 6. (8-11)
DAYTON, SOUTH DAYTON ARPT: N S rnwy closed. (8-24)
DAYTON, WRIGHT-PATTERSON AFB SPECIAL NOTICE: Extreme caution-extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 and B-52) assigned Wright Air Development Center will conduct dalgt VFR flts as low as 500' above terrain along route indicated below. Acft will climb to and fly at appropriate alts before reaching target listed. Flt will be within 5 nmi either side selected route avoiding built up areas and civil arpts. Routes are straight-line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; to 38-23, 79-23; to 38-05, 80-17, to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. Extreme caution for VFR flts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)

[redacted]: FINDLAY RADIO: DMET operg test basis: channel 19. (4-29)
GREENVILLE MUN ARPT: Ceiling reports measured at point aprx 1500' S of end rnwy 36 when ceiling is 1500' or less. (7-14)
**HAMILTON ARPT: New 4600' lgtd hard surface E-W rnwy open for use; 900' sod overrun W end. Call Unicom (122.8 mc) for lndg info.
**MANSFIELD MUN ARPT TOWER: Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and or other conditions; tkof or ldng civilian acft using rnwy with raised barrier will be at pilot's discretion. (4-14) Tetrahedron unlgtd, uncontrollable. (5-12) Rnwy 9-27 perm converted to txwy. (6-23)
★MANSFIELD MUN ARPT TOWER: Aug 5, CS T discontinued voice on LF 278 kc. About Sept 7, ILS lclzr & glide slope will be shut down until aprx Sept 21 - freq chgs as follows: lclzr: 110.5 mc; glide slope 329.6 mc. (7-28)
MARION MUN ARPT: Gliders operg, Sats & Suns 0800-1900. (8-28)
NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.
RAVENNA ARSENAL(APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri, within the following area bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)
SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the pt of beginning. Time: dalgt hrs. Altitude: to 2500'. User: Experimental Aircraft Assn, Fairborn, Ohio. Expires Nov. 18, 1960. (11-27)
**THOMPSON, SIDLEY FLD: Private fld, delete from records. (6-27)
TOLEDO MUN ARPT: Clsd Suns 0800-1800E to all excp local base acft; drag races in progress. (5-4)
WATERVILLE RADIO: July 21, TACAN shut down until aprx Aug 20-station modernization.
WILLOUGHBY, LOST NATION ARPT: NE SW rnwy clsd; men, eqpmt on rnwy. (8-31)
**YOUNGSTOWN MUN ARPT: 160' lgtd twr erected 4 nmi W(282°T) at lat 41-15-54, long. 80-45-23. (7-26)
ZANESVILLE, RIVERSIDE ARPT: Reported reactivated: lat 39-59, long. 82-00; lctn: 1 mi N; elev: 700'; 1 sod rnwy, 4000' in length; 80 oct fuel, minor rprs & storage avbl; open Mon-Fri 1630-2000, wk-ends 0900-2000. FEE to commercial users only. (6-13)
ZANESVILLE RADIO: DMET operg test basis; channel 51. (3-16)
[redacted]LAHOMA: ALVA MUN ARPT: Men, eqpmt on fld 0800-1900C, constr and hvy eqpmt S third of rnwy 17-35, ctc Unicom for information. (7-18)
BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern. (2-12)
BRISTOW MUN ARPT: 200'(995'MSL) lgtd twr being erected approx 1 nmi E(90°T) at lat 35-49-39, long. 96-23-33. (5-26)
CLINTON MUN ARPT: 120'(987'MSL) lgtd twr being erected 7.3 nmi N(4°T) at lat 41-56-59, long. 90-20-09. (6-16)
**COLBERT, BURN RUN ARPK: Abandoned. (7-29)
ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student trng conducted within a 75 nmi radius of Vance AFB from 2,000' MSL to flt level 260 off awys, and from 20,000' MSL to flt level 260 on awys. Intsv VFR student jet tfc durg same period, from the gnd to 10,000' MSL within 5 nmi radius of Vance AFB and Kegleman Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux. remain at or below 2300' MSL. Ctc Vance Twr on 121.3 or 126.2 mc for tfc advisory. (6-24)
GAGE MUN 13, AMA-MKC ARPT: 400'(2626.5'MSL) lighted tower being erected 21.5 nmi NNW(345°T) at lat 36-38-02, long. 99-53-47. (6-30) Closed to all operations until approximately October 1. (7-19)
**GUYMON MUN ARPT: 313'(3428'MSL) lgtd twr erected 1.9 nmi ENE(76°T) at lat 36-41-18, long. 101-28-06. (7-29)
**KINGSTON-LAKE TEXOMA STATE PARK ARPT: 978'(1828'MSL) lighted tower erected 9.5 nautical miles W(288°T) at lat 34-02-29, long. 96-48-04. (3-21)
NORMAN, GOLDSBY FLD: 150' AGL (1303'MSL) obstruction painted and lighted oil derrick under construction at latitude 35-09-00, longitude 97-27-42, SE of airport. (5-16)

OKLAHOMA: NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)
OKLAHOMA CITY, TULAKES ARPT: Rgt tfc patn for rnwys 17 & 12 efctv Sept 1. Segmented circle tfc indicator and flashg amber lgt atop ctl twr. Lgt acft tfc patn 800' AGL, hvy acft 1200' AGL all rnwys. (7-26) Use extreme caution, hvy constr eqpmt operg 500' N & E of apch end rnwy 35. (8-4)
OKLAHOMA CITY, WILL ROGERS FLD: 9800' rnwy 17-35 & attendant E txwys open dalgt hrs only, rnwy & threshold lgts in opern only 7400'. Only 1000' yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 during dalgt hrs. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (81-)
OKMULGEE RADIO: About Sept 19, VOR will be shut down until aprx Sept 24. See page 53 for substitute route structure & tmpry MEAs.
PAGE RADIO: Aug 15, VOR shut down until aprx Aug 20 - freq chg to 113.5 mc and class chgd to M-BVOR. (8-15)
**PONCA CITY MUN ARPT: Ball park with cluster of eight 70' light poles permly lctd adjt to SE corner of fld, 1500' E of N/S rnwy not obstn lgtd. (7-27)
SEMINOLE MUN ARPT: Clsd to all acft, constr; men & eqpmt on fld. (8-11)
SHAWNEE MUN ARPT: 120.5' AGL(1211.5' AMSL) lgtd elevated water storage tank under constr E side of arpt. (7-11) 200' AGL(1281.8'MSL) lgtd church steeple under constr adj E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)
STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open daylgt hrs only.
TULSA MUN ARPT: 205'(930'MSL) lgtd twr being erected 3.5 nmi SSW(221°T) at lat 36-09-35, long. 95-55-11. (8-1) Rnwy 8-26 clsd tkoffs and lndgs at times. Ctc twr for authority to use. Taxiing permitted at direction from twr. Taxi with caution. Dirt moving eqpmt crossing rnwy 8-26 controlled by tfc lgts beside rnwy actuated by flagman at site who is directed from twr. Rnwy narrows 25' at crossing. Extensive constr work near rnwy on E side of fld. Land only upon direction from twr. Due non-visibility twr unable to determine if the following area is clear of obstns and/or acft: area W of loading finger at trml bldg, run-up area for rnwy 3L, SW end of rnwy 3L, twr visibility obstd to greater extent when acft are parked at loading finger. Use of this area is at pilot's discretion. Rgt tfc rnwys 17R & 21R clockwise. Flashing amber lgt not installed.
TULSA MUN ARPT TOWER: July 5, ILS glide slope shutdown - arpt construction. (7-1)
OREGON: ASHLAND ARPT: 186'lgtd twr erected one mi SW; obst height 2266'MSL; lat 42-10-56, long. 122-40-40. (7-21)
BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs. (1-26)
CAVE JUNCTION SPECIAL NOTICE: Exstv forest svc parachute smoke jumper trng will be conducted drug mos. of Aug., and Sept. in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby Ore., 4-1/2 mi E of Cave Junction, Ore. (6-4)
EUGENE, MAHLON-SWEET FLD: 150' (1264'MSL) lgtd twr being erected 5.8 nmi ESE (124°T) at lat 44-03-44, long. 123-06-17. (7-15) No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)
EUGENE RADIO: Aug 2, TACAN shut down until Sept 2 - reconstr. (8-2)
HOOD RIVER-COUNTY ARPT: Caution, constr in progress thru aprx Oct 15; consult arpt mgr for info if lndg strip is avbl. (7-7)
JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)
KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only.. (2-14)
KLAMATH FALLS RADIO: About Aug 22, TACAN will be shut down until aprx Sept 22 - reconstr. (7-28)
LAKEVIEW MUN ARPT: Caution, especially at ngt; rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)
LAKEVIEW RADIO: Only VOR awys radials flt-checked. (12-18)
MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30° at 10,000'; 30°-57° at 11,000'; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360° at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)
NEWBERG RADIO: VOR flt-checked for en route Victor Awys & route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.
NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center int, 100' deep.
★PORTLAND INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210°, 4000' and 210°-275°, 10,000'. (5-10) Aug 1, rcvr 3023.5 kc discontd.

OREGON: PORTLAND RADIO: DME (Channel 77) flt-checked on awy radials only. (6-24)
THE DALLES MUN ARPT: Drag races will be conducted Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)
THE DALLES RADIO: June 9, TACAN shut down - reconstr. (8-5)
UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: River canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the rvr. (1-4)
PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown. (12-14) Aug 9, ILS lclzr & glide slope shut down until aprx Aug 22 - freq chgs: lclzr to 110.7 mc; glide slope to 330.2 mc. (8-9)
★ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20) LF rng class is SBMAZ. (8-2)
ALTOONA, BLAIR COUNTY ARPT: Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)
ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310° 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA. (10-7)
BEDFORD ARPT: S end N/S rnwy clsd, soft; ditch across rnwy just S of int. E/W rnwy soft, caution advised. (4-22)
BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-16)
BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)
CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed. (4-14)
CONNELLSVILLE ARPT: Rnwys 14-32 and 9-27 clsd to all air tfc Oct 8 & 9, car racing; rnwy 5-32 and txwy to arpt operns will remain open at all times. (8-5)
CRESSON ARPT: E/W rnwy clsd. (9-2)
DOWNINGTON ARPT SPECIAL NOTICE: Flt Test Area described as follows: Over the water portion of an area within a radius of 5 smi of Carpenters Point, Md. lat 39-28, long. 75-55; 39-37, 76-06. Over unpopulated portions of an area within a radius of 10 smi of Downington Arpt, lat 39-48, long. 75-31; 40-08, 75-55. Hours: dalgt. Altitudes: below 2000'. User: George G. Spratt. Expires 30 Sept 1960. (11-20)
DOWNINGTOWN ARPT: Closed to all traffic. (12-11)
**DUBOIS, JEFFERSON COUNTY ARPT: New arpt. Lctd: lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700 x 100'; 80 & 100 oct fuel, bcn, rnwy and taxi lgts avbl.
DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.
EAST TEXAS RADIO: About Sept 19, VOR will be shut down until aprx Sept 24 - freq chgd to 110.2 mc/TACAN channel 39. See page 52 for substitute route structures & tmpry MEAs durg shutdown. (8-9)
GETTYSBURG SPECIAL NOTICE: Acft are reqrd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.
GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)
HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°; beyond 30 nmi, 140°to 165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clocksiee to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi, 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)
HARRISBURG-YORKSTATE ARPT: Twr unable observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking.
HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt. (11-8)
INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)
JOHNSTOWN, CAMBRIA CO. ARPT: Use rnwys and txwys only; sod areas soft. Txwys clsd to all operns from admin bldg to int rnwys 9-27 & 15-33 and from this int to end rnwy 15 all txwys and ramp clsd, constr; open ditches along areas mrkd day & ngt. (7-6)
JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)
KUTZTOWN ARPK: Men, eqpmt on N/S rnwy dalgt hrs. (6-13)
LANCASTER MUN ARPT: Caution, construction. (11-10)
MATAMORAS MUN ARPT: Caution, constr on N end NE/SW rnwy.

(18 August 1960)

PENNSYLVANIA: MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld.

PENNSYLVANIA: WILKES-BARRE-SC RANTON RADIO: DMET test operns tmpry suspended.
WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50' high on ramp adjt

PENNSYLVANIA: MEADVILLE, PORT MEADVILLE ARPT: NE/SW rnwy clsd, resurfacing. NW/SE rnwy usable; men, eqpmt on fld.

**MONTGOMERYVILLE, HI LINE ARPT: Two 505'MSL lgtd twrs erected 3 mi W. (7-14)

MT. POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld during dalgt hrs, 14,000' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld durg course of jumping activities.

PHILADELPHIA: Soon, commercial heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)

**PHILADELPHIA INTL ARPT: Two 360' MSL tmpry lgtd twrs erected 7 mi SW. (7-14) All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500'W of TWA hangar, flagged days, lowered ngts. Mil jet arriving and departing fld, initial apchs to rnwys 9 & 27 conducted at 2000'MSL. Tfc patn alt 1500'MSL; all turns left. (2-29) Due non-visibility, twr unable to determine if following areas of arpt are clear of obstns and/or acft: NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17; and 250' of apch end rnwy 17. All use of these areas is at pilot's discretion. (8-1)

PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS lclzr back course unusable. (1-29) Aug 2, PAR-2 shut down until aprx Sept 9- modernization.

PHILADELPHIA, NORTH PHILADELPHIA ARPT: Due non-visibility, twr unable to determine if hangar areas are clear of obstns and/or acft; all use of these areas is at pilot's discretion. (7-27)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-28)

PITTSBURGH ARTCC: About Sept 14, freq 307.9 mc will be decmsnd & freq 310.4 mc will be comsnd Blue Knob peripheral site. About Sept 14, freq 343.6 mc will be decmsnd; freq 291.6 mc comsnd Belmont, Ohio peripheral site. (8-12)

★PITTSBURGH, ALLEGHNEY CO. ARPT TOWER: Aug 10, freq 121.10 mc replaced 121.30 mc.

★PITTSBURGH, GREATER PITTSBURGH ARPT TOWER: Aug 9, freq 124.90 mc replaced 121.1 mc. Aug 11, freq 121.30 mc replaced 121.70 mc.

PITTSBURGH, GREATER PITTSBURGH(RIVER) RADIO: Usable distance H facil 26 nmi.

POTTSVILLE, TROPP ARPT: Caution, due realignment of E/W rnwy, men & eqpmt adjt to rnwy.

PUNXSUTAWNEY MUN ARPT: Caution, use N/S rnwy only. (1-25)

READING, GENERAL SPAATZ FLD: Caution, due to constr sod areas bounded by the W side rnwy 18-36, SW side rnwy 13-31 and SE side rnwy 5-23 clsd. Men & eqpmt on fld.

SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°; beyond 26nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000'; beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000' beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°; beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)

STATE COLLEGE, UNIVERSITY PARK ARPT: Caution, constr; men & eqpmt adjt to rnwy until aprx Sept 15; contact Unicom on 122.8 mc. (8-2)

STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)

TARENTUM, REMICH ARPT: Caution, N end N/S rnwy, constr. NW/SE rnwy clsd.

THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat. until Oct 29, drag racing; ctc Unicom for clear rnwy. (3-18)

THORNHURST-RADIO: DMET operg on test basis; channel 108. (6-2)

TIDIOUTE RADIO: TACAN operg on test basis; channel 43. (4-12) Aug 8, VOR operg intermittent test basis-freq chgd to 117.6 mc /TACAN channel to 123. See page 50 for substitute route structure & tmpry MEAs durg test period.

TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-26)

UNIONTOWN RADIO: About Aug 25, VORTAC will be perm decmsnd. (7-18)

WAYNESBURG, GREENE COUNTY ARPT: Land on hard surface, limited constr. (4-29)

WILKES-BARRE-SCRANTON ARPT: Tmpry 170' mrkd crane lctd on SW apch end of rnwy 4-22.

WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable between MM and touchdown- acct roughness. (2-10) About Sept 20, freq 121.3 mc will be chgd to 120.1mc.

PENNSYLVANIA: WILKES-BARRE-SC RANTON RADIO: DMET test operns tmpry suspended.

WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50" high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt bcn obstd by shield E side. Flashing amber lgt indicating rgt turns for lndg rnwys lctd SW corner of twr. Txwy 10-28, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator leading to rnwy 9 are clsd to air-carrier operns for taxiing. All air-carrier acft will use center taxi strips to the trml area after lndg rnwy 27. (2-7)

★WILLIAMSPORT-LYCOMING CO ARPT TOWER: Aug 13, enroute ctl svc provided. This svc at alts 5,000' and below between IPT and ELM, IPT and AVP, IPT and HAR. Aug 10, freq 124.9 mc comsnd.

WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.

YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280°-290° at MOCA. (1-25)

RHODE ISLAND: COVENTRY AIR PARK: Closed all transient acft. (1-22)

PROVIDENCE, GREEN ARPT: Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft during VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. Turf areas clsd. (8-2)

PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°

PROVIDENCE, QUONSET POINT NAS RADAR AIR TRAFFIC CONTROL: About Sept 20, freq 119.9 mc will be chgd to 120.1 mc. (8-2)

PROVIDENCE RADIO: VOR unusable beyond 30 nmi from 220° clockwise to 310° at MOCA.

SMITHFIELD, NORTH CENTRAL STATE ARPT: Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of txwy, unmrkd.

SOUTH CAROLINA: ALLENDALE RADIO: VOR 171° radial unusable beyond 20 nmi. (8-5)

BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)

BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS all times all alts. Hi-performance supersonic weapons systems with minimum see- and -be-seen capability conducting max performance climb/penetration maneuvers. (12-4)

CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-21 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng and opernl flts hvy transport and jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and prop wash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash in very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700'MSL, hvy transport tfc patn 1200'MSL, lgt acft tfc patn 700'MSL. (2-4)

CHARLESTON AFB/MUN ARPT TOWER: About Aug 29, ILS Lclzr & glide slope will be shut down until aprx Dec 29- rnwy modifications. About Dec 29, glide slope will be 2.5

COLUMBIA ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstn and/or acft: ramp area btn twr hangars, ramp area and 300' of taxi strip E of Quonset hangar. All use of these areas is at pilot's discretion.

COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000'; front course unusable beyond 20 mi.

CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)

CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (7-15)

FLORENCE MUN ARPT: Taxi strip between rnwys 29 and 36 clsd.

FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. Due to restrictions V56 FLO-CAE tmpry designated FLO 239° and CAE 080°, MEA 2000', MOCA 1900'. Lamar Int. tmpry designated FLO 239° and CTF 152°. (8-2)

GREENVILLE MUN ARPT TOWER: ILS glide slope inop. ILS lclzr unusable above 4000' MSL. (7-25)

ORANGEBURG MUN ARPT: Clsd, constr. Lgt acft ctc Unicom 122.8 mc for lndg info.

**PARRIS ISLAND, HILTON HEAD ARPT: New arpt. Lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head arpt, now perm clsd) elev: 15'; one 3000' x 200' NE/SW turf strip; no svcs or lgts avbl.

☆SUMTER SHAW AFB RADIO: Aug 4, USAF LFR decomsnd. About Aug 20, H facil will be comsnd. Freq: 375 kc. Ident: SSC. (8-15)

SOUTH CAROLINA: **SPARTANBURG MUN ARPT: Displaced threshold lgts rnwy 22 relctd 200' SW. 6' lgtd ILS ant lctd cntrline 170' NE paved rnwy area. Usable length of rnwy 22 reduced to 5000'.
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)
SOUTH DAKOTA: ABERDEEN MUN ARPT: N/S rnwy clsd acft over 8,000 lbs; 200' each end clsd to all operns. (6-14)
DUPREE RADIO: DMET operg on test basis; channel 115.
**FLANDREAU MUN ARPT: 1117'(2748'MSL) lgtd twr erected 5 nmi E(100°T) at lat 43-59-05, long. 96-28-45. (3-11)
HOT SPRINGS MUN ARPT: Rnwy 8-26 under constr, hwy eqpmt crossing N/S rnwy. (5-18)
HURON RADIO: DMET operg on test basis; channel 123.
**MITCHELL ARPT: 572'(1927'MSL) lgtd twr erected 5 nmi SSE(163°T) at lat 43-41-25, long. 98-00-27. (12-29)
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V23 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During training periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
**SIOUX FALLS, FOSS FLD: Due non-visibility twr unable to determine if following area is clear of obstns and/or acft; SW txwy from ramp to apch end rnwy 3. All use of this area is at pilot's discretion.
SMITHWICK RADIO: DMET operg on test basis; channel 118.
**VERMILLION, DAVIDSON ARPT: 150'(1385'MSL) lgtd twr erected 2.3 nmi N(17°T) at lat 42-47-04, long. 96-55-26. (6-13) N/S rnwy clsd due to softness. (9-3)
WINNER RADIO: DMET operg on test basis; channel 114.
TENNESSEE: **BRISTOL, TRI-CITY MUN ARPT: 120'(1993'MSL) lgtd twr erected 5.1 nmi NW(334°T) at lat 36-33-25, long. 82-26-37. (6-30) 300'(2133'MSL) lgtd twr being erected 11 nmi ENE(78°T) at lat 36-31-10, long. 82-10-36. (7-15) Rnwy 4-22 open dalgt operns only, unlgtd & unmrkd; clsd acft over 120,000 lbs GWT dual wheel, 90,000 lbs GWT single wheel; 180° turns prohibited. Rnwy 9-27 lgtd, restricted to acft over 40,000 lbs GWT dual wheel, 30,000 lbs GWT single wheel; during constr 180° turns prohibited acft over 18,000 lbs GWT excp at end rnwy 9. Efctv Oct 15, functioning 2-way rdo rqrd. Due non-visibility, twr unable to determine if following areas are clear of obstns and/or tfc: 900' on SW end of txwy leading to rnwy 4, embankment. (8-10)
CHATTANOOGA-LOVELL FLD TOWER: Soon, freq 126.18 mc will be chgd to 126.2 mc.
★GRAHAM RADIO: Aug 4, VOR freq chgd to 111.6 mc and class chgd to L-VORW.
JACKSON, McKELLAR FLD: Txwy paralleling N end of rnwy 2-20 N of E/W txwy clsd-repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl ngts, 4700' avbl dalgt hrs for tkof S or lndg N; constr work in progress. (6-9)
KNOXVILLE, POWELL ARPT: New arpt reported: lctn- 2 mi E Powell, 16 mi N McGhee-Tyson arpt; elev: 992', one hard-surfaced NW/SE rnwy 2000';unlgtd; Unicom, 80 oct fuel avbl; attended days. P-line SW. (7-11)
KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE courses.
MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int.-Dell Int. V9 11,000'; V9E Ramsey Int.-Driver Int. 15,000'; Driver Int.-Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)
MEMPHIS SPECIAL NOTICE: VFR flame-out practice procedures conducted durg dalgt hrs 5000' MSL and below, within 3 nmi of Memphis NAS. Extsv inst apch and jet penetration practice under VFR and IFR conditions on the Gainsville rbn and the Navy Memphis LFR. It is suggested that VFR operns avoid these areas. Tfc advisory svc will be avbl at the Memphis NAS twr on 126.18 mc. All flame-out practice will be conducted clear of awys. (9-24) Navy VFR student activity jet and conventional acft crossing awys N of Memphis at 2500' MSL in a corridor 5 smi either side of a direct bearing to Turrell rbn from Memphis NAS and crossing awys E of Memphis at 2500' MSL in a corridor one smi either side of the 180°-360° radials of the Holly Springs, Miss(HLI) VOR. Suggest VFR operns cross these corridors below 2000' MSL or above 3000' MSL. (2-9)
MEMPHIS ARTCC: Min reception alt for Meridian, Miss. peripheral site (127.3, 275.1 mc) 354° clockwise thru 125°,1600';126° clockwise thru 353°, 1500' MSL 65 mi. (5-28)
MEMPHIS MUN ARPT: Final apch rnwy 35 and portions tfc patn S of arpt, obstd due to erection 110' ctl twr 300' S of present twr. (7-13)
TENNESSEE: MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1)
**NASHVILLE, BERRY FLD: Inbnd VFR flts ctc Nashville Apch Ctl 119.9 mc civil, 383.8 mc mil, aprx 35 mi out for lndg instructions. Apch ctl will specify where flt will chg to twr freq. Caution, acft movements N end, extsv constr; first 200' rnwy 23 removed; rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs; rnwy 13-31 clsd to all tfc. Ctn; optical illusion exists at end rnwy 23 due to depression just before reaching rnwy end. (8-3)
NASHVILLE RADIO: LF rng NW and SW courses moderate to severe multiples-caution advised. (8-3)
**OAK RIDGE ARPK: Reactivated; lctd 1 mi N; elev: 788'; one turf rnwy 2800'. No lgtg; storage & minor repairs, 80-91 oct fuel avbl. Attended wk-ends, on call other times. P-line E. (7-13)
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (12-23)
PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)
TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)
ABERNATHY MUN ARPT: 260.5'(3506.5'MSL) lgtd twr being erected 7.8 nmi E(92°T) at lat 33-50-29 , long. 101-36-24. (6-2)
**ABILENE MUN ARPT: New 68' (1826'AMSL) ctl twr lctd 1000' W of N end of N/S rnwy; tfc will be controlled from the old twr until further notice. (6-6) Sequence flashers in conjunction with configuration A apch lgt system, stations one thru 25 inclusive, flt checked and comsnd. (7-14) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft; from large hangar N including T-hangar area. All use of these areas is at pilot's discretion. (7-28)
ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots (civil or mil) are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° radial clockwise thru 180° radial due VFR/IFR jet penetrations. (12-8)
AMARILLO AFB/MUN ARPT: Due non-visibility twr unable to determine if the following area of the arpt is clear of obstn and/or acft; Complete loading area N of the Mun trml bldg. All use of this area is at pilot's discretion. (8-1)
AMARILLO RADIO: About Aug 30, VORTAC will be shut down until aprx Sept 4-freq chg to 117.2 mc; and class chg to H-BVORTAC. See page 51 for substitute route structure & tmpry MEAs durg shutdown. (7-29)
ANDREWS-COUNTY ARPT: NE/SW and N/S rnwys clsd for rprs until aprx November.
ARLINGTON, LUCAS ARPT: Easterly N/S strip clsd, weeds.
ATHENS, JONES ARPT: Caution lndg onE/W rnwy; new N/S rnwy under const at the E end of the E/W rnwy.
AUSTIN-BERGSTROM AFB SPECIAL NOTICE: If not possible to contact Bergstrom twr or Austin approach control for VFR traffic advisory, it is suggested that all pilots (civilian and military) conduct all flights within a 2.5 nautical mile radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to heavy jet traffic in traffic pattern. (4-15)
**AUSTIN, MUELLER MUN ARPT: Transmissometer comsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW take-off. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24)
AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)
BEAUMONT, JEFFERSON COUNTY MUN ARPT: 151'(158'MSL) lgtd derrick being erected 1.9 nmi SSE(178°T) at lat 29-55-47, long. 94-01-28. (8-3) 300'(342'MSL) lgtd twr being erected 21.2 nmi W(282°T) at lat 30-01-22, long. 94-25-02. (8-1) Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10)
BEAUMONT MUN ARPT: 349'(380'MSL) lgtd twr being erected 5 nmi SSE(163°T) at lat 30-01-47, long. 94-11-25. (6-8)
BIG LAKE MUN ARPT: 420'(3120'MSL) lgtd twr being erected 2.5 nmi E(90°T) at lat 31-11-50, long. 101-25-40. (6-15)

TEXAS: BIG SPRING SPECIAL NOTICE: Intsv jet trng in immediate vcnty of Webb AFB
TEXAS: FT. WORTH ARTCC: Aug 1, freq 134.30 mc chgd to 127.55 mc Marshall peripheral

TEXAS: BIG SPRING SPECIAL NOTICE: Intsv jet trng in immediate vcnty of Webb AFB and 100 nmi thereof. Recommend all VFR opern within a 15 nmi radius of the Big Spring VOR including Green Awys 5 and V-16 from Loraine, Tex, to 5 nmi W of Stanton, Tex, remain below 3500'MSL or 9000'MSL and above. Jet tfc info for acft unable to comply with the the above is avbl by ctcg Webb AFB twr on 126.7, 126.2, 122.1 mc rcv on 126.2, 126.7 or 122.2 mc. Acft operg below 3500' MSL, detour Webb AFB at least 3 nmi to the N or S. Concentrated jet trng within 10 nmi radius best stn KRWS at Post, Tex, lctd aprx 60 nmi N and 10 nmi radius of Colorado City Aux Arpt lctd aprx 38 nmi E of Big Spring Mon-Fri 0600-1800C during VFR conditions. (10-29) Webb AFB jet acft will be operg VFR at 4,000', 5,000', 6,000' and 7,000' MSL while crossing V-66 and at 6,000' and 7,000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high vllume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000' and 15,000' MSL btn R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E/W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btn R-554 and R-556. (7-30)

BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution, all alts above 4100'MSL - intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)

BISHOP MUN ARPT: 165'AGL lgtd derrick being erected 12.2 nmi SSE(176°T) at lat 27-23-07, long. 97-44-35. (6-15)

BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E/W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) Acft movement N side hangar adjt to W end rnwy 8-26 and on W side of hangar on W ramp not visible from twr. (6-21)

CARRIZO SPRINGS, DIMMIT CO. ARPT: E/W turf strip clsd, fence across cntr of strip.

CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)

**CORPUS CHRISTI, CLIFF MAUS ARPT: Permly clsd. (8-11) 222'(231'MSL) lgtd transmission line supporting structures being erected 5 nmi NW(320°T) at lat 27-49-59, long. 97-30-11. (7-20)

★ CORPUS CHRISTI, CLIFF MAUS ARPT TOWER: Aug 8, arpt tfc ctl svc implemented from Intl Arpt; concurrently ATC svc from Cliff Maus Arpt discontd and apch ctl svc for Corpus Christi Trml Area moved from Cliff Maus Arpt twr to Intl arpt twr. Freqs remain the same. (8-11) Aug 8, ILS LOM comsnd. Lctd at lat 27-50-04, long. 97-34-34; 29,453' (5.6 smi) from NW end of NW/SE rnwy at Intl Arpt. Freq: 393 kc. Ident: CR.(8-11)

CORPUS CHRISTI-INTL ARPT: New arpt reported. Lat 27-46-00, long. 97-30-00. Lctn: 2.0 W, elev: 47'. 2 rnwys NW/SE - 5600', N/S - 4500'. Open to all tfc.

COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbnd bear. 325°M. Penetrations and climb-outs executed btn 21,000' and 3,000' in an area extending 30 nmi W of Cotulla btn 245° and 310° from rbn. Low apchs executed btn 4,000' and 3,000' on brg 120°M from bcn within 10 nmi. VFR acft on V-17 and LF direct flts over Cotulla may avoid this activity by operg btn 5,000' and 20,000' and by avoiding the described penetration area W of Cotulla. Below 3,000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)

COTULLA ARPT, SITE 6, LRD-SAT: 120'AGL(547'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)

DALLAS, LOVE FLD: 169'(624'MSL) lgtd twr being erected 1 nmi SSE(165°T) at lat 32-49-23, long. 96-50-44. (7-25) Beginning Aug 23, rnwys 13-31 will be clsd daily, excp Suns, from 0500 Z-1200Z, rnwy resurfacing. (8-9)

EAGLE PASS MUN ARPT: Caution, constr in progress.

EL CAMPO, HEFNER ARPT: 359'(463'MSL) lgtd twr being erected 3.7 nmi NE(47°T) at lat 29-13-30, long. 96-15-47. (7-20)

EL PASO INTL ARPT: First 500' apch end rnwy 22 clsd, rnwy extsn constr; threshold bndry displaced to tmpry length, 8500' of rnwy remains open and usable. Men, eqpmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-23) Apch lgts shut down for relctn until aprx Dec 12. (6-16)

EL PASO INTL ARPT TOWER: ILS MM shut down until aprx Dec 12, relctn. (6-16)

EL PASO RADIO: DMET operg on test basis; channel 92.

FALFURRIAS, BROOKE COUNTY ARPT: 318'(438'MSL) lgtd twr being erected 12.8 nmi N(12°T) at lat 27-28-30, long. 98-03-23. (7-20)

FLOYDADA MUN ARPT: 285.5'(3568.5'MSL) lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-56. (6-2)

TEXAS: FT. WORTH ARTCC: Aug 1, freq 124.30 mc chgd to 127.55 mc Marshall peripheral site; freq 120.50 mc chgd to 128.30 mc Oklahoma City, Okla. peripheral site.

FT. WORTH, CARSWELL AFB SPECIAL NOTICE: Caution, jet operns all alts. The Carswell AFB tfc patn is a rectangle 5 x 21 nmi whose eastern side is the extended rnwy center line of rnwys 17R and 35L. The downwind leg is 5 mi W of the extended rnwy center line from base legs extending westerly from Benbrook and Eagle Mtn TVOR's to connect with the downwind leg. Alts 2300'MSL to surface. VFR flts transiting this area below 3000'MSL should ctc Carswell Twr or RAPCON for tfc advisory svc. Civil freqs avbl twr and RAPCON: 120.2 mc transmit and rcv 122.5 rcv only. (6-21)

FT. WORTH, CARTER FLD TOWER: Until aprx Sept 19, radar capabilities reduced as follows: ASR-1 to ACF unavbl. ASR-2 radar coverage Ft. Worth Meacham area unreliable below 3000'. (7-19) VHF/DF inop indef. (8-12)

**FT. WORTH, MEACHAM FLD: Due non-visibility twr unable to determine if following areas are clear of obstns and/or acft: Area immediately in front of trml bldg; areas btn and immediately in front of all hangars S, SE & NE of trml bldg; apch end of rnwy 27; portion of txwy btn rnwys 27 & 31. All use of these areas is at pilot's discretion.

GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)

GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec, 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA cacil for relay to Goodfellow AFB. (1-13)

GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.

GREGG COUNTY RADIO: DMET operg on test basis;channel 121. (6-30)

HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Intl Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-29)

HOUSTON, BEELINE ARPT: New E/W strip under constr.

HOUSTON, CLOVER FLD: Caution on lndgs and tkofs. 80' (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.

HOUSTON INTL ARPT: Inbnd VFR flts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will chg to HOU twr freq. Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Rnwy 12-30 under constr being extended to 7600'. Start tkof to E on E/W rnwy at yellow line 100 E of N/S rnwy, usable length from yellow line 4925' (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntrline of acft txwy mrkd by white line on pavement.)12-22) Twr unable to observe and ctl tfc on following areas: airlines trml and cargo trml ramps. N/S txwy in svc & parking area extreme S side of arpt; all loading & svc areas on W side including txwys; acft ctld on N/S txwy on W side, no ctl over vehicles and personnel.

HOUSTON INTL ARPT TOWER: Soon, freq, 126.18 mc will be chgd to 126.2 mc.

**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48-28, long. 97-09-45.

**IRVING, JAP LEE ARPT: Abandoned, efctv Sept 1. (7-20)

**JASPER-COUNTY ARPT: 300' AGL lgtd twr erected 21.5 nmi N (12°T) at lat 31-15-00, long. 93-58-12. (7-9) Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.

LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB apch ctl on 126.18 mc or 122.5 mc; rcv on 126.18 or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution due extsv jet trng.

**LAREDO MUN ARPT: 412'(1163'MSL) lgtd twr erected 12 nmi N (15°T) at lat 27-48-03, long. 99-27-37. (7-26)

**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13 comsnd. Due non-visibility twr unable to determine if 900' of NW taxi strip from N hangar to apch end rnwy 13 is clear of acft or obstns. All use of this area is at pilot's discretion.

**LUBBOCK MUN ARPT: 859'(4085'MSL) lgtd twr completed 7.5 nmi SSW (198°T) at lat 33-31-35, long. 101-52-12. (7-22) Tetrahedron perm removed. (6-29)

TEXAS: LUBBOCK SPECIAL NOTICE: Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 5 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V62 S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000 and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corridor extending 5 nmi either side of U.S. hwy 380 which passed thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)

MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing and bombing being conducted daily in R-226 Acft prohibited from entering without prior approval controlling agency.

McALLEN, MILLER INTL ARPT: 303'(448'MSL) lgtd twr being erected 6 nmi WNW(296°T) at lat 26-13-29, long. 98-20-10. (7-25) 146' lgtd oil derrick erected aprx 1.0 mi NE. (5-25)

MEDINA, B LAZY 2 RANCH ARPT: (Formerly Circle R Ranch Arpt). Lgtd 86' AGL(1586' AMSL) rdo twr being erected adjt to S bndry of arpt at lat 29-49, long. 99-16. (7-20)

MIDLAND AIR TERMINAL: Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: NW txwy btn ramp and rnwy 10 and on SW txwy btn ramp and rnwy 4. Bldg and trees obscure portions of both txwys from view from twr. All use of these areas is at pilot's discretion (7-29)

MONAHANS, HURD MEM'L ARPT: 250'(2955'MSL) twr being erected 15.9 nmi SW(235°T) at lat 31-26-00, long. 103-10-00. (6-29)

NACOGDOCHES, DEL RENTZEL ARPT: 440'(850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long. 94-37-51. (5-4)

ODESSA, ECTOR COUNTY ARPT: 420'(3350'MSL) lgtd twr being erected 5 nmi SSE(172°T) at lat 31-49-01, long. 102-22-40. (5-20)

PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)

PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W(292°T) at lat 36-25-03, long. 100-48-02. (5-9)

POSSUM, KINGDOM LAKE: Caution, obscured power line over water vcnty the numerous lndg strips around lake. (6-23)

RAYMONDVILLE, FOX ARPT: 148'AGL(178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.

ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.

ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)

SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)

**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51-38, long. 96-20-41.

SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)

**SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd. (2-29) Apch lgt system configuration A with sequence flahsers serving rnwy 12, stations 5 thru 30 flt checked and comsnd.

SAN ANTONIO, INTL ARPT TOWER: Soon, 126.18 mc will be chgd to 126.2 mc. (4-25)

SAN ANTONIO, STINSON FLD: Rnwy 4-22 closed. (1-22)

SAN ANTONIO, STINSON FLD TOWER: Twr closed indef - repairs. (6-1)

SHERMAN, PERRIN AFB SPECIAL NOTICE: Instv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 & 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.2. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28: SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by Awy V-1520 on the NW and N, Awy B-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)

TERRELL MUN ARPT: N/S rnwy clsd, constr. NW/SE rnwy will remain open from point 200' NW of int of rnwys to NW end. (7-19)

TEXAS CITY, GULF COAST ARPT: 167'MSL twr being erected 10.3 nmi NNE(37°T) at lat 29-32-07, long. 94-49-38. 167'MSL twr being erected 9.2 nmi NE(45°T) at lat 29-30-44, long 94-49-02. (7-12)

TEXAS: TULIA ARPT: 323'(3714'MSL) lgtd twr being erected 19 nmi NNE(36°T) at lat 34-49-27, long. 101-33-36 and 235.5'(3520.5'MSL) lgtd twr being erected 16.5 nmi ENE(86°T) at lat 34-34-53, long. 101-26-09. (6-3) 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00.

TYLER-POUNDS FLD TOWER: Aug 4, ILS glide slope shut down until aprx Aug 25 - modification. (8-8)

UVALDE, GARNER FLD: 363'(1270'MSL) lgtd twr being erected 2.5 nmi SW(230°T) at lat 29-10-51, long. 99-46-41. (6-15)

**WACO MUN ARPT: Due non-visibility twr unable to determine if following area is clear of obstns and/or acft: That portion of ramp lctd SW of ctl twr and screened from twr view by large hangar. All use of this area is at pilot's discretion.

WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) 1500' NW end of main txwy and other short txwys N this area serving rnwy 15 not visible from ctl twr. Twr is not responsible for ctl of tfc within this area. (6-17)

WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE rnwy clsd to all operns, constr.

UTAH: **SPECIAL NOTICE: Caution-pilots flying within the borders of the state of Utah are to fly above 8,000 ft MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng at lat 41-36-41, long. 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co. rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to pt of beginning. (3-1)

DELTA RADIO: DMET operg test basis; channel 123. (10-20)

FLAMING GORGE DAM SITE SPECIAL NOTICE: Cables and pwr lines suspended from two twrs on W side to one twr on E side of canyon across Green riv, approx. 100' higher than canyon rim. (7-1)

HANKSVILLE RADIO: Nov 23, DME shut down indefinitely - reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190° to 26 mi at 14,000' MSL. (5-1)

HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.

LA SAL RADIO: DMET operg on test basis; channel 76. (8-14)

LOGAN CACHE ARPT: Grass cutting in progress summer mos; men, eqpmt crossing rnwys during haying operns. (6-6)

★LUCIN RADIO: LF rng not monitored cont. (11-9) VOR class chgd to M-VORW. (8-12)

MILFORD RADIO: VOR - moderate to heavy roughness over mountain ridges on 072° radial 10 mi out. (7-11)

MYTON RADIO: About Aug 22, VOR will be shut down until aprx Sept 3. Durg shutdown following route structure & MEAs in efct: Unusable Awys: V1508 MLF-LAR; V-1529 MLF-CKW; V-81 MTU-Park City Int; V-285 MTU-CKW. Unusable Reporting Points: Dinosaur and Yampa Ints. Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-200 PVU-MTU Int. 17000'; MTU Int-EKR, 13,000'; V-81 GJT-MTU Int, 13,000. Usable Reporting Points: Myton Int-EKR R-259° and GJT R-303. (7-21)

NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.

OGDEN RADIO: DMET operg test basis; channel 83. (10-20)

PROVO RADIO: VOR course roughness exists over mountainuos ridges N thru E btn 15 & 20 nmi. (1-27)

SALT LAKE CITY ARTCC: July 11, ARSR svc and IFF bcn unavbl. July 11, radar arrival, enroute & dptr ctl svc unavbl. See page 36 for freq chgs efctv about Aug 15.

SALT LAKE CITY MUN # 1 ARPT: Stay on rnwys, txwys and aprons; shoulders soft A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scatterd-to-overcast sky conditions during which times a lgt will flash at 6 second intervals toward the W from zero to 90° elev: lgt intensity aprx 3 million candlepwr. Rnwy 34L-16R clsd to S lndgs Mon thru Fri dalgt hrs; land to S at other times and at ngt; avoid lndg short of threshold lgts, overrun area excavated and unusable. (8-9)

SALT LAKE CITY MUN # 1 ARPT TOWER: VHF/DF and UHF/DF bearing 355°-95° and 185° to 235° frm stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. June 20, ILS lclzr and glide slope shut down until aprx Sept 20 - rnwy extsn. (6-20)

SALT LAKE CITY MUN # 2 ARPT: No longer maintd; use at own risk. (6-13)

SALT LAKE CITY, UTAH CENTRAL ARPT: N/S rnwy under constr, men, eqpmt on extsn to S end. (4-28)

VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)

WENDOVER RADIO: LF rng not monitored cont. (11-9)

VERMONT: BURLINGTON-SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, & Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-45-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)

RUTLAND MUN ARPT: NW/SE rnwy clsd.

VIRGINIA: AMELIA, HILLTOP ARPT: New arpt reported; lat 37-25, long 77-58; lctn: 5.0 N; elev: 250'. One sod strip, 2200'. 80 oct fuel avbl; fence W edge of strip. (6-11)

BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)

BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220°, MOCA. TACAN azimuth & distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)

★CAPE CHARLES RADIO: Aug 15, VORTAC freq chg to 112.2 mc, class chg to M-VORTAC and TACAN channel to 59.

DAHLGREN-SPECIAL NOTICE: Restricted Area R-38 routine daily air & surface firing presents extreme hazard to acft all alts from sunrise to sunset Mon thru Fri. (6-2)

FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)

FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)

FREDERICKSBURG, SHANNON ARPT: Glider operns dalgt hrs, Sats and Suns. (7 22) Heliport constrd on S side NW/SE rnwy. (7 29)

**HARCUM ARPT: Abandoned. (7-28)

HOLLINS RADIO: July 12, TACAN shut down - modernization. (7-12)

HOPEWELL ARPT: Parachute activities being conducted Sat, Sun & holidays, SR-SS, gnd to 9000'. (5-5)

LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)

LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)

LYNCHBURG SPECIAL NOTICE: Caution-extsv electronic high pwr blasting at Smith Mountain dam. site, 19 nmi SW Lynchburg VOR awy V222 at lat 37-02-30, long. 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000' MSL and 1 mi horizontal dist. Constr 24 hr daily for 3 yrs. (5-10)

MIDDLEBURG: New arpt reported. Lat 38-55-45, long. 77-43-30; lctn: 2.5 mi SE; elev: 540'; one N/S strip 2000'. Woods N. No lgts, fuel or svcg. (4-29)

MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 35 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 3000' MSL and 35 nmi 180°-210° at 6000' MSL.

MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Rvr, 10 mi S Washington Nat'l Arpt. (12-17)

NEWPORT NEWS, PATRICK HENRY ARPT SPECIAL NOTICE: ILS-6, Amdt 7, effective 3/14/59. ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (8-10)

**NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. 20' lgtd wind twr lctd aprx cntr of fld 750' off rnwy 6-24 & 400' off rnwy 2-20. (2-12) Due non-visibility twr unable to determine if following area is clear of obstns and/or acft: NW txwy beyond N end of N/S taxi strip. All use of this area is a pilot's discretion. (8-9)

NEWPORT NEWS, PATRICK HENRY ARPT TOWER: About Sept 12, ILS lclzr & glide slope will be shut down until aprx Nov 12 - hvy rnwy constr. (8-12)

NORFOLK ARTCC: Freq 284.6 mc unusable due to interference. (7-27)

NORFOLK MUN ARPT: Txwy SW side of rnwy 13-31 clsd from quonset hangar to 600' beyond apch end rnwy 13. Mowing operns in progress on fld during dalgt hrs. (5 27)

NORFOLK MUN ARPT TOWER: About Sept 5, ASR-2 will be shut down until aprx Dec 2 - modernization

PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000' MSL required between Hilton Int and Int V16N & V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°, 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW; J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)

RICHMOND SPECIAL NOTICE: Ctn- lcl mil trng flgts within 25 mi radius 1200-0400Z daily. Alts from gnd to 20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arriving VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)

**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless excpn authorized by RIC twr. Hvy and/or fast acft enter tfc patn at 1500' lgt and/or slow at 800'. For noise abatement DC3 and larger acft make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr.

RICHMOND, BYRD FLD: Visual mrkgs for clockwise flow of tfc inop. Follow cntrline all txwys. Overrun area rnwy 6-24 clsd. (7-26)

ROANOKE, WOODRUM FLD: Rnwy 5-23 & txwy 23 clsd, constr; use rnwy 5 for taxiing only. (6-29)

ROANOKE RADIO: Stn passage on G5 & R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM & ROA LFR Z mrkr. (1-15)

SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)

**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flt strip. (6-1)

WINCHESTER MUN ARPT: Aprx 3600 x 100' grade strip on rnwy 13-31 usable; aprx 1100 x 100' sod strip, rnwy 2-20, usable from int to the N end; usable areas mrkd with yellow cones. Caution after hvy rain. Obstns: trees on apch end of rnwy 13. (8-3)

WASHINGTON: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nez Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Riv, the Snake Riv, and the Imnaha Riv. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span 1965' long*; China Creek span 1720' long*; Wapshila Creek span -1225' long; Birch Creek span - 1930' long; Salmon Riv span - 2055' long*; Snake Riv span - 3746' long; Imnaha Riv span - 3679' long. *(Marked by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top and three 1-1/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM MUN ARPT: Until aprx Sept 1 all multi-eng acft making practice range apchs over arpt will maint 1500' MSL alt. (7-15)

★BELLINGHAM RADIO: VOR freq changed to 113.0 mc; class chgd to H-BVOR. Coverage 80° to 90°, 25 nmi at 11,000' MSL. (8-16)

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of arwy structure however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

★MOSES LAKE, LARSON AFB RADIO: Aug 1, USAF H facil freq chgd to 308 kc. (8-5)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice ident inop. (2-19)

OTHELLO ARPT: Fld clsd to all tfc. (6-1)

SEATTLE ARTCC: See page 36 for freq changes efctv about Aug 15. (7-28)

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn E of arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. Due non-visibility twr unable to ctl tfc on parking apron No. 4 and W of blast fence in front of Boeing Flt Cntr. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17)

**SEATTLE-TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 rqrd to conduct run-up at least 1000' S of northerly runup apron whenever practical and compatible with safe opern. (12-28) Apch lgts inop until aprx Oct 15, due rnwy extsn. (7-5) Due non-visibility twr unable to determine if following areas are clear of obstns and/or acft: N runup area and all trml gates. All use of these areas is at pilot's discretion. (8-4)

SEATTLE-TACOMA INTL ARPT TOWER: July 5, ILS lclzr and glide slope shut down until aprx Aug 16 - installation blast fence. (7-29)

SEATTLE RADIO: LF rng NW course has splits and multiples beyond 20 mi. (10-26)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (6-29) 904'(4549'MSL) lgtd twr being erected 7 nmi SSE(167°T) at lat 47-34-52, long. 117-17-47. (7 5)

WASHINGTON: SPOKANE-INTL ARPT: SW txwy btn rnwy 3 & 7 clsd. Apch lgt system shut down until about Oct 1, for modernization of apch lgt system and sequence flasher lights. SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20) About Aug 16, LF rng N course will be realigned to 185° M inbound twd stn. A & N quadrants identifications will be reversed as follows: 1 A 58 N 185 A 255 N. (7-25)

★TACOMA, GRAY AAF RADIO: Army H facil class chgd to MH. (8-10)

TACOMA, McCHORD AFB SPECIAL NOTICE: Caution-hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

★TOLEDO RADIO: Aug 11, freq 272.7 mc comsnd.

WALLA WALLA, CITY-COUNTY ARPT: Const work in progress on two new txwys btn apron and rnwys 2-20; rnwys 2-20 clsd, mrkd with crosses only when eqpmt using rnwys; use caution when rnwys 2-20 are open as eqpmt may be working on edges. Flags & flares on work area during non-working hrs. (7-1)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON, HILLTOP ARPT: Closed. (6-27)

CHARLESTON, KANAWHA CO ARPT SPECIAL NOTICE: Effective 7/9/60, ADF Procedure No. 2, Amdt-Orig., change missed apch to read: "within 0.0 mi, make left turn and climb to 3000' direct to the Charleston LOM." (7-11)

CHARLESTON, KANWAHA CO ARPT: Narrow beam taxiway B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils & svcg avbl only 1300-2100Z Tue thru Sat, clsd Sun & Mon; no tie down or over night parking. Rotg beam ceilometer installed on ridge aprx 4500' from apch end rnwy 23. (8-9)

★CHARLESTON, KANAWHA CO ARPT TOWER: ILS glide slope unusable from MM to touchdown. (6-17) Aug 6, freq 120.30 mc replaced 118.50 mc.

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

**CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open all lgt acft, including Twin Beechcraft; clsd all other acft. (6-29)

**ELKINS MUN-RANDOLPH CO ARPT: (Formerly Elkins Mun Arpt) Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (6-29)

MARTINSBURG MUN ARPT: 3-inch lip on concrete threshold lgt bases, both ends rnwys 17-35. (6-1)

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21,area mrkd, flagged days, red lgts ngt. (3-1)

PARKERSBURG RADIO: DMET operg on test basis; channel 89. (6-9)

WHEELING, OHIO COUNTY ARPT TOWER: About Sept 20, ILS lclzr and glide slope will be shut down until aprx Oct 4-freq chgd to lclzr 109.7 mc; glide slope 330.2 mc. (8-11)

WISCONSIN: BOULDER JUNCTION RADIO: May 1 thru Nov 1, MH facil operg. Freq: 206 kc. Ident: BDJ. Lctd on arpt. Hrs: dalgt hrs. (7-19)

CAMP MCCOY SPECIAL NOTICE: Standard rotating bcn lctd 1-1/2 mi on brg of 060° out of opern until further notice. (7-29)

**GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req only. (6-29)

GREEN BAY RADIO: June 23, TACAN shut down until aprx Aug 17 - modernization. (7-27)

JANESVILLE RADIO: About Sept 12, VOR will be shut down until aprx Sept 26-freq chgd to 113.4 mc and class chgd to M-BVOR. (8-12)

LA CROSSE MUN ARPT: 176'(849'MSL) lgtd twr being erected 4.5 nmi SSE(168°T) at lat 43-48-13, long. 91-14-31. (7-25)

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120°-145° 20 mi, all other azimuths 25 mi. (5-16)

LONE ROCK, TRI COUNTY ARPT: Haystack across road adjt N end of N-S rnwy. (7-11)

LONE ROCK RADIO: DMET operg test basis; channel 83.

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs, flares at ngt; apch lgtg being installed S end of rnwy 18-36, men, eqpmt on fld dalgt hrs; rnwy 18-36 clsd for resurfacing Aug 29- Sept 8. (8-11)

MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)

MARSHFIELD MUN ARPT: Caution, men, eqpmt on fld, constr. (6-29)

WISCONSIN: MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 400' rnwy 1-19 clsd lndgs. Threshold lgts moved 400' N of S end of rnwy 1-19. Glide path touchdown point 2000' N of threshold lgts on rnwy 1. 1420' excavated area S of rnwy 1-19 day mrkd. (6-27)

MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF/DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down-relctn. (9-11) About Aug 30, freq 285.4 mc will be chgd to 307.0 mc. (8-11)

OSHKOSH RADIO: VOR unusable at Pine Grove Int above 15,000' MSL & at Nero Int above 14,000' MSL due interference. (1-20)

PRAIRIE DU CHIEN ARPT SPECIAL NOTICE: Flt Test Area described as follows: Area is bordered on W by Mississippi Rvr, on N by Wisconsin Rvr, on E by Highway 132, S to Mounthope, Wis., paved roads J to A and A thru Bloomington, Wis., W to Mississippi Rvr. Hours: dalgt under VFR conditions. Altitudes: not to exceed 5000'. User: Lloyd Eddings. Expires 12 October 1960. (8-13)

**SOLON SPRINGS SPECIAL NOTICE: Hi tension line exists between an island and shoreline on Lake Minnisuing N of Solon Springs.(7-19)

WAUKEAHA COUNTY ARPT: NE/SW rnwy clsd; sod removal in progress for leveling rnwy. Constr on W end E/W rnwy & txwy; to be extended 600';men, eqpmt off W end of rnwy & txwy.

WOODRUFF, LAKELAND MUN ARPT: Caution, men eqpmt installing rnwy lgts. (6-29)

WYOMING: CAMP GUERNSEY AREA SPECIAL NOTICE: Controlled firing area from June 12 thru Aug 20, 1960 between 0700 and 2200 MST to 330' MSL within the following boundaries: bgng at lat 42-30-00, 104-54-30; thence to 42-30-00, 104-40-00; 42-23-00, 104-40-00; 42-19-00, 104-45-00; 42-16-00, 104-45-00; 42-16-00, 104-49-00; 42-22-00, 104-54-30; thence to pt of bgng. (6-10)

**CASPER SPECIAL NOTICE: Civil jet trng being conducted periodically seven days/wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr; Rapid City, S. D. Durg trng periods, these stns will include an advisory message at the end of each weather broadcast. (10-26)

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5) Aug 1, ILS lclzr and glide slope shut down until aprx Aug 20-reconstr. (8-2)

**CHEYENNE MUN ARPT: Due non visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft; military ramp area on the N side of arpt, ramp area within 100' radius of the twr structure. All use of these areas is at pilot's discretion. Twr controlled jet arresting barrier installed at the end of rnwys 8 and 26.

CODY MUN ARPT: Rnwy 9-27 closed. (7-1)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-17)

EVANSTON ARPT: New arpt reported 5 mi NNW, elev 6600' one dirt strip N/S 2800' in length, soft when wet. (3-2)

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)

SHERIDAN COUNTY ARPT: Caution, grass cutting in progress summer months. (6-29)

SHERIDAN RADIO: Aug 8, VOR shut down until aprx Aug 27-reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V1500 DNW-DPR; V19E BIL-SHR and SHR-CZI. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V19 CZI-BIL via CZI R317° and BIL R114°, MEA 10,000'. (8-11)

THERMOPOLIS MUN ARPT: 50' of entire length of rnwy 36-18 W of cntrline clsd, E side will remain open, but use with caution. (8-8)

PUERTO RICO: PONCE, MERCEDITA ARPT: About Sept., establishment of antenna farm consisting of 76 twrs will be erected 3.5 nmi E at lat 18-00-45.30, long. 66-30-30. Tallest twrs 131' (181'MSL). Only 5 twrs will be obstn lgtd. (8-8)

SAN JUAN, ISLE GRANDE ARPT: Tmpry twr lctd on NW corner of old

[redacted]: **SAN JUAN, ISLE GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd ngts by two steady red lgts. (6-9) Due non-visibility twr unable to determine if following areas are clear of obstns and/or acft: Extreme S portion CG/Navy ramp; ramp area E of CG hangar; extreme E end rnwy 9; and ramp on N side J. Mack Aero hangar. All use of these areas is at pilots discretion. Due non-visibility twr unable to observe tfc and provide tfc info apch area for lndg rnwy 27. (8-10)

SAN JUAN-ISLA GRANDE ARPT TOWER: May 13, twr tmpryly relctd on NW corner of old trml bldg- renovation of twr structure. Soon, following freqs will be in use: 255 kc vice 369 kc; 233.8 mc vice 257.8 mc; and 250.2 mc. (7-29)

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2000Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgts. (1-7) Due to extsn of eastern end rnwy & txwy, 39' lgtd dredge eqpmt operg 600' from end of rnwy, top of dredge 32.5' above rnwy at mean highwater. Caution adhere to cntrline of txwy while maneuvering on extreme W end of E/W txwy; due to erosion gnd level drops aprx 18 inches from concrete and follows outside radius. (8-8)

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

[redacted] ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end on surface of rnwy. No runoff area avbl on E end.

ST. CROIX RADIO: No coverage to N and W on all UHF and VHF voice air/gnd channels.

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN ARPT: Rnwy 9-27 slippery when wet braking action very poor caution advised durg and following rain showers. (8-2)

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N & E quads all VHF and UHF voice air/ground channels - due terrain. (3-10)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), Louisiana	England AFB	363.8;118.2;122.5G
Anchorage (Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.5G; 119.1; 118.1; 270.6; 363.8
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3;122.5G;363.8
Camp Springs (Andrews AFB), Maryland	Andrews Apch Ctl	120.0;122.5G; 363.8
Columbus (Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7;122.5G;274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3;257.8; 122.5G
Falmouth (Otis AFB), Massachusetts	Otis RAPCON	124.7; 122.5G
Glasgow (Glasgow AFB), Montana	VFR Glasgow AFB Tower	126.2;236.6;122.5G
	IFR Great Falls ARTCC	123.9;301.4;307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Johnson Apch Ctl	126.2;122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Tower	126.2;236.6
	IFR - Minneapolis ARTCC	120.8;283.7;301.4
Klamath Falls(Kingsley Fld), Oregon	Klamath Falls Apch Ctl	118.5;348.6
Merced (Castle AFB), California	Castle AFB Apch Ctl	118.9;122.5G;379.4
Minot AFB, North Dakota	VFR Minot AFB Tower	126.2;236.6
	IFR-Minneapolis ARTCC	125.4;284.6;301.4
Oscoda (Wurtsmith AFB), Michigan	Wurtsmith Apch Ctl	126.2;122.5G
Portland Intn'l Arpt., Oregon	Portland Intnl Apch Ctl	124.9;122.5G;290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5;363.8
San Diego(North Island NAS), California	San Diego Apch Ctl	304.4G;126.18G
San Rafael (Hamilton AFB), California	Hamilton AFB Apch Ctl	122.5G;126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3;122.5G; 363.8
Spokane (Geiger Fld), Washington	Spokane Apch Ctl	124.3; 263.0 ;122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1;121.1;126.5;363.8; 122.5G
Westhampton Beach(Suffolk AFB), New York	Suffolk Apch Ctl	126.2;122.5G; 236.6
✓ Wrightstown (McGuire AFB), New Jersey	McGuire Apch Ctl	122.5G;110.6 T 134.1;126.2

G - Guards

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, Item 9 and page 73 - Position Reporting, in the Flight Information Manual. Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

WASHINGTON, D. C. AREA SPECIAL NOTICE - Aircraft operating VFR be alert for all types of lighter-than-air craft in Washington-NAS Area. Including APG, Aberdeen NAS, Andrews AFB,

IN INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT

WASHINGTON, D. C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D. C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U. S. Route 29 until past Falls Church. Departures proceed well right of U. S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D. C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49 - No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: FS-1). This does not apply to portable recorders and dictating machines which meet Military Specifications MIL-I-16910 or other comparable military specifications nor to hearing aids.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meterological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	266 kc
Los Angeles, Calif.	332 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	266 kc
New York, N. Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D. C.	332 kc
Wichita, Kans.	332 kc

SMUGGLING IS THREAT TO SECURITY: The smuggling of instruments of war, including atomic devices and biological agents, and the illegal entry of aliens, are a serious threat to the security of the U. S. The Bureau of Customs and the Immigration and Naturalization Service are your first line of defense.

Customs offers generous rewards for original information leading to the apprehension and conviction of any person or persons smuggling or attempting to smuggle into this country any of the articles or devices mentioned herein. Payment in cash will be made immediately following seizure and conviction of violators. The identity of the payee will be kept secret and fully protected at all times.

To qualify for a reward, information must be original and in sufficient detail to make possible the seizure of the article being smuggled and the arrest of the person or persons involved. If you have such information, use the quickest means available to report it to the nearest Customs, Immigration or FAA officer who will see to it that when seizure is made and violators convicted you will receive the award. The Bureau of Customs will also make cash payment for information leading to seizure and forfeiture of any article or device covered by this notice even though no arrest is made.

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas

a. No additional operational restriction, control or communications requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operating within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Unless advised otherwise by ATC, transponders shall be adjusted to reply as follows:'

(1) Basic Mark X equipped aircraft - Mode 3 .
(2) Civil turbojet air carrier aircraft - Mode A Code 40 .
(3) Civil aircraft (other than turbojet air carrier) and military SIF equipped aircraft operating at an assigned level- Mode A (military Mode 3) Code 02.
(4) Civil aircraft (other than turbojet air carrier) and military SIF equipped aircraft operating VFR or VFR-on-top - Mode A (military Mode 3) Code 62.
(5) NORAD interceptor aircraft on air defense duties - Mode 3 Code 00
(6) Flights operating on a mode other than Mode 3 will adjust transponder to reply on Mode 3 and the assigned mode simultaneously.

Aircraft operating within restricted, warning or prohibited airspace are encouraged to operate transponders as outlined above when in proximity to radar advisory areas but such operation is not a requirement except when leaving those areas to enter radar advisory areas.

b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.

c. In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.

2. Nonradar Advisory Areas

The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.

a. Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.

b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route #1 (Los Angeles, Calif., to Seattle, Washington)
2. VOR/VORTAC Jet Route #2 (San Antonio, Texas to Tallahassee, Florida.)
3. VOR/VORTAC Jet Route #3 (Oakland, Calif., to Spokane, Wash.)
4. VOR/VORTAC Jet Route #4 (Los Angeles, Calif., to Phoenix, Ariz.
5. VOR/VORTAC Jet Route #8 (Tulsa, Okla., to New York, N.Y.)
6. VOR/VORTAC Jet Route #12 (Baltimore, Md., to Pittsburgh, Pa.)
8. VOR/VORTAC Jet Route #16 (Portland, Ore., to Pullman, Mich.; Buffalo, N.Y., to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont. to Int. of J16V with Category "A" radar flight advisory area of J90V SW of Billings, Mont.
9. VOR/VORTAC Jet Route #19(Omaha, Nebr., to Int. J19V with J64V).
10. VOR/VORTAC Jet Route #21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
11. VOR/VORTAC Jet Route #22 (Lake Charles, La., to intersection with J55V).
12. VOR/VORTAC Jet Route #24 (Phoenix, Ariz., to Albuquerque, N.M.)(Indianapolis, Ind. to its Int with J-43-V near Cincinnati, Ohio.)
13. VOR/VORTAC Jet Route #25 (Dallas, Tex., to Tulsa, Okla.)
14. VOR/VORTAC Jet Route #26 (Amarillo, Tex., to Appleton, Ohio.)
15. VOR/VORTAC Jet Route #29 (Houston. Tex.. to Cleveland, Ohio).
16. VOR/VORTAC Jet Route #31 (Dallas, Tex., to Chicago, Ill.)
17. VOR/VORTAC Jet Route #33(Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
18. VOR/VORTAC Jet Route #34 (Cleveland, Ohio to Pittsburgh, Pa.)
19. VOR/VORTAC Jet Route #35 (New Orleans, La., to St. Louis, Mo.)
20. VOR/VORTAC Jet Route #37 (New Orleans, La., to Spartanburg, S.C.)
21. VOR/VORTAC Jet Route #41 (Miami, Fla. VOR to St. Petersburg, Fla. VOR.)
22. VOR/VORTAC Jet Route #41 (Kansas City, Mo., to Omaha, Nebr.)
23. VOR/VORTAC Jet Route #42 (Dallas, Tex.. to New York. N. Y.
24. VOR/VORTAC Jet Route #43 (St. Petersburg, Fla. to the Int of J43V with J84V.)
25. VOR/VORTAC Jet Route #45 (Alma, Ga., to St. Louis, Mo.)
26. VOR/VORTAC Jet Route #49 (Alma, Ga., to Spartanburg, S. C.)
27. VOR/VORTAC Jet Route #52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala,, extension to J52V.
28. VOR/VORTAC Jet Route #53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S.C., to Pittsburgh, Pa.)
29. VOR/VORTAC Jet Route #55 (From the intersection with J22V to Kenton, Del.)
30. VOR/VORTAC Jet Route #56 (Salt Lake City, Utah to Denver, Colo.) Nonradar advisory area from 163 nmi E of Salt Lake City to 19 nmi W of Kremmling, Colo.
31. VOR/VORTAC Jet Route #58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 170 nmi E of Tonopah, Nev. to 20 nmi SE of Bryce Canyon, Utah. Effective 25 August 1960.
32. VOR/VORTAC Jet Route #60 (Los Angeles, Calif., to New York, N.Y.) Nonradar

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advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb., VOR.

33. VOR/VORTAC Jet Route #62 (Idlewild, N.Y., to Nantucket VOR.)
34. VOR/VORTAC Jet Route #64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
35. VOR/VORTAC Jet Route #67 (Idlewild, N.Y., to U.S.-Canadian Border.)
36. VOR/VORTAC Jet Route #69 (Spartanburg, S.C., to Gordonsville, Va.)
37. VOR/VORTAC Jet Route #70 (Seattle, Wash. to Idlewild, N.Y.)
38. VOR/VORTAC Jet Route #71 (Appleton, Ohio to Front Royal, Va.)
39. VOR VORTAC Jet Route #73 (Miami, Fla., to U.S.-Canadian Border)
40. VOR/VORTAC Jet Route #77 (Miami, Fla., to U.S. Canadian Border)
41. VOR/VORTAC Jet Route #78 (Los Angeles, Calif., to New York, N.Y.)
42. VOR/VORTAC Jet Route #79 (Miami, Fla., to Idlewild, N.Y.)
43. VOR/VORTAC Jet Route #80 (Oakland, Calif. to New York) Nonradar advisory areas from 145 nmi E of Tonopah, Nev. to 70 nmi WSW of Denver, Colo; from 120 nmi ESE of Denver, Colo. to 25 nmi W of Hill City, Kans.
44. VOR/VORTAC Jet Route #81 (The intersection of J81V and J53V to Barracuda Int.)
45. VOR/VORTAC Jet Route #82 (Chicago, Ill., to Boston, Mass.)
46. VOR VORTAC Jet Route #84 (Oakland, Calif., to the U.S. Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr.
Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
47. VOR/VORTAC Jet Route #85 (Miami, Fla., to the U.S.-Canadian Border.)
48. VOR VORTAC Jet Route #87 (Houston, Tex., to Northbrook, Ill.)
49. VOR/VORTAC Jet Route #89 (Northbrook, Ill., to Miami, Fla.)
50. VOR/VORTAC Jet Route #90 (Seattle, Wash., to Chicago, Ill.)
51. VOR/VORTAC Jet Route #95 (Idlewild, N.Y., to U.S.-Canadian Border.)
52. VOR/VORTAC Jet Route #97 (Boston, Mass. to the U.S. Canadian Border.)
53. VOR/VORTAC Jet Route #103 (St. Petersburg, Fla. to Orlando, Fla.)
54. Control 1150 (West Palm Beach, Fla., to Wilmington, N.C.)

AREAS

1. That area 20 n mi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.
2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial(direct route between Duluth & Lakehead, Canada.)
3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)
4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif., 208° M radials; thence via the Long Beach, Calif 208° M radial(Control Area Extension 1177) for a distance of 180 n mi.
5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 n mi.
6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 n mi.
7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 n mi.
8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial(Control Area Extension 1173 over Francis Intersection) for a distance of 150 n mi.
9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 n mi.
10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 n mi.
11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 n mi.
12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 n mi.
13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 n mi.
14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 n mi.
15. Honolulu, Hawaii VOR: thence via the Honolulu, Hawaii 168° M radial for a distance of 99 n mi.
16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Port Allen rbn.
17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.
18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 n mi (boundary of the Miami Oceanic Control Area)
19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct. radial to the Victoria (Patricia Bay), B.C., Canada RR.
20. Wolbach, Nebraska VOR; direct to Pawnee City, Nebraska VOR.
21. Boston, Mass., Terminal Area-- That area within 20 nmi to either side of J-16-V between Albany, N.Y., & Boston, Mass.
22. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y., VOR to Albany, N.Y., VOR.
b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.
23. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR
Baltimore, Md., Terminal Area--
a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.
24. St. Louis, Mo., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Int. of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.
25. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 264° M radial; to Int. of Palmdale, Calif., 264° M radial and J-1-V.
d. Los Angeles, Calif., VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.
26. Oakland, Calif., Terminal Area -- That area within 20 nmi. to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
C2
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.

27. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.

28. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
b. Spartanburg, S. C., VOR via V-20-N to Norcross, Ga., VOR.
c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S. C., VOR

29. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

30. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. - Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

31. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028° M radial to a point 68 nmi NE of Thurman VOR.
c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

32. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi--bndry of the Havana, Cuba Ctl Area.

33. Houston, Tex., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR (V20S).
c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

34. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

35. New Orleans, La., Terminal Area-- That area within 20 nmi to either side of a direct course from the:
a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N.)
b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR. (Overlies V-9-E).
c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.).
f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114).
g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
h. New Orleans, La VOR via the Int of the New Orleans, La VOR 220° and the Lafayette, La VOR 102° M radials; to the Lafayette, La VOR (overlies Victor Airway 20 South).
i. From the New Orleans, La VOR via the Int of the New Orleans, La VOR 094° and the Picayune, Miss VOR 155° M radials; to the int of the Picayune, Miss VOR 155° M radial with Control Area Extension 1226.
j. From the Int of the Picayune, Miss VOR 155° and the New Orleans, La. VOR 116° M radials to the Int of the New Orleans, La VOR 116° M radial with Control Area Extension 1226.

36. Tampa, Fla., Terminal Area - That area within 20 nmi to either side of a direct course from the:
1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152).
2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
4. Ft. Myers, Fla VOR via direct St. Petersburg, Fla. VOR; to the Int of the St. Petersburg, Fla VOR 349° and the Ocala, Fla 233° M radials(overlies Victor Airways 35).
5. From the Ocala, Fla VOR 233° M radial to its int with the Cross City, Fla VOR 183° radial.
6. From the St. Petersburg, Fla VOR via the Int of St. Petersburg, Fla VOR 288° and the Cross City, Fla VOR 183° M radials; to the Int of the Cross City, Fla VOR 183° and the Ocala, Fla VOR 233° M radials.

37. From the St. Petersburg, Fla., VOR to the Int. of the St. Petersburg, Fla., VOR 274° M radial with Control Area Extension 1226.

38. From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La, NDB.

39. From the Grand Isle, La., NDB via direct to the New Orleans, La., VOR.

40. From the Int. of J85-V and J41-V direct to the Egmont Key, Fla, NDB.

41. Green Federal Airway #1(From the Int. of G1 with U.S.-Canadian Border W of Millinocket. Me., to Int. of G1 with U.S.-Canadian Border NE of Millinocket, Me.)

42. Within 100 nmi radius of Guam rdo rng and 20 nmi either side of a rhumb line route as indicated below:
1. Honolulu/Guam
2. Guam/Wake
3. Guam/Manila

43. Pullman, Mich, VOR via direct Peck, Mich VOR; thence via the Peck, Mich VOR 078° M radial to the U.S./Canadian Border.

44. Cleveland Terminal Area - That area 20 nmi either side of the Cleveland 027° radial between Cleveland, Ohio, VORTAC and the U.S./Canadian Border.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Air Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections." Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

(16 August 1960)

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by

Route 15-D-3: Start direct at Hudsonth VOR, Texas to start low level point at 31-08N

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 40-14N, 93-36W (Entry - call Lamoni VOR); 40-25N, 92-07W; 42-21N, 90-54W; 43-28N, 91-00W; end nav leg 43-25N, 92-50W; to target 43-22-30N, 94-04W. Note: For a bomb run only, entry reporting will be 43-28N, 91-00W (Call Lone Rock VOR); remainder of route is identical as above.

Route 2-M-1: Start at 31-45N, 91-49W (entry-call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N, 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg). 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 8-J: Cross Florence VOR at flt alt (entry point - call Jacksonville ARTCC) descend to start low level 34-22N, 79-05W; 33-21N, 80-05W; 32-08N, 82-11W; 31-20N, 81-54W; 30-32N, 82-51W; 30-21N, 83-00W; 29-47N, 83-30W; 28-46N, 82-42W. Start climb to target Tampa/St. Petersburg.

Route 8-J Alternate: Cross Tallahassee L/F at flt alt (entry point - call Jacksonville ARTCC) descend to start low level 29-31N, 83-24W; 28-46N, 82-42W. Start climb to target Tampa/St. Petersburg.

Route 8-K: Cross Niagara Falls TACAN/TVOR at flt alt (entry point - call Cleveland ARTCC) descend to start low level 42-49N, 77-18W; 42-14N, 79-21W; 42-07N, 79-30W; 40-55N, 79-28W; 40-50N, 78-57W; 42-28N, 76-55W; 42-46N, 76-16W; 42-47N, 76-08W; 42-28N, 73-55W. Start climb to target Springfield. NOTE: This route is used by jet fighter aircraft on Sats and Suns.

Route 8-K Alternate: Cross Syracuse VOR at flt alt (entry point - call Boston ARTCC) descend to 42-28N, 73-55W. Start climb to target Springfield.

Route 8-M: Cross Columbia VOR at flt alt (entry point - call Columbia Radio) descend to 34-23N, 80-25W. Start climb to target Charlotte.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 8-S: Cross Nantucket VOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 41-23N, 70-03W; 41-12N, 67-25W; 42-30N, 66-40W; 43-00N, 68-30W; 43-38N, 68-44W; 43-53N, 68-17W. Start climb to target at 44-46N, 67-50W.

Route 8-S Alternate: Cross Brunswick TVOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 43-53N, 68-18W. Start climb to target 44-46N, 67-50W.

Route 8-T: Cross St. Petersburg VOR at flt alt (entry point - call Tampa Approach Control) descend to start low level at 27-33N, 83-16W; 27-30N, 84-43W; 27-24N, 84-51W; 26-10N, 85-00W; 26-00N, 84-51W; 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W; 27-01N, 81-03W. Start climb to target at 27-39N, 81-16W.

Route 8-T Alternate: Cross Ft. Myers VOR flt alt (entry point - call Miami ARTCC) descend to start low level at 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W. Start climb to target at 27-39N, 81-16W.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15 - A - 3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descent 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point) - (Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-25W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-53N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

RADAR WEATHER ADVISORY SERVICE(STAR GAZER) - On page 31 of the Flight Information Manual Volume 13 dated December 1959, Radar Weather Advisory Service(Star Gazer) will be discontinued on August 1, 1960, in the geographical area bounded by the following coordinates: 40-00N, 120-47W; NW to 41-25N, 121-50W; N to 45-50N, 121-50W; NE to 46-30N, 121-00W; N to a point on the U.S.-Canadian Border at 121-00W; thence E along the U.S.-Canadian Border to a point 113-25W; S to 42-00N, 113-25W; W to 42-00N, 119-25W; SW to the point of beginning.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE- On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

AIR ROUTE TRAFFIC CONTROL CENTERS FREQUENCY CHANGES: On or about 15 Aug. 1960, the following ARTCC will accomplish frequency changes as follows:

Location	Freq. Mc. New	Old	Function
ALBUQUERQUE CENTER:			
Albuquerque, N. M.	128.10	125.30	I
" "	126.90	120.30/132.20	I
Alamosa, Colo.	127.30	124.70	I
Amarillo, Texas	127.20	123.70	I
Caprock, N. M.	128.00	121.20	I
" "	127.40	126.40	I
" "	133.05	132.35	H
Farmington, N. M.	127.30	124.70	I
Raton, N. M.	134.50	126.00	I
Truth or Consequences, N.M.	128.10	125.30	I
DENVER CENTER:			
Denver, Colo.	132.15	134.85	H
" "	127.80	120.10	I
" "	128.60	118.90	I
" "	127.25	125.00	I
Pueblo, Colo.	134.60	125.90	I
Cheyenne, Wyo.	133.85	126.50/132.35	H
" "	128.20	118.10	I
Grand Mesa, Colo.	134.60	125.90	I
" " "	127.80	120.10	I
" " "	132.15	134.85	H
Grand Island, Nebr	132.70	120.80	I
Rapid City, S. D.	127.20	124.70	I
Sheridan, Wyo.	127.20	124.70	I
GREAT FALLS CENTER:			
Great Falls, Mont.	128.00	123.90	I
" " "	128.60	126.50	I
Salmon, Idaho	134.55	125.00/132.95	H
" "	127.80	124.60	I
Butte, Mont.	128.60	126.50	I
" "	127.10	125.80	I
" "	127.80	124.60	I
Billings, Mont.	128.00	123.90	I
Glasgow, Mont.	128.00	123.90	I
Miles City, Mont.	132.65	119.80/133.95	H
" " "	128.00	123.90	I
Whitefish, Mont.	127.80	124.60	I
LOS ANGELES CENTER:			
Santa Barbara, Calif.	127.00	121.00	I
" " "	128.20	120.00	I
Bakersfield, Calif.	128.30	124.40	I
" "	127.75	125.40	I
Barstow, Calif.	133.55	125.60	H
" "	134.95	123.80/133.95	H
" "	128.40	120.60	I
" "	127.15	123.60	I
Julian, Calif.	127.30	124.20	I
" "	127.90	121.20	I
" "	128.60	120.80	I
Los Angeles, Calif. (Baldwin Hills)	127.40	119.90	I
	Delete freq. 134.60		
OAKLAND CENTER:			
Mountain View, Calif.	133.30	125.80	I
San Jose, Calif.	127.20	124.60	I
" " "	127.80	123.80	I
Angel's Camp, Calif.	125.15	134.60	H
" " "	128.15	119.70	I
" " "	134.60	134.30	I
Red Bluff, Calif.	127.40	120.30	I
Ferndale, Calif.	128.40	126.60	I
" "	132.60	125.60	I
Fallon, Nevada	133.35	125.70/134.45	H
" "	128.00	124.10	I
Winnemucca, Nevada	127.50	124.00	I
Tonopah, Nevada	127.70	120.80	I
Fresno, Calif.	127.45	125.00	I
" "	128.50	119.40	I
" "	Delete freq. 125.55		
PHOENIX CENTER:			
Winslow, Ariz.	127.20	125.00	I
" "	307.00	319.20	I
Seligman, Ariz.	128.70	132.70	I
" "	127.20	125.00	I
Tucson, Ariz.	132.80	126.40	I
Yuma, Ariz.	127.10	120.10	I
SALT LAKE CITY CENTER:			
Magna, Utah	134.25	124.40/134.70	H
Elko, Nev.	133.10	125.10	I
Sunnyside, Utah	128.50	121.30	I
" "	128.40	124.20	I
Pioche, Nev.	128.50	121.30	I
Las Vegas, Nev.	134.60	125.80	I
Rock Springs, Wyo.	134.90	120.60	I
Thermopolis, Wyo.	133.25	125.30/132.85	H
" "	134.90	120.60	I
Blackfoot, Idaho	132.50	124.80/132.70	I
" "	Delete freq. 132.55		
SEATTLE CENTER:			
Seattle, Wash.	134.25	132.45	H
" "	128.10	124.20	I
" "	132.10	124.60	I
Yakima, Wash.	132.60	124.50	I
Scappoose, Ore.	127.20	119.20	I
Horton, Ore.	132.80	125.30	I
Redmond, Ore.	133.65	125.00/134.35	H
" "	127.00	124.40/133.05	I
Klamath Falls, Ore.	133.65	125.00	H
" " "	127.00	124.40	I
Boise, Idaho	127.20	119.20	I
Emmett, Idaho	134.65	125.50/133.45	H
Pendleton, Ore.	133.00	125.40	I

H - High Altitude
I - Intermediate Altitude

SPECIAL NOTICE

CUMULUS CLOUD RESEARCH PROJECT

EFFECTIVE MAY 15 THROUGH AUGUST 31 ANNUALLY

Beginning May 15 and ending August 31 annually a cumulus cloud research operation will be conducted within a 50 statute mile radius of a weather radar station located 13 statute miles east of West Plains Missouri at 36°45' N - 91°39' W, excluding airways.

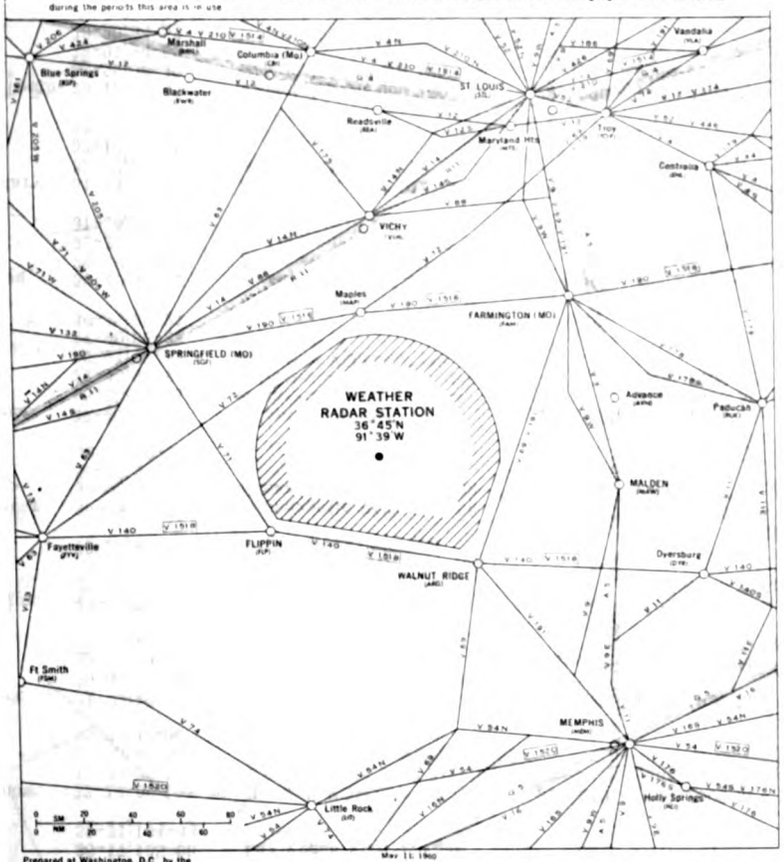
All flight operations will be conducted outside of controlled airspace. Hours of operation will be from 1400Z to 0300Z. Three Cessna 172 aircraft will operate VFR in the western portion of the area at selected altitudes between the surface and 11,500 feet MSL. One Beechcraft D18 will operate VFR or IFR throughout the area between the surface and 21,000 feet MSL as the weather and selected flight profiles dictate.

Flight operations will be conducted on days selected at random during the three and one half month period each year. Specific information concerning the operations will be issued by NAFAC each day the flights will operate.

Other aircraft proposing flight within the designated area may obtain current information concerning these operations from the following FAA facilities:

St Louis, Mo FSS — Springfield, Mo CS/T — Malden, Mo FSS — Walnut Ridge, Ark FSS — Memphis, Tenn ARTCC
Vichy, Mo FSS — Farmington, Mo FSS — Flippin, Ark FSS — St Louis, Mo ARTC

The flight service stations listed above will broadcast appropriate information concerning the operation following regular weather broadcasts during the periods this area is in use.



Prepared at Washington, D.C. by the U.S. Coast and Geodetic Survey

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC/TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is August 28, 1960:

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times (Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290	1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 116°;90 Los Angeles VOR 308°;67 & Los Angeles VOR 286°;74 Oakland VOR 130°;88	270-290	1800-2200 M - F. 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 033°;102 Dalles VOR 134°;64 & Dalles VOR 111°;70 Reno VOR 036°;126	240-290	1500-0800 M - S.
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 329°;92 Provo VOR 237°;99 & Provo VOR 230°;93 Tonopah VOR 329°;68	310-340	1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;83 Grants VOR 292°;119	260-290	1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290	1500-2400 M - F. 0000-0700 T - S.
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280	1600-1800 M - F. 2200-2400 M - F. 0000-0300 T - S.
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 179°;44 Pueblo VOR 270°;58 & Pueblo VOR 244°;55 Hanksville VOR 171°;69	240-260	1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 337°;68 Aberdeen VOR 273°;75 & Aberdeen VOR 254°;75 Sheridan VOR 331°;43	310-340	1600-1800 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Casper VOR 96°;61 Wolbach VOR 355°;78 & Wolbach VOR 356°;53 Cheyenne VOR 37°;65	240-290	1700-2000 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 029°;41 Fargo VOR 008°;104 & Duluth VOR 300°;167 Minneapolis VOR 231°;107	240-290	1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 136°;24 Garden City VOR 043°;50 & Garden City VOR 073°;50 Las Vegas VOR 337°;49	NOTE: 330-360 flt levels deleted effect. May 8. 240-260	1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260	1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15-30;103-40 32-26-30;103-32 33-50;99-05 33-00;99-00	Roswell VOR 098°;50 Wichita Falls VOR 218°;32 & Wichita Falls VOR 195°;52 Roswell VOR 118°;66	310-340	1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31 32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 240-290	1430-1930 M - F. 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Minneapolis VOR 145°;91 Houghton BVOR 008°;31 & Houghton BVOR 059°;30 Nodine BVOR 218°;24	240-290	1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	39-23;92-41 40-08;86-48 40-57;87-00 40-14;92-57	Indianapolis VOR 329°;50 Kansas City VOR 062°;88	330-350	1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 066°;39 Evansville VOR 115°;62 & Nashville VOR 003°;59 Memphis VOR 302°;99	310-340	1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Austin VOR 070°;31 Shreveport VOR 131°;49 & Alexandria VOR 316°;40 Houston VOR 281°;69	310-340	1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290	1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290	1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	28-00;94-00 27-13;94-20 25-31;89-05 24-42;89-30	27-36; 94-10 New Orleans Center 25-07; 89-17 New Orleans Center	310-340	1800-2100 M - F. 0100-0800 T - S.
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Crestview VOR 020°;73 Gainesville VOR 320°;44 °;50 & Gainesville VOR 275°;43 Crestview VOR 017°;48	250-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 28-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 310-340	1900-2400 M - F 0200-0500 T - S 1600-1900 M 1400-1900 T - F 0000-0200 T - S

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels	Times(Greenwich), Days
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290	1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 137°;122 Guantanamo LF 024°;137 & Guantanamo LF 022°;112 Miami VOR 143°;127	240-290	1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27.	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 049°;52 Presque Isle VOR 342°;13 & Albany VOR 075°;52 Presque Isle VOR 153°;13	240-290 310-340	1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290	1500-0800 M-F.
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullan Pass VOR 359°;91 Lewistown VOR 354°;104 & Lewistown VOR 358°;80 Mullan Pass VOR 010°;57	310-340	1500-2400 M - F. 0000-0700 T - S.

SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual general aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

SKY SHIELD EXERCISE: Effective September 10, 1960 between 0600Z and 1200Z a large scale air defense exercise to be known as SKY SHIELD will be conducted regardless of weather. The exercise will encompass the entire North American Continent North of the Mexican Border. The Administrator of FAA has determined that in the interest of safety, non-participating aircraft should not operate in the continental U.S. and Alaska during the exercise period. Pilots must plan their flights so as to be on the ground or outside the exercise area by 0600Z giving consideration to possible delay factors such as weather, departure delays, etc. During the early phase of the exercise, participating aircraft will be operating at all altitudes out to approximately 600 nmi from the coastline. Aircraft bound for the continental U.S. including Alaska will not be issued an Air Traffic Control clearance to approach closer than 150 miles to the Coast prior to 1200Z since flight in the offshore area will be hazardous during the entire exercise period.

NAVIGATIONAL WARNING-USAF OPERATION "OIL BURNER". USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during times specified for each route.

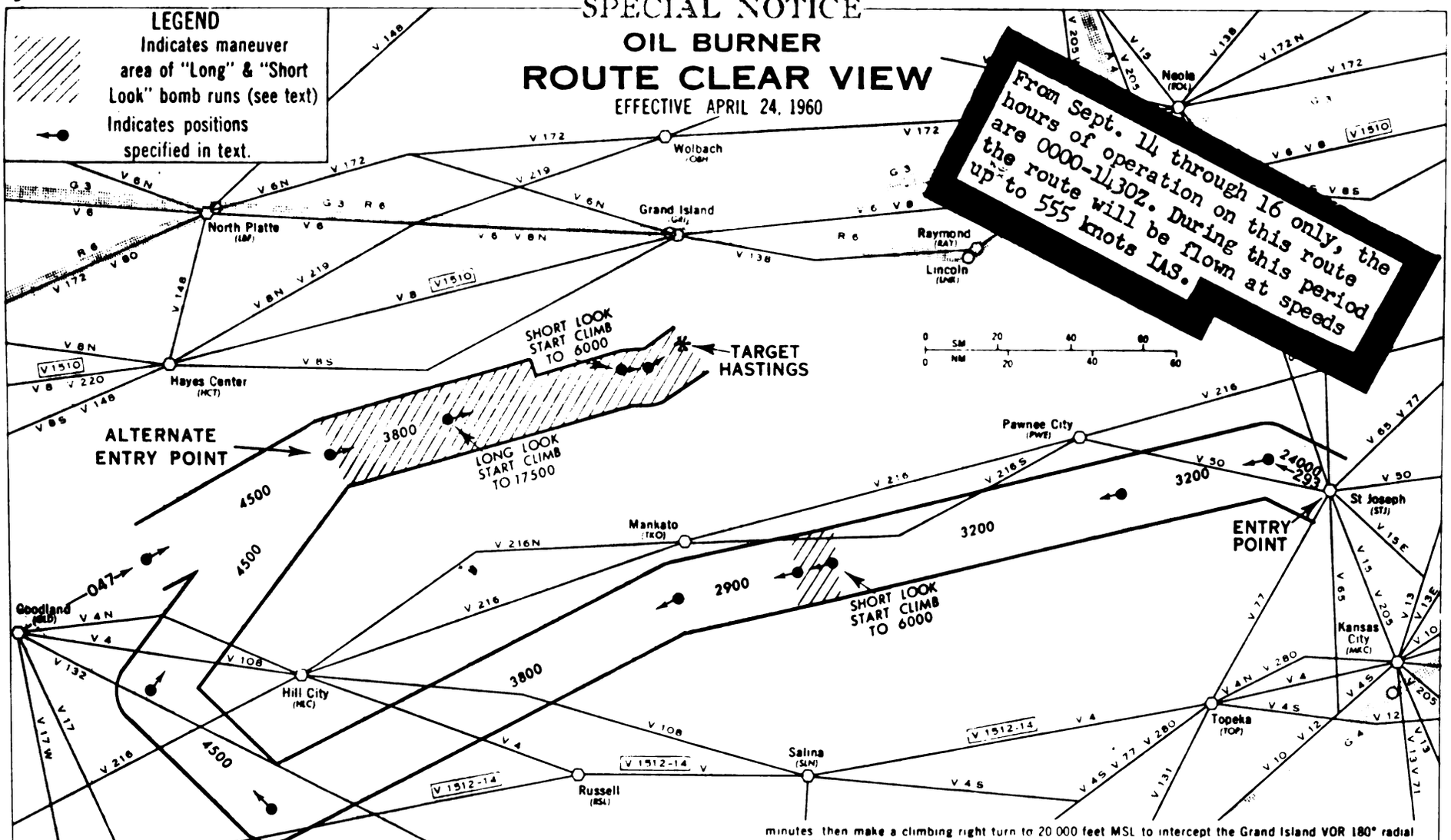
(16 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above, then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W, then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL then maintain 20,000 feet MSL direct to Grand Island VOR, then direct to Wolbach, Nebraska VOR. "Short Look" missions after passing the RBS site will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial, then proceed direct to Grand Island VOR then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route.

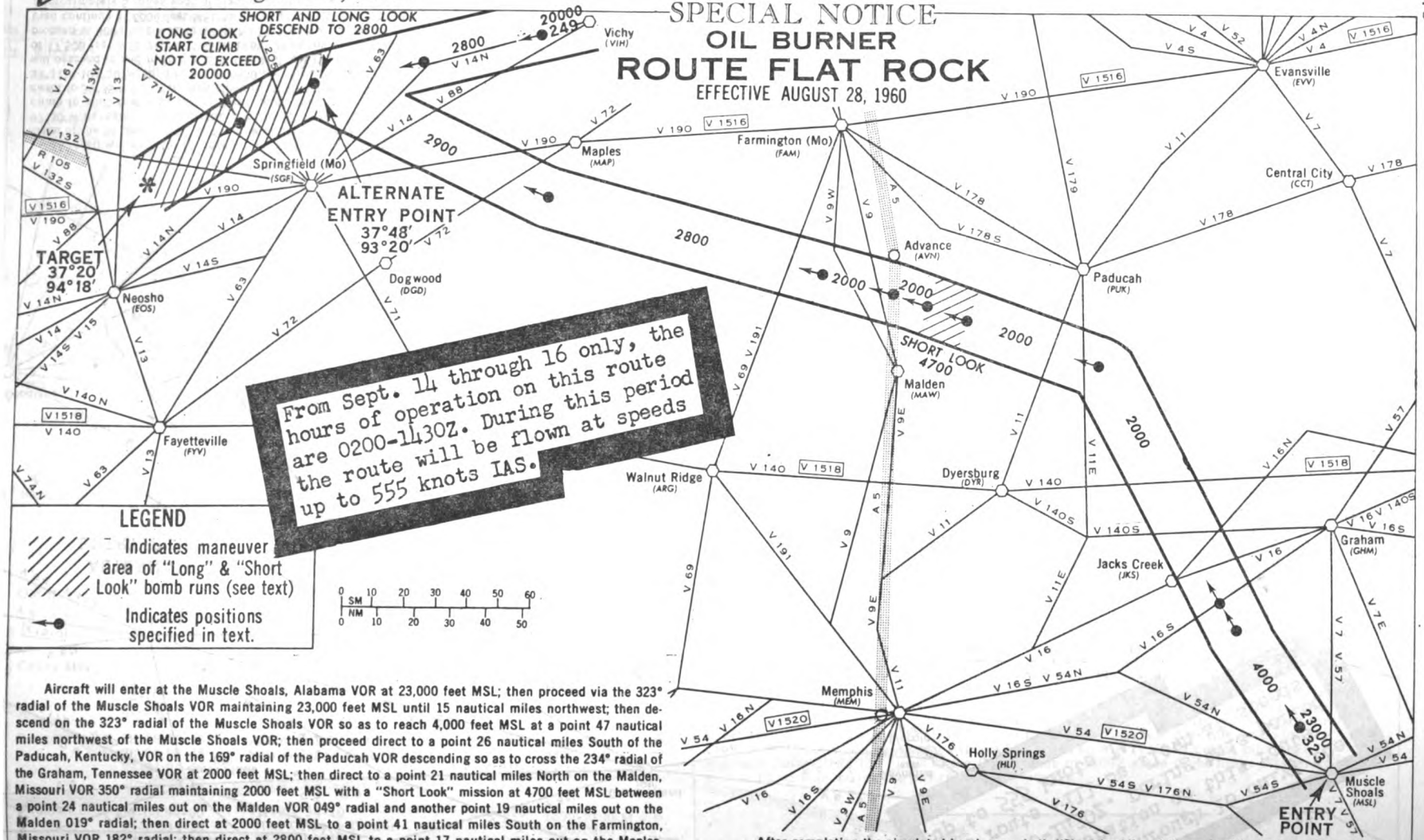
The route width from 99°00'W to the target is five statute miles on the north side of the route centerline and ten statute miles on the south side of the route centerline.

Prepared at Washington, D.C., by the U. S. Coast and Geodetic Survey

(16 August 1960)

Effective August 28, 1960

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE AUGUST 28, 1960



Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 26 nautical miles South of the Paducah, Kentucky, VOR on the 169° radial of the Paducah VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°20′N-94°18′W maintaining 2,800 feet MSL to a point 33 nautical miles out on the Neosho, Missouri VOR 009° radial; then climb so as to cross the target at 4,700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point-Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48′30″N-93°20′W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U.S. Coast and Geodetic Survey

(16 August 1960)

Effective August 28, 1960

SPECIAL NOTICE

OIL BURNER
ROUTE TAR PAIL

EFFECTIVE AUGUST 28, 1960

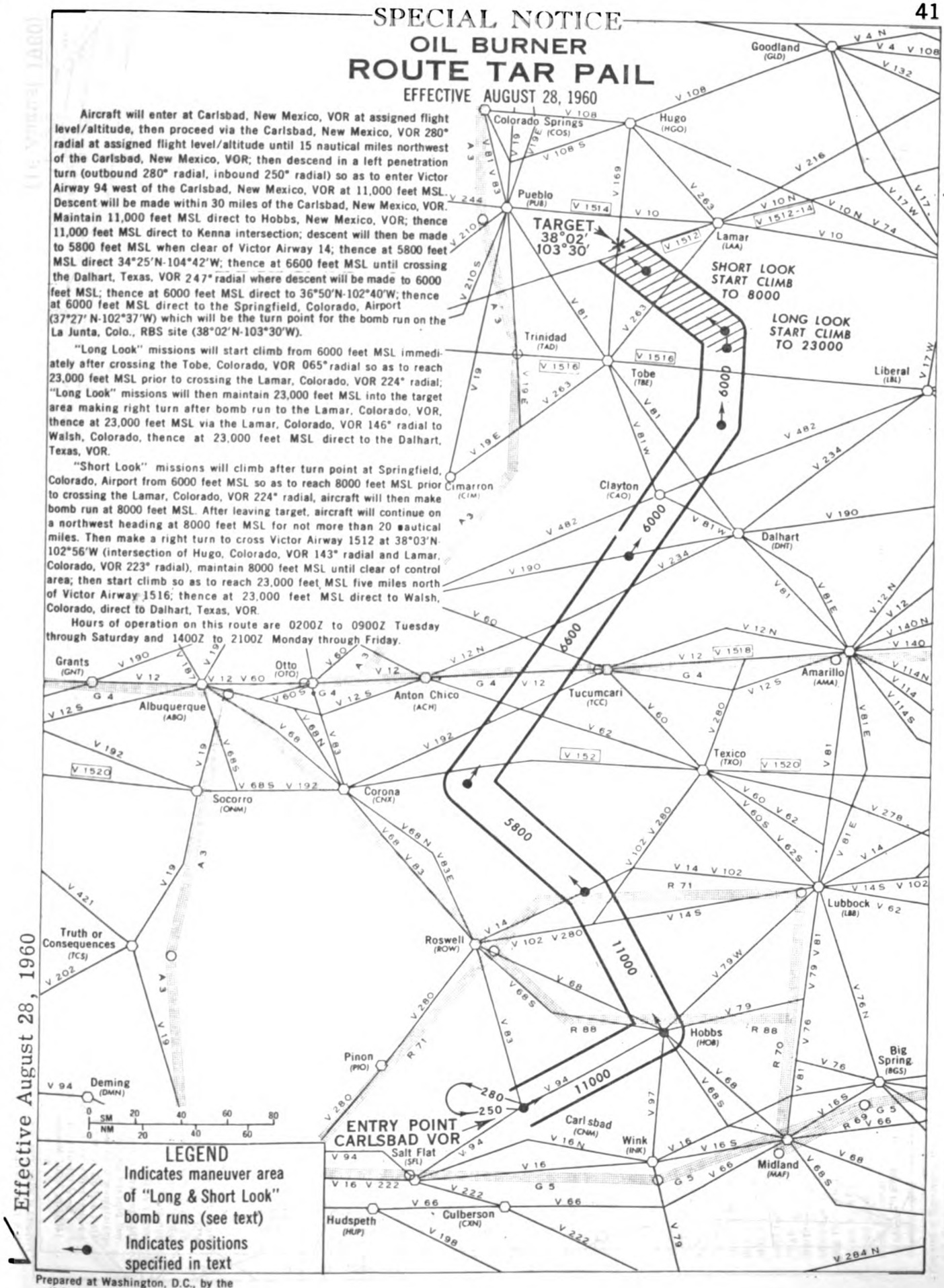
(16 August 1960)

Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to enter Victor Airway 94 west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Dalhart, Texas, VOR 247° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W; thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27'N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 065° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial; "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N-102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



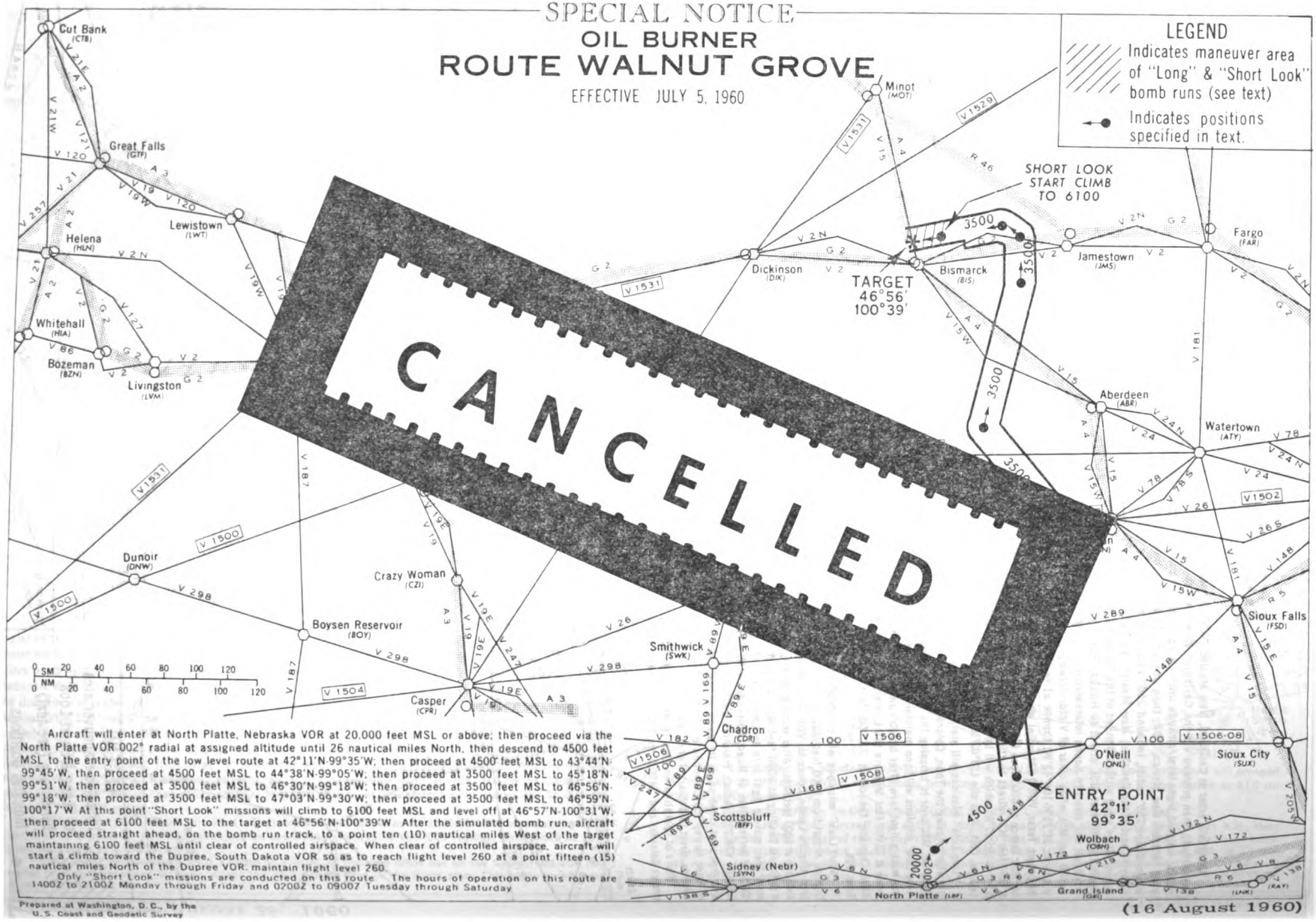
Effective August 28, 1960

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE WALNUT GROVE

EFFECTIVE JULY 5, 1960



Aircraft will enter at North Platte, Nebraska VOR at 20,000 feet MSL or above; then proceed via the North Platte VOR 002° radial at assigned altitude until 26 nautical miles North, then descend to 4500 feet MSL to the entry point of the low level route at 42°11'N-99°35'W; then proceed at 4500 feet MSL to 43°44'N-99°45'W, then proceed at 4500 feet MSL to 44°38'N-99°05'W; then proceed at 3500 feet MSL to 45°18'N-99°51'W, then proceed at 3500 feet MSL to 46°30'N-99°18'W; then proceed at 3500 feet MSL to 46°56'N-99°18'W, then proceed at 3500 feet MSL to 47°03'N-99°30'W; then proceed at 3500 feet MSL to 46°59'N-100°17'W. At this point "Short Look" missions will climb to 6100 feet MSL and level off at 46°57'N-100°31'W, then proceed at 6100 feet MSL to the target at 46°56'N-100°39'W. After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, to a point ten (10) nautical miles West of the target maintaining 6100 feet MSL until clear of controlled airspace. When clear of controlled airspace, aircraft will start a climb toward the Dupree, South Dakota VOR so as to reach flight level 260 at a point fifteen (15) nautical miles North of the Dupree VOR, maintain flight level 260.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 14002 to 21002 Monday through Friday and 02002 to 09002 Tuesday through Saturday.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

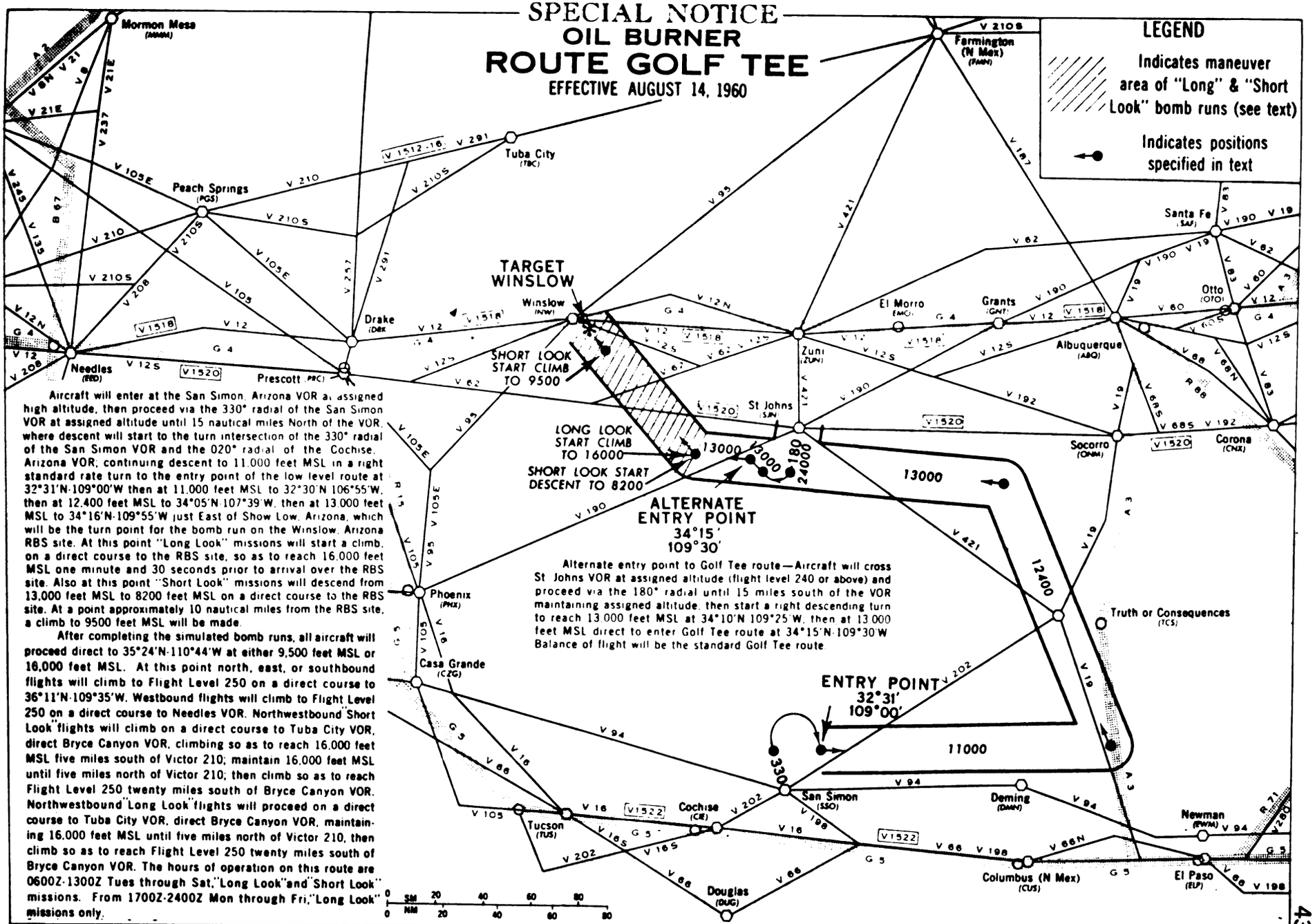
(16 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE GOLF TEE

EFFECTIVE AUGUST 14, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Cochise, Arizona VOR, continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W, then at 12,400 feet MSL to 34°05'N-107°39'W, then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs, all aircraft will proceed direct to 35°24'N-110°44'W at either 9,500 feet MSL or 16,000 feet MSL. At this point north, east, or southbound flights will climb to Flight Level 250 on a direct course to 36°11'N-109°35'W. Westbound flights will climb to Flight Level 250 on a direct course to Needles VOR. Northwestbound "Short Look" flights will climb on a direct course to Tuba City VOR, direct Bryce Canyon VOR, climbing so as to reach 16,000 feet MSL five miles south of Victor 210; maintain 16,000 feet MSL until five miles north of Victor 210; then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. Northwestbound "Long Look" flights will proceed on a direct course to Tuba City VOR, direct Bryce Canyon VOR, maintaining 16,000 feet MSL until five miles north of Victor 210, then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. The hours of operation on this route are 0600Z-1300Z Tues through Sat, "Long Look" and "Short Look" missions. From 1700Z-2400Z Mon through Fri, "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude, then start a right descending turn to reach 13,000 feet MSL at 34°10'N 109°25'W, then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W. Balance of flight will be the standard Golf Tee route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE

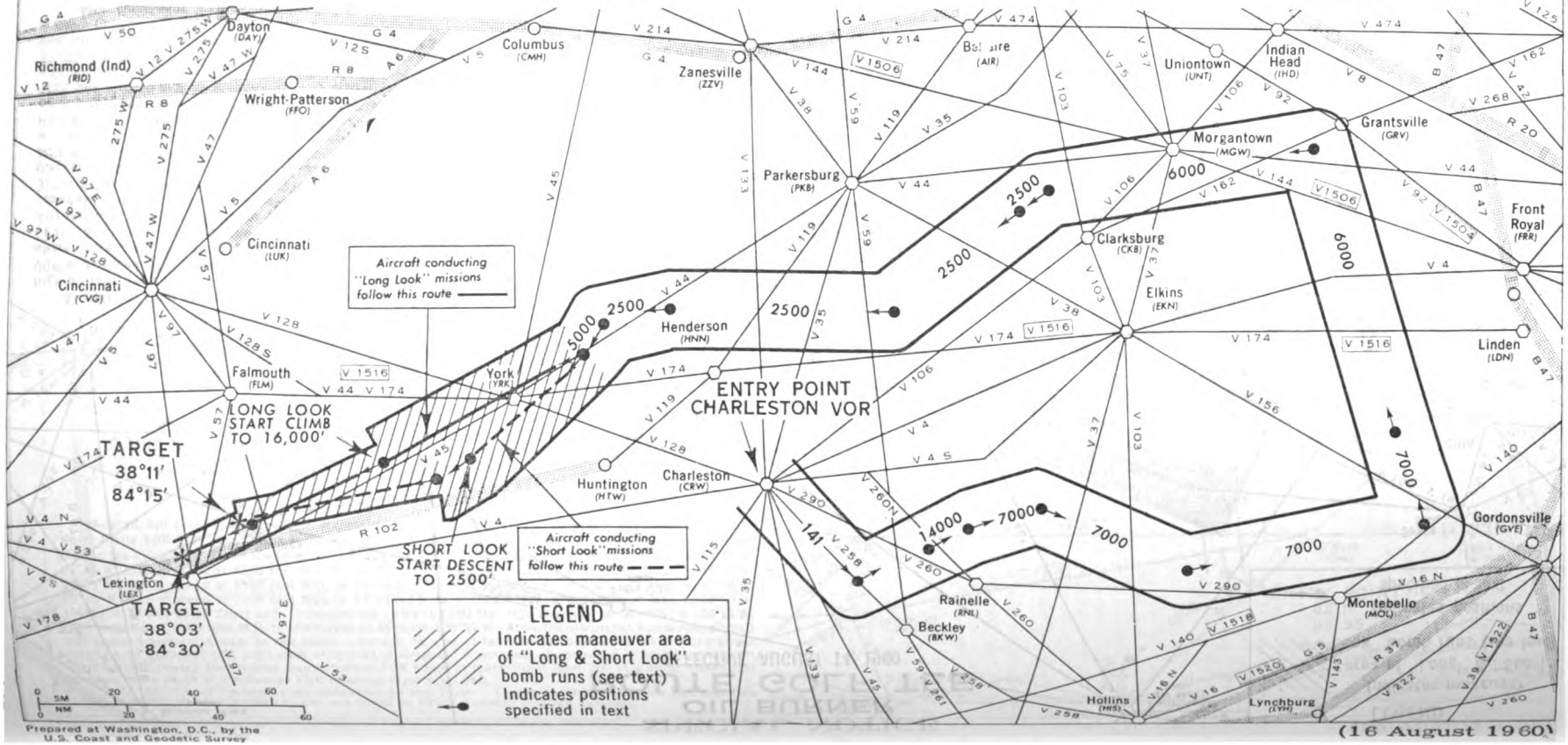
OIL BURNER
ROUTE GREEN VALLEY
EFFECTIVE July 31, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, maintaining assigned flight level to this point. Then proceed to 38°08'N-81°00'W descending to cross this point at 19,000' MSL or above. Aircraft will then continue descent to cross 38°12'30"N-80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL, then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'30"W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000 MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W; then at 6,000 feet MSL to 39°33'N-79°10'W; then 39°25'N-80°27'W at 6,000' MSL; then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL, maintaining this altitude until after crossing Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 280.

"Long Look" Missions will proceed from 38°49'N-82°38'W; maintaining 5,000' to 38°25'N-83°34'W; then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 322° radial, still at 16,000' MSL; then climb on the Lexington VOR 322° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310. At end of navigation points (Short Look 38°22'N-83°18'W, and Long Look 38°25'N-83°34'W) route widths reduced from 20 statute miles to 10 statute miles to target.

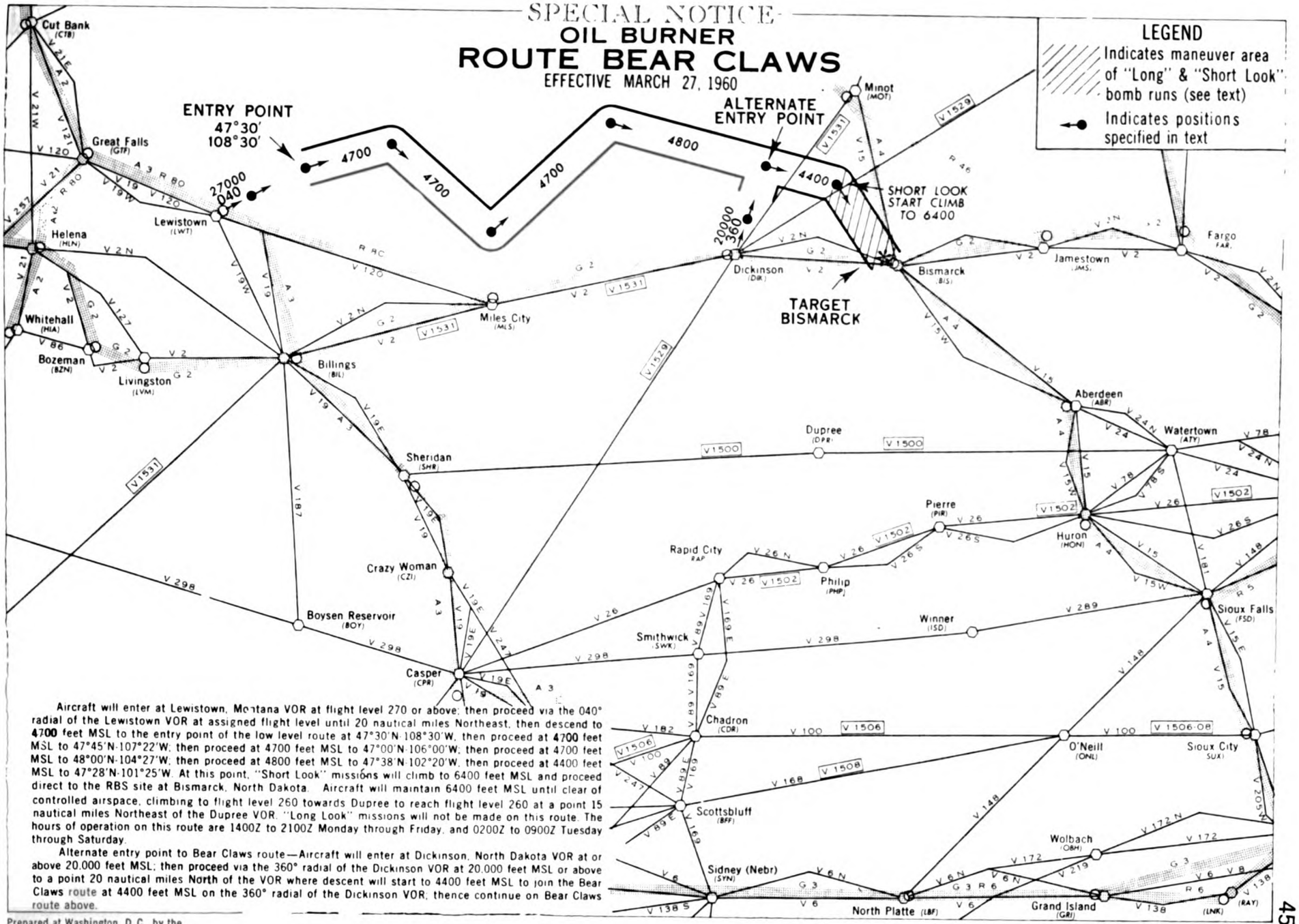
The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday.



SPECIAL NOTICE

OIL BURNER
ROUTE BEAR CLAWS

EFFECTIVE MARCH 27, 1960



Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast, then descend to 4700 feet MSL to the entry point of the low level route at 47°30′N-108°30′W, then proceed at 4700 feet MSL to 47°45′N-107°22′W; then proceed at 4700 feet MSL to 47°00′N-106°00′W; then proceed at 4700 feet MSL to 48°00′N-104°27′W; then proceed at 4800 feet MSL to 47°38′N-102°20′W, then proceed at 4400 feet MSL to 47°28′N-101°25′W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL; then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(16 August 1960)

SPECIAL NOTICE

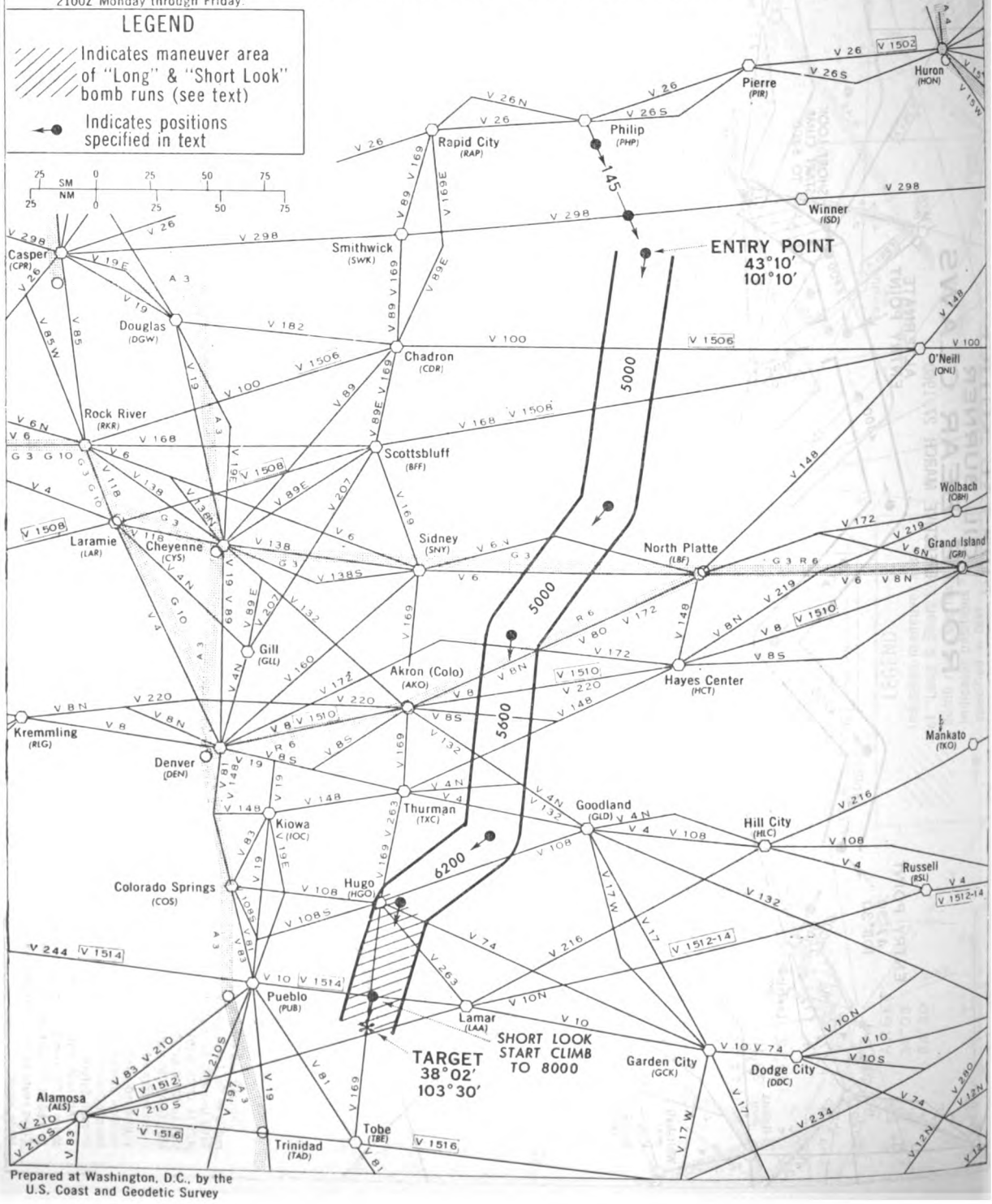
OIL BURNER

ROUTE ROUGH WOOD

EFFECTIVE JUNE 19, 1960

Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL, proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W; then at 5,000 feet MSL direct to 40°40'N-102°20'W; then at 5,600 feet MSL direct to 39°19'N-102°29'W; then at 6,200 feet MSL direct to 38°52'N-103°13'W; then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial; maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169; then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(16 August 1960)

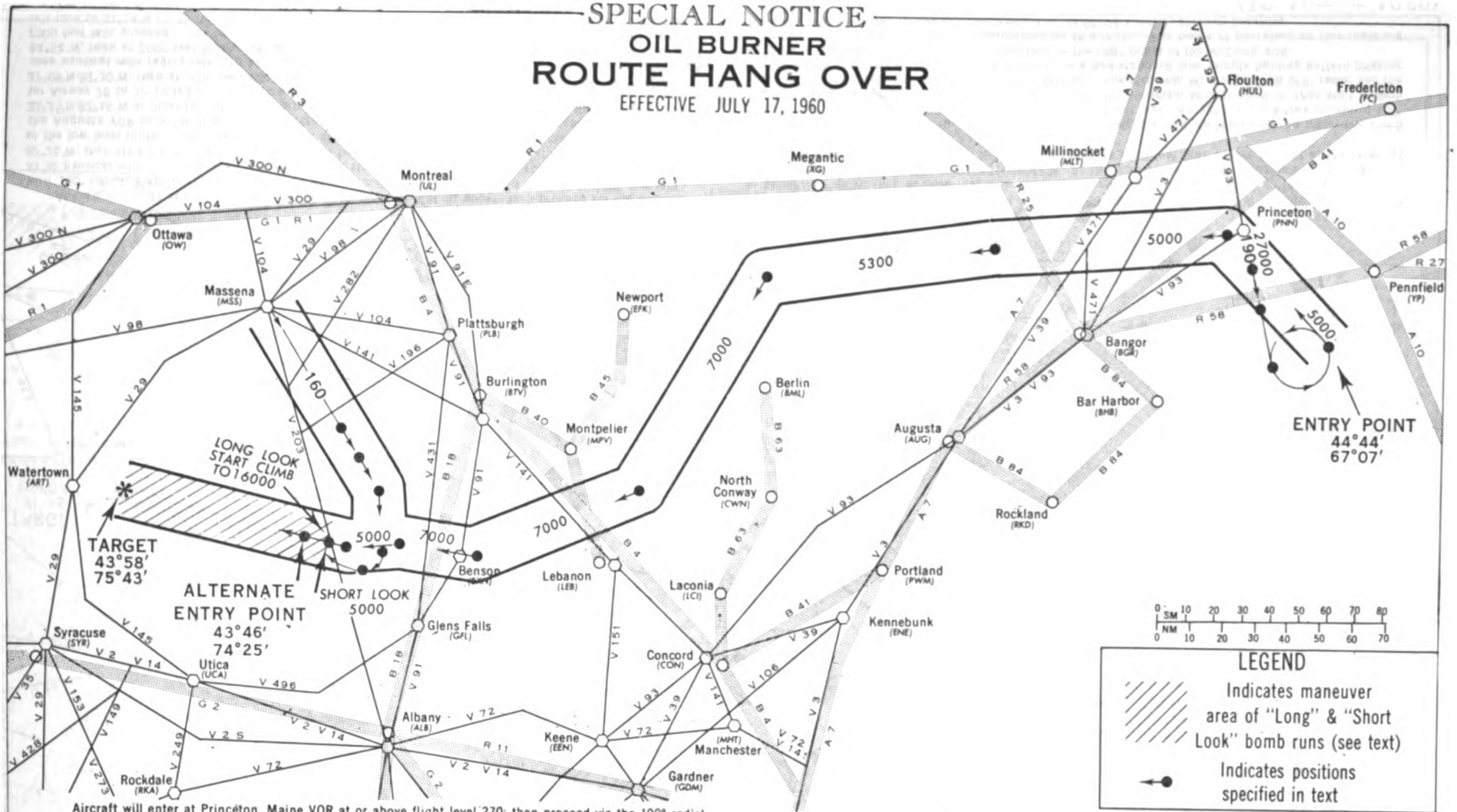
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER

ROUTE HANG OVER

EFFECTIVE JULY 17, 1960



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Alternate entry to "Hang Over" route - Aircraft will enter at Massena, N.Y. VOR at flight level 290, then proceed via the 160° radial of the Massena VOR maintaining flight level 290, after crossing the 280° radial of the Burlington, Vermont VOR descent will be started to 5,000 feet MSL; continue on the 160° radial of the Massena VOR and cross the Burlington VOR 267° radial at 23,500 feet MSL, cross the Burlington VOR 250° radial at 14,500 feet MSL; at this point turn right to intercept the 010° radial of the Albany, New York VOR; continue descent on the Albany VOR 010° radial to its intersection with the Benson, Vermont VOR 287° radial; at this point make a standard right turn to intercept the "Oil Burner" "Hang Over" route at 43°46′N-74°25′W. Aircraft will be at 5,000 feet MSL prior to crossing the 74°W longitude. Remainder of flight via the "Hang Over" route.

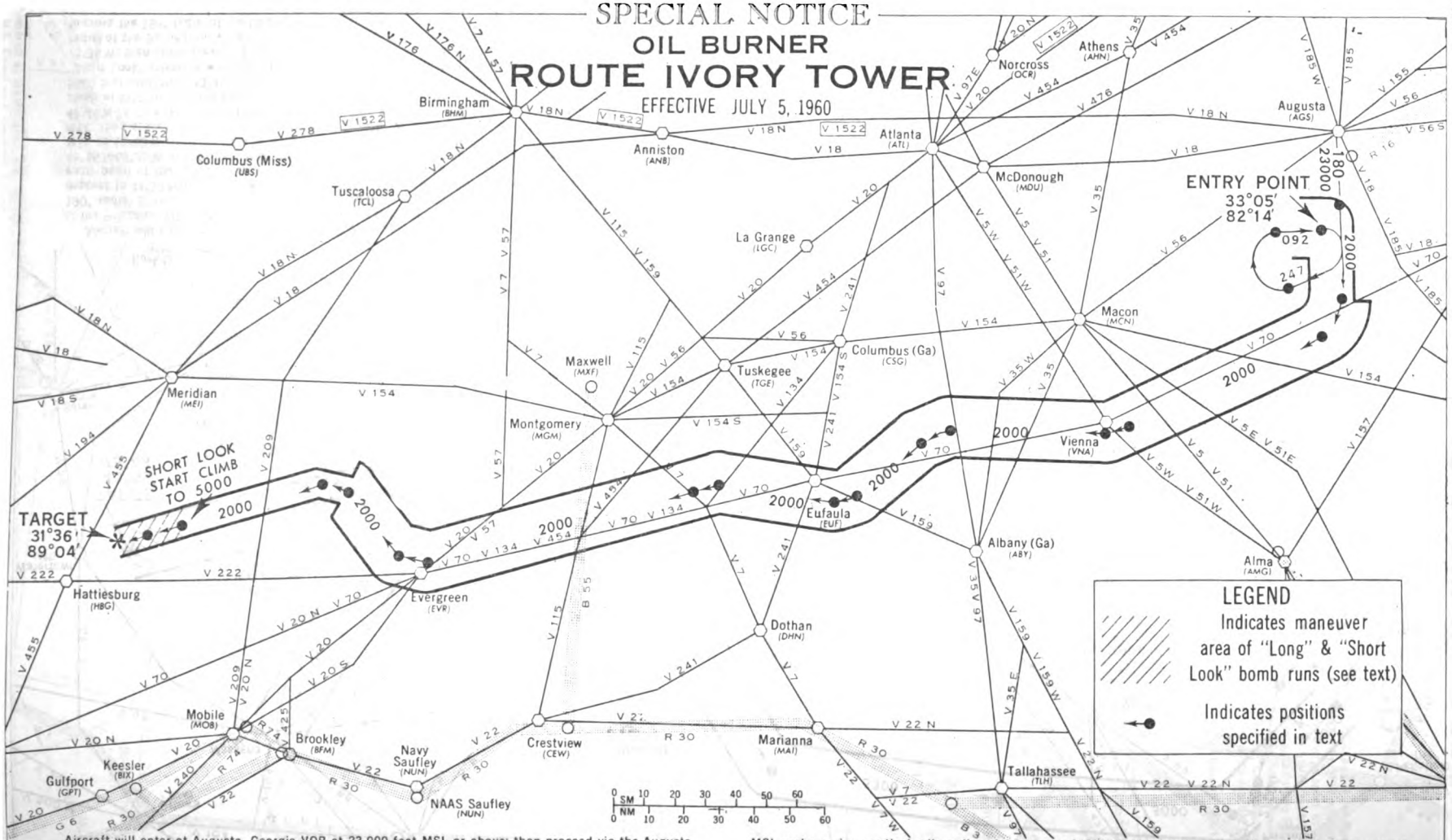
Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE JULY 5, 1960



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

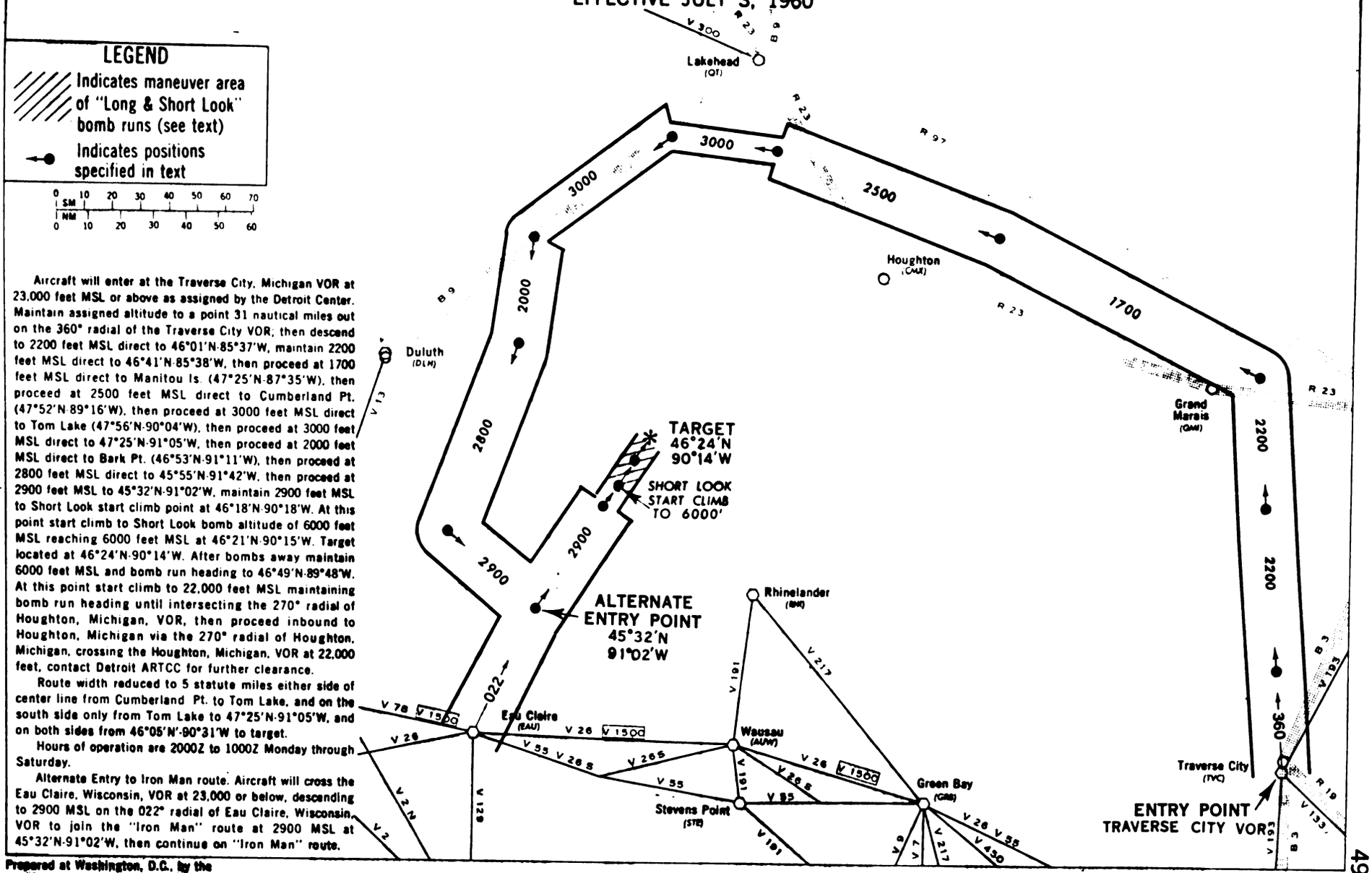
(16 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE IRON MAN

EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center. Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR; then descend to 2200 feet MSL direct to 46°01'N-85°37'W, maintain 2200 feet MSL direct to 46°41'N-85°38'W, then proceed at 1700 feet MSL direct to Manitou Is. (47°25'N-87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N-89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N-90°04'W), then proceed at 3000 feet MSL direct to 47°25'N-91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N-91°11'W), then proceed at 2800 feet MSL direct to 45°55'N-91°42'W, then proceed at 2900 feet MSL to 45°32'N-91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N-90°18'W. At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N-90°15'W. Target located at 46°24'N-90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N-89°48'W. At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N-91°05'W, and on both sides from 46°05'N-90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N-91°02'W, then continue on "Iron Man" route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

COFIELD, NORTH CAROLINA VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAY	SUBSTITUTE ROUTE STRUCTURE	MEA
V-194: RMT VOR TO CVI VORTAC	RMT VOR to Scotland Neck VHF Int.	As published
Scotland Neck VHF Int. to CVI VORTAC	Scotland Neck VHF Int. to Temp Cofield Int. via RMT 064R	3000
V-1, V-194: CVI VORTAC to ORF VOR	Temp Cofield Int. to Deep Creek VHF Int. via ORF 233R	3000
V-1, V-194, V-266: Deep Creek Int. to ORF VOR	Deep Creek Int. to ORF VOR	As published
V-229: EWN VOR to Sawmill Int.	via 011R EWN VOR to Temp. Sawmill Int.	5000
Sawmill Int. to CVI VORTAC	Temp. Sawmill Int. via 011R EWN VOR to Temp CVI Int.	7000
V-1, V-1W: Kinston Int. to CVI VORTAC	None	----
Note: In the event the Kinston VORTAC has been commissioned at time of CVI VORTAC Shutdown: Subs. Route structure may be used for: V-1; V-1W Kinston VORTAC to CVI VORTAC	Kinston VORTAC via Kinston 035R to Temp. Oak City VHF Int.	4000
	Temp. Oak City Int. to Temp CVI Int. via 035R	
	Kinston VORTAC	6000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Cofield VORTAC	Temp. Cofield Int. RMT 064R/FKN 167R	3000
Sawmill Int.	Temp. Sawmill Int. RMT 091R/EWN 011	5000
Jackson Int.	RMT 042R/LVL 142R	3000
Oak City Int.	RMT 091/FKN 192R	3000

ROCHESTER, NEW YORK VOR SHUTDOWN: During shutdown use the following:

EXISTING ROUTE STRUCTURE	SUBSTITUTE ROUTE STRUCTURE	MEA
V142: ROC VOR-Medina VHF Int.	NW crs ROC LFR to Int of BUF VOR 042° M radial	2000
V2/V14: BUF VOR-SYR VOR	BUF VOR direct	2100 ROC LFR
	ROC LFR direct SYR VOR	2000 SYR VOR
V119/V147: GEE VOR-ROC VOR	GEE VOR direct ROC LFR	2000
V31/V34: ROC VOR-Bellona	ROC LFR 136° M brg from ROC LFR to Int GEE VOR 099° M radial	3000

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Medina	NW crs ROC LFR BUF VOR 042° M radial	2000
Spencerport	GEE VOR 355° M radial BUF VOR 077° M radial	2500
Marion	GEE VOR 062° M radial SYR VOR 279° M radial	2000
Fishers	GEE VOR 070° M radial ATE VOR 330° M radial	3000
Bellona	ELM VOR 004° M radial GEE VOR 099° M radial	3500
Rush	Rush LF Int	As published
Mumford	BUF VOR 090° M radial GEE VOR 335° M radial	3000
Bennington	BUF VOR 090° M radial GEE VOR 342° M radial	4000

WILMINGTON, N C VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-1: MYR VOR to Crescent VHF Int. via MYR 056R		As published
Crescent Int. to Green VHF Int. via MYR 056R		6500
Green VHF Int. to Temp. ILM Int.		8000
V-1: MYR VOR to ILM VOR	A-9(MYR Rbn to ILM Rbn)	As published
V-1:	None	----
V-157: ILM VOR to Kinston VHF Int.		
V-1W: ILM VOR to Kenansville Int.	Via ILM Rbn 360° M crs. or CLB Rbn 003 M crs. to temp. Kenansville VHF Int.	7000
V-229: ILM VOR to EWN VOR	Via ILM Rbn 037M crs. to EWN VOR 236R	3000
V-157: ILM VOR to Kinston VOR	ILM Rbn to ISO VOR via ISO 200R	3000

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
Crescent		As published
Green		As published
ILM VOR	Temp ILM VOR Int. MYR VOR 056/FLO 088R	8000
Kenansville Int.	Temp Kenansville Int. EWN 260R/RMT 196R	7000
Bolton Int.	Temp Bolton Int. MYR VOR 036R/FLO 085R	7000
Emerson Int.	Temp Emerson Int. MYR VOR 036R/143° M crs. to CLB Rbn	5500

EXISTING JET ROUTES	SUBSTITUTE ROUTE STRUCTURE
J-79V: ORF VOR-ILM VOR	ORF VOR direct RMT VOR direct CLB Rbn (191° M radial from RMT VOR and 010°M brg from CLB rbn)
J-77V: GVE VOR-ILM VOR	GVE VOR direct RMT VOR direct CLB rbn (191°M radial from RMT VOR and 010°M brg from CLB rbn)

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
Wilmington, N.C. VOR	Carolina Beach, N.C. HHW

TIDIOUTE, PENNA. VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-184: ERI VOR-FTZ VOR	ERI VOR 120° M radial to pt of Int. FTZ VOR 337° M radial thence via FTZ VOR 337° M radial to FTZ VOR	3500
V-72: YNG VOR-BFD VOR	YNG VOR 073° M radial to pt of Int. BFD VOR 270° M radial thence via BFD VOR 270° M radial to BFD VOR	5000 to Int. BFD VOR 270° M radial 4000 BFD VOR
V-115: EWC VOR-JHW VOR	EWC VOR 039° M radial to Int. JHW VOR 212° M radial thence via JHW VOR 212° M radial to JHW	6000
V-188: JFN VOR-SLT VOR	JFN VOR V-14/V-126 ERI VOR thence via ERI VOR 120° M radial to Int. SLT VOR 288° M radial to SLT VOR	2200 to ERI VOR 5000 to SLT VOR

During period of shutdown, the following substitute reporting point is established:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Cory	ERI VOR 105° M radial JHW VOR 245° M radial	4000

(16 August 1960)

WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-35: SYR VOR-ELM VOR	SYR VOR direct ELM VOR	3500
V-252: GEE VOR-BGM VOR	GEE VOR direct BGM VOR	3500

During period of shutdown, the following substitute reporting points have been temporarily established:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Dundee	ELM VOR 004° M radial GEE VOR 128° M radial	3500

CHICAGO HEIGHTS, ILLINOIS VOR SHUTDOWN: During shutdown use the following:

FROM - TO		MEA
V-1510, V-126, V-92, V-8: North Liberty Int.	Temp. Chicago Heights Int. (GSH R-270, EON R-033)	5000
V-92, V-1510: Temp. Chicago Heights, Ill. Int.	Joliet, Ill., VOR	5000
2300' authorized westbound after passing temporary intersection.		
V-8, V-126: Temp Chicago Hgts, Ill. Int. via SE crs. MDW-LFR	Temp. City Int. (MDW-LFR SE Crs. API R-088)	5000
2000' authorized northwest bound after passing Temp. Chicago Heights Int.		
V-7: Zoro, Ind., Int. via LAF -338	Temp. Lowell Int. (EON R-096 LAF R-338)	4000
Descent to 2000' after passing Temp. Int.		
Temp. Lowell Int. via SE crs MDW LFR	Temp. Chicago Heights., Int. (JOT R-091, SE crs. MDW-LFR)	2000
Temp. Chicago Heights Int. via SE crs MDW LFR	Hammond Temp. Int. (SE crs. MDW-LFR, JOT R-081)	2000
Temp. Hammond Int. via EON R-016	Temp. Surf Int. (EON R-016, API R-073)	2500
Temp. Surf Int. via EON R-016	Temp Whitefish Int. (OBK R-091 EON R-016)	3500
Temp. Whitefish Int. via EON R-016	Temp. Sturgeon Int. (ELX R-271, EON R-016, MKE R-136)	4500
Temp. Sturgeon Int. via MKE R-136	Temp. Taylor Int. (MKE R-136, ORD R-017)	4500
V-422: Knox, Ind. VOR via OXI R-284	Temp. Chicago Heights, Ill., Int. (OXI R-284, EON R-034)	3500
V-51: Temp. Chicago Heights, Ill., Int. (JOT R-091, SE crs. MDW LFR)	Chicago Midway LFR	2500
Chicago Midway LFR via Direct	Temp. Morton Int. (ORD R-076, EON R-359)	2500
Redesignate following Int., Chicago Heights Shutdown		
Papi Int.	OBK R-076 - EON R-006	3000
Bullhead Int.	OBK R-107 - API R-047	2500
Morton Int.	ORD R-076 - EON R-359	2500
Beacon Int.	API R-073 - OBK R-137	2500
Tide Int.	API R-073 - EON R-024	2500
Crib Int.	API R-088 - EON R-022	2500
Steamboat Int.	API R-088 - EON R-027	2500
Gary Int.	EON R-035 - Chicago ILS Crs.	2000

En enroute flight beyond Tmpry Chicago Heights, Ill., Int., must cross Int., at tmpry MRA appropriate to planned route of flight.

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V-12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6000
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V-12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V-81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V-81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 009° R	5500
V-114: AMA-CDS	AMA LFR 293° M inbnd brg, CDS 296° R	5000
V-140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4800
V-151S: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4800

EXISTING JET ROUTE	SUBSTITUTE JET ROUTE STRUCTURE
J-58V: LVS VOR-SPS VOR	LVS VOR; thence via 084° M radial LVS VOR and 288° M radial SPS VOR to the SPS VOR. Route MRA over site of AMA VOR 260.
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR; thence via TBE VOR 127° M radial and the ABI VOR 323° M radial to the ABI VOR. Route MRA over site of AMA VOR 310.
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR
J-78V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR
J-6V: ABQ VOR-OKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
J-58V: AMA VOR	LBB VOR 357° M radial and LVS VOR 084° M radial. MRA flt level 260
J-17V: AMA VOR	LBB VOR 357° M radial and TBE VOR 127° M radial. MRA flt level 310
J-26V: AMA VOR	LBB VOR 357° M radial and GAG VOR 222° M radial
J-78V, J-6V: AMA VOR	LBB VOR 357° M radial and TCC VOR 074° M radial

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CAPE CHARLES, VIRGINIA VOR SHUT DOWN: During shutdown use the fo...

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE
V-1: ORF VOR-SBY VOR	ORF VOR direct SBY VOR
V-286: Tappahannock VHF Int.-CCV VOR	None
V-156: Harcum VHF Int-CCV VOR	None

During period of shutdo... ...e structure and MEA's will be in effect:

EXISTING RE...	...E REPORTING POINTS	MRA
Sharpe	... VOR 054° M radial BRV VOR 138° M radial	1500
Gw	None	
Mat	None	

AUGUST 15, VOR RESUMED OPERATION

✓ DES MOINES, IOWA VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-6, V-8, V-1510: Carson, Iowa Int.	Temp. Lyman, Iowa Int. (OMA R-071 and LMN R-310)	4000
Temp Lyman, Iowa Int. via OMA R-071	Temp Des Moines, Iowa Int. (OMA R-071 and LMN R-008)	6500
Temp Des Moines, Iowa Int IOW R-262 and LMN R-008 via IOW R-262	Temp New Sharon, Iowa Int IOW R-262 and OTM R-326 or CID R-233	9000
V-13, V-77: Lamoni, Iowa VOR via LMN R-008	Temp Des Moines, Iowa LMN R-008 and TNU R-224	3500
Temp Des Moines, Iowa Int MCW R-182 and OTM R-286 via MCW R-182	Temp Ames, Iowa Int MCW R-182 and FOD R-129	9000
Temp Ames, Iowa Int via MCW R-182	Alden, Iowa Int	5200
V-13W: Ft. Dodge, Iowa VOR via FOD R-151	Temp Des Moines, Iowa Int FOD R-151 and TNU R-224	4500
V-161: Newton, Iowa VOR via TNU R-224	Temp Des Moines, Iowa Int TNU R-224 and FOD R-151	4500

Descent to 2700' authorized after passing Temp Int NE bound on V-161.

V-52: Ottumwa, Iowa VOR via OTM R-286	Temp Bussey, Iowa Int OTM R-286 and IOW R-246	3000
Temp Bussey, Iowa Int via OTM R-286	Temp Beech, Iowa Int OTM R-286 and TNU R-203	3500
Temp Beech, Iowa Int via OTM R-286	Temp Des Moines, Iowa Int OTM R-286 and TNU R-224	5000
DIRECT ROUTES:		
Mason City, Iowa VOR	Des Moines, Iowa LFR	3000
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Ottumwa, Iowa VOR	Des Moines, Iowa LFR	2200
Iowa City, Iowa VOR	Des Moines, Iowa LFR	2200
Newton, Iowa VOR	Des Moines, Iowa LFR	2700
Lyman, Iowa Int via 249/69 bearing to	Des Moines Iowa LFR	3000
Ft. Dodge, Iowa VOR	Des Moines, Iowa LFR	3000

TEMPORARY INTERSECTIONS:
Ankeny N-course DSM LFR and TNU R-255
Grimes 330° brng DSM LFR and TNU R-255
An enroute flight beyond Temp Des Moines, Iowa Int must cross Int at Temp MRA appropriate to planned route of flight.

✓ SALINA, KANSAS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-15I2-14, V4: Russell, Kans VOR	Temp Salina, Kans Int (RSL R-079, HUT R-005)	4000
Temp Salina, Kans Int	Temp Ft. Riley, Kans Int (TOP R-252, EMP R-320)	7000
Temp Ft. Riley, Kans Int via TOP R-252	Maple Hill, Kans Int.	3000

REDESIGNATE THE FOLLOWING INTERSECTIONS:

Ft. Riley, Kans Int	TOP R-252	EMP R-320
Admire, Kans Int	TOP R-227	EMP R-343

An enroute flight beyond Temp Salina, Kans Int must cross int at temporary MRA appropriate to planned route of flight.

✓ LONDON, KENTUCKY VOR SHUT DOWN: During shutdown use the following:

EXISTING ROUTE STRUCTURE	SUBSTITUTE ROUTE STRUCTURE	MEA
V-97E: TYS VOR Int V-4	None	
V-97W: TYS VOR-LEX VOR	None	
V-140 & V-1518: Hiway VHF Int-LOZ VOR	Hiway VHF Int - LOZ Rbn	7500
LOZ VOR- BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V-140S: BNA VOR-LOZ VOR	None	
V-140N: Hillside VHF Int-LOZ VOR	None	
V-97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5000

During period of shutdown, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5000
Vincent	LEX VOR 129° M radial LOZ Rbn 210° M brg inbnd	5000
Daley	TYS VOR 025° M radial TRI VOR 311° M radial	6000
Westbourne	TYS VOR 351° M radial CSV VOR 045° M radial	7000
Tampico	TYS VOR 050° M radial AVL VOR 309° M radial	8000
Crawford	CSV VOR 342° M radial BNA VOR 076° M radial	5000
Bakerton	EWO VOR 161° M radial BNA VOR 045° M radial	5000

✓ EAST TEXAS, PENNA VOR SHUT DOWN: During shutdown use the following:

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
V-30, V-1500-02-10-12: SEG VOR COL VOR	SEG VOR direct COL VOR	10,000' SEG VOR to Ringoes VHF Int. As published Ringoes-COL VOR. MCA V-30 Ringoes westbound 10,000.

During period of shutdown, the following reporting points have temporarily been established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Coopersburg	ABE VOR 198° M radial COL VOR 294° M radial	10,000
Ringoes	SBJ VOR 237° M radial COL VOR 294° M radial	2,000

✓ HOLDING PATTERNS: The following holding patterns have been established

✓ OKMULGEE VOR SHUT DOWN: During shutdown use the following:

HOLDING PATTERNS: The following holding patterns have been established, modified or cancelled effective 22 September 1960:

ESTABLISHED:

(1) BAKERSFIELD, CALIF LOM: direction of holding - SE on SE crs ILS; direction of turns- left; time - 1 min; MHA - 2000'.

(2) GARY, LA(VHF) INT: direction of holding - W on 269 M rad New Orleans, La. VOR; direction of turns-right; time - 1 min; MHA - 1200'.

(3) WAVE, LA(VHF) INT: direction of holding - N on 351 M rad New Orleans, La. VOR; direction of turns-right; time - 1 min; MHA - 1400'.

(4) LIZARD, LA(LF) INT: direction of holding - SW on 208 M brg from New Orleans, La. LFR; direction of turns-right; time - 1 min; MHA - 1000'.

(5) DOVE, TEX(VHF) INT: direction of holding - E on 080 M rad El Paso, Tex, VOR; direction of turns-left; time - 1 min; MHA - 8000'.

(6) LIZARD, LA(VHF) INT: direction of holding - SW on 208 M rad New Orleans, La. VOR; direction of turns-right; time - 2 mins; MHA - 2000'.

MODIFIED:

(1) RIDGELAND, S C(VHF) INT: direction of holding - N on 023 M rad Savannah, Ga. VOR; direction of turns-right; time - 1 min; MHA - 2000'.

(2) MANNING, S C(VHF) INT: direction of holding - N on 224 M rad Florence, S.C. VOR; direction of turns-right; time - 1 min; MHA - 1900'.

(3) ERNIES, S C(VHF) INT: direction of holding - SE on 152 M rad Columbia, S.C. VOR; direction of turns-right; time - 1 min; MHA - 1700'.

(4) STONE MTN, GA(VHF) INT: direction of holding - NE on 052 M rad Atlanta, Ga. VOR; direction of turns-right; time - 1 min; MHA - MEA.

(5) HELENA, ALA(VHF) INT: direction of holding - S on 177 M rad Birmingham, Ala. VOR; direction of turns-right; time - 1 min; MHA - MEA.

(6) CHELSEA, ALA(VHF) INT: direction of holding - SE on 135 M rad Birmingham, Ala. VOR; direction of turns-right; time - 1 min; MHA-MEA.

(7) RAYMOND, GA(VHF) INT: direction of holding - SW on 232 M rad Atlanta, Ga. VOR; direction of turns-right; time - 1 min; MHA - MEA.

(8) BANNING, CALIF(VHF) INT: direction of holding - E on 076 M rad Ontario, Calif. VOR; direction of turns-right; time - 1 min; MHA - 13, 000'.

(9) GRANT, N Y(VHF) INT: direction of holding - SE on 298 M rad Rochester, N.Y. VOR; direction of turns-right; time - 1 min; MHA - 2000'.

(10) GRINDELL, OHIO(VHF) INT: direction of holding - SE on 148 M rad Findlay, Ohio VOR; direction of turns-right; time - 1 min; MHA - 2500'.

(11) GRINDELL, OHIO(VHF) INT: direction of holding - NW on 148 M rad Findlay, Ohio VOR; direction of turns-right; time - 1 min; MHA - 2500'.

(12) PLATTSBURGH, MO(VHF) INT: Time - 1 min.

(13) TOPEKA, KANS VORTAC: 035 M rad. Time - 1 min.

(14) BLUE SPRINGS, MO VOR: Time - 1 min.

(15) WHITE WATER, KANS(VHF) INT: Time - 1 min.

(16) DE GRAFF, KANS(VHF) INT: Time - 1 min.

(17) GROVELAND, KANS(VHF) INT: Time - 1 min.

(18) STAFFORD, KANS(VHF) INT: Time - 1 min.

(19) LEMON GROVE, CALIF(VHF) INT: direction of holding - E on 075 M rad San Diego, Calif. VOR; direction of turns-right; time - 1 min; MHA - 4500'.

(20) JAMUL, CALIF(VHF) INT: direction of holding - E on 075 M rad San Diego, Calif. VOR; direction of turns-left; time - 1 min; MHA - 6000'.

(21) BARRETT LAKE(VHF) INT: direction of holding - E on 075 M rad San Diego, Calif. VOR; direction of turns-left; time - 1 min; MHA - 7000'.

(22) CAMPO, CALIF(VHF) INT: direction of holding - E on 256 M rad El Centro, Calif. VOR; direction of turns-left; time - 2 mins; MHA - 7000'.

(23) COLLINS, TEX(VHF) INT: direction of holding - SW on SW crs San Antonio, Tex. VOR; direction of turns-right; time - 1 min; MHA - 2100'.

(24) FRENCH, LA(VHF) INT: direction of holding - NW on 289 M rad New Orleans, La. VOR; direction of turns-left; time - 1 min; MHA - 2000'.

(25) MIDLAND, TEX VOR: direction of holding - N on 360 M rad; direction of turns-left; time - 1 min; MHA - 4100'.

(26) MONIAC, FLA(VHF) INT: direction of holding - W on 274 M rad Jacksonville, Fla. VOR; direction of turns-right; time - 2 mins; MHA - 2500'.

(27) MIDLAND, TEX ILS/ MM: direction of holding - NE on NE crs ILS lclzr; direction of turns-right; time - 2 mins; MHA - 4400'.

(28) MARSH, TEX(VHF) INT: direction of holding - NE on 051 M rad Sabine Pass, Tex. VOR; direction of turns-left; time - 1 min; MHA - 1100'.

CANCELLED:

(1) BAKERSFIELD, CALIF LMM: direction of holding - SE on SE crs. ILS; direction of turns-left; time - 1 min; MHA - 2000'.

(2) TOUHY, NEB(VHF) INT: (Delete holding only).

OKMULGEE VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-15: ADM VOR to EOS VOR	ADM VOR radial 026 and EOS VOR radial 217	8000
V-161: ADM VOR-TUL VOR	ADM VOR radial 026 and TUL VOR radial 179	8000
V-74S: FSM VOR-PNC VOR	FSM VOR radial 276 and PNC radial 126	8000
V-131: MLC VOR-TUL VOR	MLC VOR radial 347 and TUL radial 179	3000
EXISTING REPORTING POINTS	**SUBSTITUTE REPORTING POINTS**	**MRA**
Okmulgee VOR	Tmpry Okmulgee Int. Defined as follows: MLC-VOR radial 347, or TUL-VOR radial 179, and FSM-VOR radial 276, or ADM-VOR radial 026, or EOS-VOR radial 217	7000
Maisie, Oklahoma Int.	EOS-VOR radial 217 TUL VOR radial 113	3500
Pharoah, Oklahoma Int.	ADM-VOR radial 026 MLC-VOR radial 331	5000
Sapulpa, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 219	5000
Kellyville, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 236	3000
Shell Lake, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 253	3000

The Pilot's Automatic Telephone Weather Answering Service (PATWAS) is a transcribed service and is in addition to those already being carried in the Flight Information Manual. Hours of operation are Local Standard Time. PATWAS is in operation at the following Weather Bureau Airport Stations:

Station	Number	Hours of Operation (LST)
Baltimore, Md.	SP 6-0757•	(0600-2300)
Birmingham, Ala.	WO 1-2101•	(24 hours)
Boston, Mass.	LO 9-1773•	(0700-0300)
Chicago, Ill.	NO 7-5055•	(0600-2200)
Dallas, Texas	RI 8-0526•	(24 hours)
Denver, Colo.	DU 8-3653•	(24 hours)
Fort Worth, Texas	BU 3-1571•	(24 hours)
Indianapolis, Ind.	CH 4-2411•	(24 hours)
Long Beach, Calif.	DA 3-4626•	(24 hours)
Los Angeles, Calif.	SP 6-1640•	(24 hours)
Memphis, Tenn.	WH 8-1592•	(24 hours)
Minneapolis, Minn.	PA 9-9339•	(0700-2400)
Omaha, Nebr.	JA 3603•	(0530-2400)
Philadelphia, Pa.	SA 6-3503•	(0500-1900)
Phoenix, Ariz.	BR 5-8501•	(24 hours)
Pittsburgh, Pa.	SP 1-5330•	(24 hours)
Portland, Oreg.	AT 2-2285•	(0700-2400)
St. Petersburg, Fla.	5-3086•	(24 hours)
Salt Lake City, Utah	EM 4-5571•	(24 hours)
Tampa, Fla.	RE 6-0375•	(24 hours)
Washington, D.C.	DI 7-4950•	(0500-2400)

LFR IDENT ASSIGNMENTS:
Effective 0000Z Aug. 25, 1960

LOCATION	IDENT
Aberdeen, S. Dak	AR
Abilene, Tex.	AI
Akron, Colo.	AK
Albany, Ga.	AJ
Albany, N. Y.	AB
Albuquerque, N. Mex.	AQ
Alexandria, La.	AX
Alexandria, Minn.	AN
Alice, Tex.	AH
Allentown, Pa.	AB
Alma, Ga.	AG
Altoona, Pa.	AO
Amarillo, Tex.	AM
Anchorage, Alaska	AC
Atlanta, Ga.	AL
Atlantic City, N. J	AY
Augusta, Ga.	AS
Augusta, Me	AU
Baker, Oreg.	BE
Bakersfield, Calif.	BC
Baltimore, Md.	BL
Bangor, Me.	BW
Baton Rouge, La.	BR
Battle Creek, Mich.	BQ
Battle Mountain, Nev.	MV
Beaumont, Tex.	BT
Belleville, Ill. Scott AFB	BV
Bellingham, Wash.	BG
Bethel, Alaska	BT
Big Delta, Alaska	BI
Big Spring, Tex.	BI
Billings, Mont.	BZ
Birmingham, Ala.	BM
Bismarck, N. Dak	BK
Blythe, Calif.	BH
Boise, Idaho	BX
Boston, Mass.	BS
Bowling Green, Ky	BG
Bozeman, Mont.	BN
Bridgeport, Conn.	BP
Bristol, Tenn.	TI
Brownsville, Tex.	BO
Brunswick, Me., NAS	NZ
Buffalo, N. Y.	BF
Burley, Idaho	BY
Burlington, Vt.	BU
Camp Springs, Md., Andrews AFB	AD
Casper, Wyo.	CR
Chanute, Kans.	CU
Charleston, S. C.	CQ
Charleston, W. Va	CW
Charlotte, N. C.	CT
Cherry Point, N. C. MCAS	NT
Cheyenne, Wyo.	CS
Chicopee Falls, Mass., Westover AFB	CF
Cleveland, Ohio	CE
Cochise, Ariz.	CC
Cold Bay, Alaska	CO
Columbia, Mo.	CI
Columbia, S. C.	CM
Columbus, Ga.	CG
Columbus, N. Mex.	CZ
Concord, N. H.	CN
Corpus Christi, Tex	CP
Crestview, Fla	CV
Cross City, Fla.	CY
Cut Bank, Mont.	CB
Daggett, Calif.	DG
Dayton, Ohio, Wright-Patterson AFB	FP
Daytona Beach, Fla.	DB
Delta, Utah	DT
Denver, Colo.	DN
Des Moines, Iowa	DZ
Dickinson, N. Dak	DK
Dillon, Mont.	DI
Drummond, Mont	DU
Dubois, Idaho	DS
Duluth, Minn.	DM
El Centro, Calif	EC
Elkins, W. Va.	EN
Elko, Nev.	EK
Ellensburg, Wash	EL
Elmira, N. Y.	EM
El Paso, Tex.	EP
Ephrata, Wash	EH
Erie, Pa.	EI
Eugene, Oreg.	EO
Fairbanks, Alaska	FI
Fargo, N. D.	FG
Florence, S. C.	FL
Fort Bridger, Wyo.	FB
Fort Dix, N. J., McGuire AFB	WI
Fort Jones, Calif	FS
Fort Wayne, Ind.	FA
Fresno, Calif.	FN
Front Royal, Va	FR
Gage, Okla.	GA
Garden City, Kans	GC
Gila Bend, Ariz.	GN
Gordonsville, Va.	GE
Goshen, Ind.	GH
Grand Forks, N. D.	GK
Grand Island, Neb.	GI
Great Falls, Mont.	GF
Greensboro, N. C.	GO
Greenwood, Miss.	GW
Harrisburg, Pa.	HR
Hartford, Conn.	HD
Helena, Mont.	HN
Hilo, Hawaii	IO
Hobbs, N. Mex.	HB
Homer, Alaska	HH
Honolulu, Hawaii	HL
Houghton, Mich.	CX
Houlton, Maine	HM
Houston, Tex.	HU
Huron, S. Dak.	HK
Hutchinson, Kans	HT
Idaho Falls, Idaho	IA
Indianapolis, Ind.	IJ
Jacks Creek, Tenn	JK
Jackson, Miss.	JN
Jacksonville, Fla.	JX
Jamestown, N. Dak	JS
Joliet, Ill.	JT
Kansas City, Mo	KS
Kenai, Alaska	KE
Key West, Fla.	EW
King Salmon, Alaska	KN
Klamath Falls, Oreg	LM
Knoxville, Tenn.	TS
La Crosse, Wis.	LE
Langley Field Va., Langley AFB	LI
Lansing, Mich.	LN
Laramie, Wyo.	LR
Las Vegas, Nev.	LS
Las Vegas, N. Mex.	LV
Lewistown, Mont.	LW
Lincoln, Nebr., Lincoln AFB	LK
Little Rock, Ark.	LT
Long Beach. Calif	LB
Lovelock, Nev.	LL
Lubbock, Tex.	LX
Lucin, Utah	LU
Lynchburg, Va	LH
Macon, Ga.	MN
Malad City, Idaho	MO
Martinsburg, W. Va.	MB
Medford, Oreg.	ME
Memphis, Tenn.	MM
Meridian, Miss.	MS
Middleton, Alaska	MQ
Midland, Tex.	MF
Miles City, Mont.	MC
Millinocket, Me.	MK
Milwaukee, Wis.	MW
Minneapolis, Minn	MP
Minot, N. Dak.	MT
Missoula, Mont	MO
Moline, Ill.	MI
Monroe, La.	MU
Montgomery Ala., Maxwell AFB	ML
Morgantown, W. Va.	MG
Mt. Clemens, Mich., Selfridge AFB	MZ
Mullan Pass, Idaho	MA
Muskegon, Mich.	MJ
Nashville, Tenn.	BA
Needles, Calif.	ED
Nenana, Alaska	XN
New Orleans, La	MY
Norfolk, Va.	OF
North Philadelphia, Pa	PF
North Platte, Nebr	LF
Oakland, Calif	OK
Ogden, Utah	OD
Oklahoma City, Okla	OC
Omaha, Nebr.	OA
Otto, N. Mex.	OO
Ozark, Ala., Cairns AAF	OR
Palacios, Tex.	PS
Palmdale, Calif.	PL
Panama City, Fla., Tyndall AFB	PM
Patuxent River, Md., NAS	NH
Pendleton, Oreg.	PN
Peoria, Ill.	PA
Phillipsburg, Pa	PP
Phoenix, Ariz.	PX
Pierre, S. Dak.	PD
Pittsburgh, Pa.	PT
Pocatello, Idaho	PH
Portland, Oreg.	PO
Poughkeepsie, N. Y	PU
Prescott, Ariz.	PC
Presque Isle, Me. Presque Isle AFB	PQ
Providence, R. I.	PE
Pueblo, Colo.	PB
Pulaski, Va.	PK
Quonset Point, R. I., NAS	NO
Raleigh-Durham, N. C	RU
Rapid City, S. Dak.	RP
Red Bluff, Calif.	RL
Redmond, Oreg	RM
Reno, Nev.	RO
Richmond, Va.	RC
Riverside, Calif	RV
Roanoke, Va.	RA
Rochester, Minn.	RT
Rochester, N. Y.	RR
Rock Springs, Wyo.	RK
Roswell, N. Mex.	RW
Sacramento, Calif.	SO
Salt Flat, Tex.	SQ
Salt Lake City, Utah	SC
Santa Barbara, Calif.	SB
Sault Ste. Marie, Mich	SM
Savannah, Ga.	SV
Scottsbluff, Nebr	BJ
Seattle, Wash.	SJ
Sheridan, Wyo.	SD
Shreveport, La., Barksdale AFB	BB
Shreveport, La.	ST
South Bend, Ind.	SN
Spartanburg S. C	SG
Springfield, Ill.	SI
Springfield, Mo.	SF
Sumter, S.C., Shaw AFB	SW
Sioux City, Iowa	SX
Sioux Falls, S. Dak	FD
Spokane, Wash.	GG
St. Louis, Mo.	SL
Stockton, Calif.	SK
Syracuse, N. Y	SR
Tacoma, Wash., McChord AFB	TM
Tallahassee, Fla.	TH
Texarkana, Ark.	TX
The Dalles, Oreg	DL
Thermal, Calif.	TR
Tonopah, Nev.	TO
Topeka, Kans., Forbes AFB	TE
Traverse City, Mich.	TV
Truth or Consequences, N. Mex	TT
Tucumcari, N. Mex.	TC
Tucson, Ariz.	TU
Tulsa, Okla	TL
Waco, Texas	AT
Walla Walla, Wash	AW
Washington, D. C.	DA
Westfield, Mass.	AF
West Palm Beach, Fla.	PI
Whidbey Island, Wash., NAS	NW
Whitehall, Mont.	HA
Wichita, Kansas	IT
Wilkes-Barre, Scranton, Pa	AP
Wink, Tex.	IK
Winslow, Ariz.	IW
Williamsport, Pa	IP
Yakima, Wash.	YM
Yakutat, Alaska	YK
Youngstown, Ohio	YG
Yuma, Ariz.	YU

(16 August 1960)

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial

FOREIGN EXCHANGE Location	Number	FSS Providing Service

INTERPHONES Location	FSS Providing Service

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Spgs., Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Harlingen, Texas	GA 5-1115	Brownsville, Texas
Hollywood, Fla.	JA 4-0163	Miami, Florida
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
La Feria, Texas	GA 5-1115	Brownsville, Texas
Laredo, Tex.	No. 21	Cotulla, Texas
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	N.Y., N.Y.(IDL)
Newark, N.J.	MA 2-0121	N.Y., N.Y.(IDL)
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City Utah
Panama City, Fla.	SU 5-6631	Tallahassee, Fla.
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Rio Hondo, Texas	GA 5-1115	Brownsville, Texas
San Benito, Texas	GA 5-1115	Brownsville, Texas
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Springfield, Ohio	FA 2-4562	Dayton, Ohio
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.
Winston-Salem, N.C.	PA 5-1731	Hickory, N.C.

INTERPHONES Location	FSS Providing Service
Alliance Arpt., Nebr.	Scottsbluff, Nebr.
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Berz Arpt., Birmingham, Mich.	Detroit, Mich.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Chicago-Hammond Arpt., Ill.	Joliet, Illinois
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
DuPage Co. Arpt., W. Chicago, Ill.	Joliet, Illinois
Elgin Arpt., Illinois	Joliet, Illinois
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gary Mun Arpt., Ill.	Joliet, Illinois
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Howell Arpt., Chicago, Ill.	Joliet, Illinois
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif
Lombard-Mitchell Fld., Ill.	Joliet, Illinois
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
McKinley Arpt., Fraser, Mich.	Detroit, Mich.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Palwaukee Arpt., Chicago, Ill.	Joliet, Illinois
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Harbor Arpt., Northbrook, Ill.	Joliet, Illinois
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomish and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
Winchester, Va.	Martinsburg, W.Va.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ACOSTA-Rosell, Miguel	9- 3-22	Cuban lic. 652
ALPIZAR-Perez, Evelio	11-27-39	Student S616495
ALVAREZ-Bulla Y Voghon, Orlando M.	10-16-09	Cuban Comm NR 4
ARJONA y Lopez, Rafael Manuel	10-24-15	Number unknown
ASHLEY, Otis H.	12-10-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3- 1-34	Flight Instructor Certificate 1358448
BLANCO, -Navarro, Manuel Angel	9-27-26	
BLAND, Virginia L. (female)	8- 4-22	Comm. ASEL & S, & Instrument 1244338
BOURNE Avila, Jaime Ernesto	6-29-22	Cuban lic. 60 US Comm. 249324
BROOKLEY, William Quitman	12-24-28	
BROWDER, Edward	6-22-17	30362
CABRERA - Rodriquez, Timteo Amado	2-13-25	Cuban lic. no. 482
CAMACHO-Porro, Cesar Ricardo	12- 7-33	
CATASUS-Pazos, Felipe	7- 6-17	1475207
CHEVALIER, S. Eugene, Jr.	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS-Blanco, Roberto Raul	12-19-19	
DE LEON De Leon, Gilberto	2-27-27	
DIAZ-Lanz, Pedro	11- 8-26	
ETCHEGOYEN y Gardia, Pedro Arturo	4-18-19	Cuban lic. no. 256
FERNANDEZ-Miranda, Roberto	6- 7-22	
FERNANDEZ-Mon, Daniel	1- 6-32	Cuban lic. 743
FERRER-Gonzalez, Bartolome Eduardo	5- 7-30	Cuban lic. no. 453
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
GARCIA Y Puyada, Elso Sergio	11- 7-25	Cuban lic. 1009
HERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
HERNANDEZ Martinez, Jose	9-20-31	
HERNANDEZ- Waybert, Gerardo P.F.	5-16-25	Cuban lic. 721
HERNANDEZ- Waybert, Gilberto A.C.	2- 2-27	Cuban lic. 305
HERRERA-Cabrer, Gonzalo	9-26-26	
HORMEL, Charles W.	2- 2-14	Pvt. 1437835
HUGHES, Paul J.	10-8-28	
IZQUIERDO-Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8- 2-29	Pvt. ASEL 1425471
KOHN, Marvin	5-11-23	Comm. 1164122
LOPEZ-Dominguez, Angel	10-18-34	
LOPEZ-Vilaro, Fernando	7-28-39	Cuban lic. 1142
LORIE-Valls, Richard Luis	10-13-27	
LUAICES y Sotelo, Cesar Manuel	4-25-19	Cuban lic. 882
MANNING, Raymond	3-10-20	US 1162764
McDONALD, Alan C.	3- 5-32	1397327
MEREDITH, Spencer B. Jr.	5-12-31	
MEROLA, Joseph R.	10- 9-25	936421
MILLARES de la Osa, Roberto	11- 5-17	
MONNAR Marrero, Francisco	7-25-39	
MONTERO Machado, Pedro	4- 2-31	
NOBREGAS-Heria, Leslie	3-18-26	Cuban lic. 617
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEDRAZA-Fuente, Ramon Rene	11-11-29	Cuban lic. 901
PEREZ Menendez, Jose Regino	8-17-18	Cuban lic. 224
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Negueruela, Osvaldo	9- 3-35	
PINKSTON, Roy	2-23-25	Pvt. ASEL 1127766
PONZOA Alvarez, Gustavo Cesar	6- 1-24	Cuban Comm. 452 U.S. 2nd class 661896
PRELLEZO Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651
QUISENBERRY, Clement Blake	7-17-34	
REVUELTA-San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9- 1-37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SANCHEZ-Ferrer, Armando Emelio	10- 1-24	Cuban lic. ATR 271
SAXTON, Gaylord	11-20-22	
SHERGALIS, William J.	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11- 3-25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TELLECHEA-Miranda, Mario Carlos	12-11-29	Cuban lic. 502
TRUEBA-Rojas, Humberto	7- 4-25	
TUYA y Hernandez, Eloy Rene	1-18-22	Cuban Comm. 672
VALDES-Companel, Fauston Anibal	7-31-27	Cuban Comm. 845
VASQUEZ-Coeja, Daniel	3- 4-26	Number unknown
VERDECIA-Perez, Angel Rafael	2- 7-37	Student S363783
VIERA y Vera, Luis	6-25-31	Cuban lic. 593
VILLAMAR Rodriguez, Hector E.	10-20-37	Cuban Comm 697
VILLAMAR Rodriguez, Jose Reinero	10-28-31	Cuban lic. 911
VILLARAOS-Flores, Angel Alfonso	8- 2-26	Cuban lic. 929
WALL, William	12-12-25	C-198195
WEIGHMANN, James	10-22-25	
WHITEHOUSE, Edward J.	3-14-14	
WILSON, Raymond L.	12- 8-22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr. 1326948
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

BE SAFER WITH A FLIGHT PLAN!

(10 August 1960)

SPECIAL NOTICE

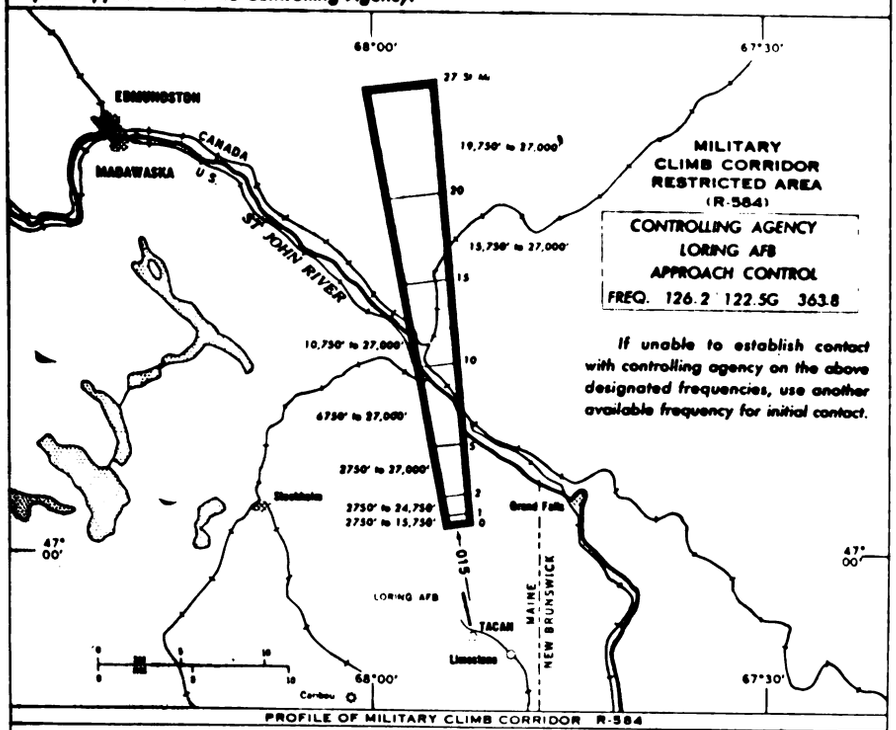
MAINE

LIMESTONE (LORING AFB) MILITARY CLIMB CORRIDOR

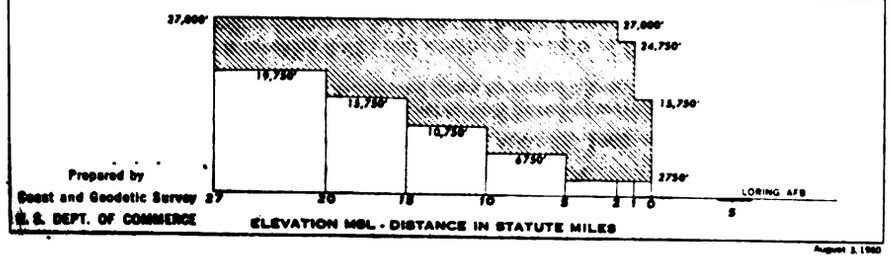
EFFECTIVE 0001 E.S.T. AUGUST 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense, the FAA and the Canadian authorities, have agreed to establish a restricted corridor to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



PROFILE OF MILITARY CLIMB CORRIDOR R-584



Prepared by
Coast and Geodetic Survey
U. S. DEPT. OF COMMERCE

ELEVATION MSL - DISTANCE IN STATUTE MILES

August 3, 1960

SPECIAL NOTICE

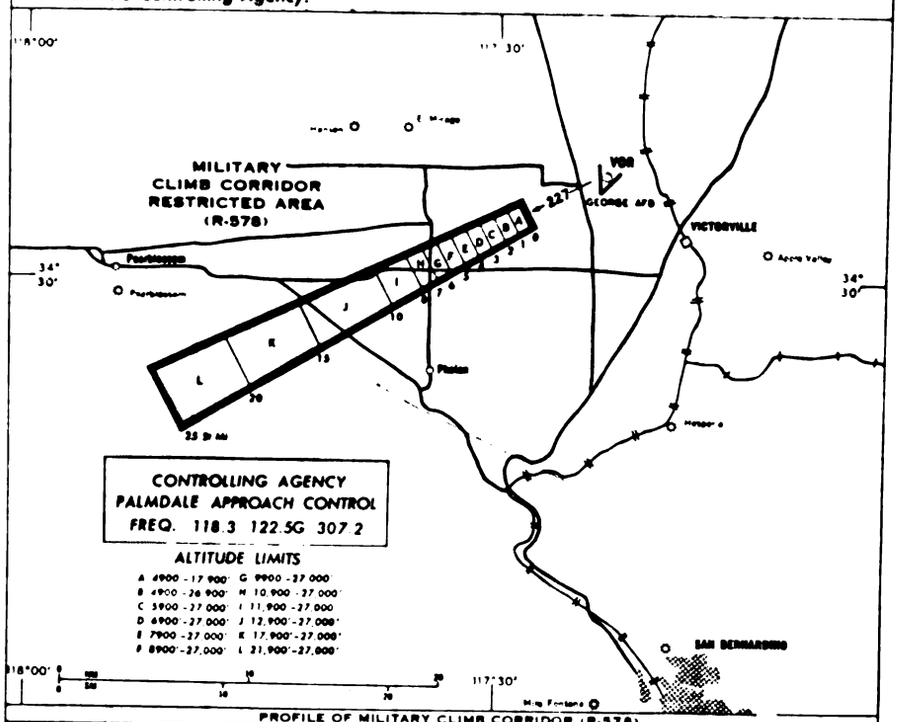
CALIFORNIA

VICTORVILLE (GEORGE AFB) MILITARY CLIMB CORRIDOR

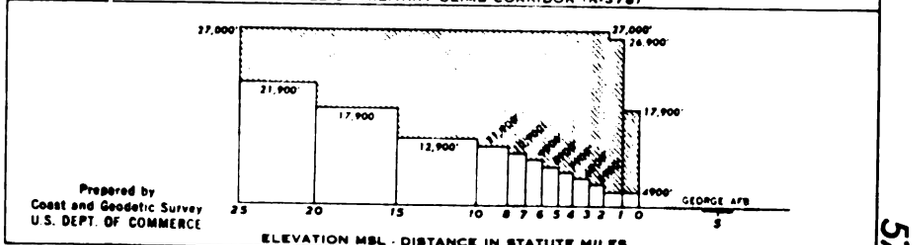
EFFECTIVE 0001 E.S.T. AUG. 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

Pilots of Century Series aircraft on active air defense missions are unable to see and safely avoid other aircraft during the climb phase of a scramble. In the interest of safety, the Dept. of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. ALL FLIGHTS through these areas must obtain prior approval from the Controlling Agency.



PROFILE OF MILITARY CLIMB CORRIDOR (R-578)



Prepared by
Coast and Geodetic Survey
U.S. DEPT. OF COMMERCE

ELEVATION MSL - DISTANCE IN STATUTE MILES

(16 August 1960)

SPECIAL NOTICE

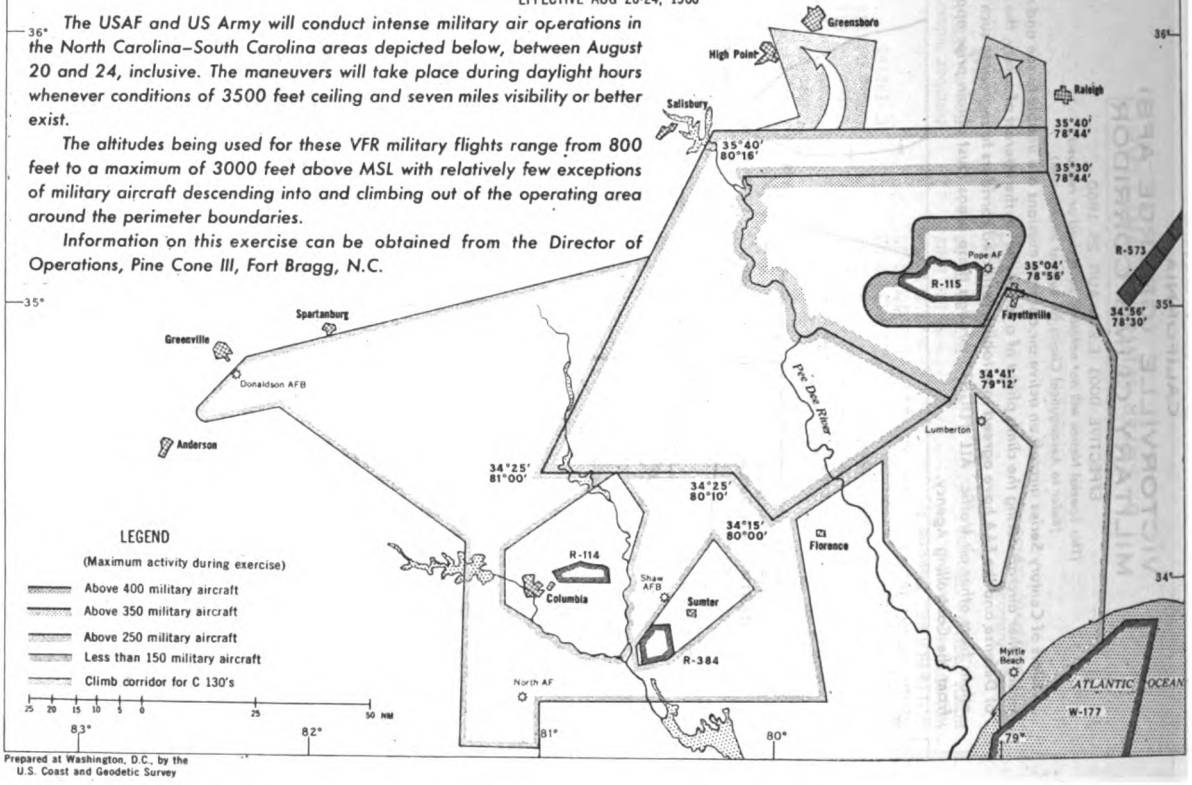
NORTH CAROLINA-SOUTH CAROLINA
PINE CONE III MILITARY EXERCISE

EFFECTIVE AUG 20-24, 1960

The USAF and US Army will conduct intense military air operations in the North Carolina–South Carolina areas depicted below, between August 20 and 24, inclusive. The maneuvers will take place during daylight hours whenever conditions of 3500 feet ceiling and seven miles visibility or better exist.

The altitudes being used for these VFR military flights range from 800 feet to a maximum of 3000 feet above MSL with relatively few exceptions of military aircraft descending into and climbing out of the operating area around the perimeter boundaries.

Information on this exercise can be obtained from the Director of Operations, Pine Cone III, Fort Bragg, N.C.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

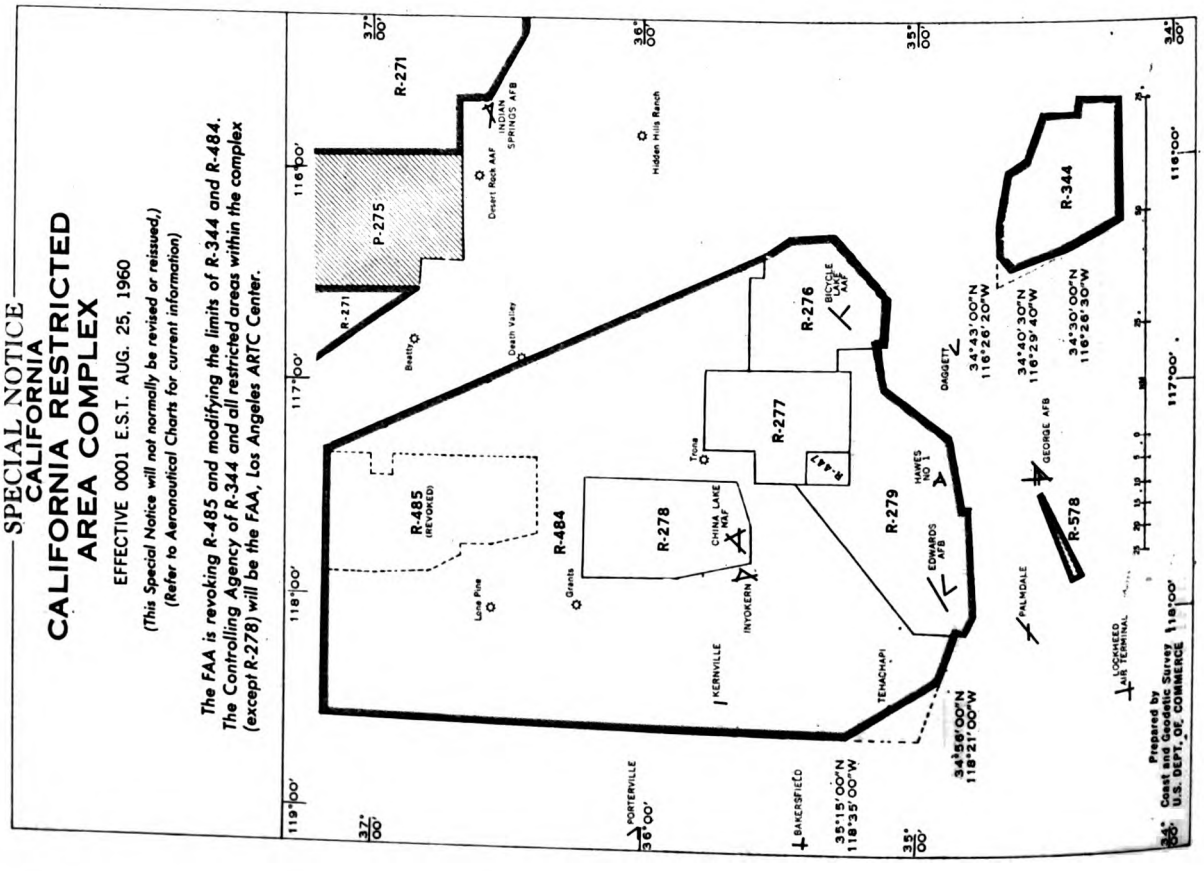
SPECIAL NOTICE

CALIFORNIA RESTRICTED AREA COMPLEX

EFFECTIVE 0001 E.S.T. AUG. 25, 1960

(This Special Notice will not normally be revised or reissued.)
(Refer to Aeronautical Charts for current information)

The FAA is revoking R-485 and modifying the limits of R-344 and R-484. The Controlling Agency of R-344 and all restricted areas within the complex (except R-278) will be the FAA, Los Angeles ARTC Center.



MODIFIED (continued)
Anthony,N.M. VHF Inf., 200 M (ed Newman,N.M. VOR, 297 M and Clint,Tex. VOR,
REPORTING POINTS

REPORTING POINTS

Effective September 22, 1960, the following on-request reporting points have been established, modified, cancelled or renamed as indicated:

ESTABLISHED:

Barney,N.D. VHF Int. 178 M rad Fargo,N.D. VOR; 277 M rad Alexandria,Minn. VOR.
Bayside,Tex. VHF Int. 045 M rad Corpus Christi,Tex. VOR; 175 M rad Victoria,Tex. VOR.
Bayview,T.H. VHF Int. 078 M rad Hilo,Hawaii VOR; 011 M brg from Pahoa,Hawaii RBn.
Bayview,T.H. LF Int. E crs Hilo,Hawaii LFR; 011 M brg from Pahoa,Hawaii RBn.
Blairsville,Ga. VHF Int. 010 M rad Norcross,Ga. VOR; 181 M rad Knoxville,Tenn.VOR; 287 M rad Toccoa,Ga. VOR.
Bonanza,Colo. VHF Int. 325 M rad Alamosa,Colo. VOR; 096 M rad Gunnison,Colo. VOR.
Bowman,S.C. VHF Int. 152 M rad Columbia,S.C. VOR; 237 M rad Vance,S.C. VOR.
Breakers,T.H. VHF Int. 258 M rad Honolulu,Hawaii VORTAC; 117 M rad Lihue,Hawaii VOR.
Cisco,Utah VHF Int. 329 M rad La Sal,Utah VOR; 233 M rad Grand Junction,Colo. VOR.
Dawson,Fla. VHF Int. S crs Tampa,Fla. ILS loc: 097 M rad St.Petersburg,Fla. VOR.
Dawson,Fla. LF Int. S crs Tampa,Fla. ILS loc; 271 M brg from Tampa,Fla. LFR.
Dog Leg,N.M. VHF Int. 320 M rad Socorro,N.M. VOR; 197 M rad Albuquerque N.M. VOR.
Ellijay,Ga. VHF Int. 354 M rad Atlanta,Ga. VOR; 117 M rad Chattanooga,Tenn. VOR. (6000' - MRA Depict Flag).
Fence,N.M. VHF Int. 140 M rad Zuni,N.M. VOR; 040 M rad St.Johns,N.M. VOR.
Franklin,Ga. VHF Int. 247 M rad Atlanta,Ga. VOR; 009 M rad La Grange,Ga. VOR.
Franklin,Tex. VHF Int. 259 M rad El Paso,Tex. VOR; 299 M rad Clint,Tex. VOR.
Garrett,Wyo. VHF Int. 055 M rad Rock River,Wyo. VOR; 351 M rad Laramie,Wyo. VOR.
Gary,La. VHF Int. 269 M rad New Orleans,La. VOR; 015 M rad Tibby,La. VOR.
Gilchrist,Tex. VHF Int. 058 M rad Galveston,Tex. VOR; 205 M rad Beaumont,Tex. VOR.
Guffey,Colo. VHF Int. 242 M rad Colorado Springs,Colo. VOR; 193 M rad Denver,Colo. VOR.
Helen,Ga. VHF Int. 025 M rad Norcross,Ga. VOR; 305 M rad Toccoa,Ga. VOR.
Howard,Tenn. VHF Int. 197 M rad Knoxville,Tenn. VOR; 110 M rad Crossville,Tenn. VOR.
Lake,Wyo. VHF Int. 093 M rad Rock River,Wyo. VOR; 353 M rad Laramie,Wyo. VOR.
Lake George,Colo. VHF Int. 232 M rad Kiowa,Colo. VOR; 193 M rad Denver,Colo. VOR.
Lakeport,N.Y. VHF Int. 336 M rad Rockdale,N.Y. VOR; 111 M rad Syracuse,N.Y. VOR.
Lava,N.M. VHF Int. 094 M rad Zuni,N.M. VOR; 238 M rad Grants,N.M. VOR.
Lizard,La. LF Int. 208 M brg from New Orleans,La. LFR; 160 M brg from La Place,La. RBn.
Lizard,La. VHF Int. 072 M rad Tibby,La. VOR; 208 M rad New Orleans,La. VOR.
Madrid,N.M. VHF Int. 234 M rad Las Vegas,N.M. VOR; 154 M rad Santa Fe,N.M. VOR.
Marshall,Mo. VORTAC.
Midway,Colo. VHF Int. 306 M rad Pueblo,Colo. VOR; 174 M rad Colorado Springs,Colo. VOR.
Miller,Ala. VHF Int. 025 M rad Montgomery,Ala. VOR; 135 M rad Talladega,Ala. VOR.
Mystic,Ky. VOR.
Newman,Ga. VHF Int. 247 M rad Atlanta,Ga. VOR; 009 M rad Columbus,Ga. VOR.
Pahoa,Hawaii RBn.
Palm Springs,Cal. VHF 325 M rad Thermal,Cal. VOR; 229 M rad Twentynine Palms,Cal. VOR.
Pirate,La. VHF Int. 175 M rad New Orleans,La. VOR; 115 M rad Tibby,La. VOR.
Rencona,N.M. VHF Int. 234 M rad Las Vegas,N.M. VOR; 104 M rad Santa Fe,N.M. VOR.
Roulette,Nev. VHF Int. 313 M rad Reno,Nev. VOR; N crs Reno,Nev. ILS loc.
Sally,La. VHF Int. 175 M rad New Orleans,La. VOR; 072 M rad Tibby,La. VOR.
Salt Lake,N.M. VHF Int. 140 M rad Zuni,N.M. VOR; 058 M rad St.Johns,N.M. VOR.
Smith Point,Tex. VHF Int. 257 M rad Sabine Pass,Tex. VOR; 041 M rad Galveston,Tex. VOR.
Taylor,N.M. VHF Int. 054 M rad Grants,N.M. VOR; 267 M rad Albuquerque,N.M. VOR.
Tonopah,Nev. VOR.
Trout Creek,Colo. VHF Int. 285 M rad Pueblo,Colo. VOR; 050 M rad Gunnison,Colo. VOR.
Troy,Ill. VOR.
Union Pass,Cal. VHF Int. 084 M rad Goffs,Cal. VOR; 349 M rad Needles,Cal. VOR.
Wasta,S.D. VHF Int. 072 M rad Rapid City,S.D. VOR; 027 M rad Smithwick,S.D. VOR.
Wave,La. VHF Int. 351 M rad New Orleans,La. VOR; 229 M rad Picayune,Miss. VOR.
Wolflake,Ind. VOR.
Woodsboro,Tex. VHF Int. 030 M rad Corpus Christi,Tex. VOR; 175 M rad Victoria,Tex. VOR.
Woodstock,Conn. LF Int. NE crs Hartford,Conn. LFR; SE crs Chicopee Falls,Mass.LFR. (Formerly compulsory).

MODIFIED:

Abernant,Ala. VHF Int. SW crs Birmingham,Ala. ILS loc; 085 M rad Tuscaloosa,Ala. VOR.
Anchor,Fla. VHF Int. 345 M rad Biscayne Bay,Fla. VOR; 070 M rad Miami,Fla. VOR.

MODIFIED (continued)
Anthony,N.M. VHF Int. 260 M rad Newman,N.M. VOR; 297 M rad Clint,Tex. VOR.
Austin,Ky. VHF Int. 026 M rad Nashville,Tenn. VOR; 097 M rad Bowling Green,Ky. VOR.
Barrett Lake,Cal. VHF Int. 075 M rad San Diego,Cal. VOR; 112 M rad Oceanside,Cal. VOR.
Big Spring,Ga. VHF Int. 009 M rad Columbus,Ga. VOR; 051 M rad Tuskegee,Ala. VOR.
Boerne,Tex. VHF Int. 300 M rad San Antonio,Tex. VOR; 348 M rad Somerset,Tex. VOR.
Bolivar,Tex. VHF Int. 058 M rad Galveston,Tex. VOR; 105 M rad Houston,Tex. VOR.
Campo,Cal. VHF Int. 256 M rad El Centro,Cal. VOR; 150 M rad Julian,Cal. VOR.
Canadys,S.C. VHF Int. 089 M rad Allendale,S.C. VOR; 203 M rad Vance,S.C. VOR.
Caroline,La. VHF Int. 110 M rad Lafayette,La. VOR; 221 M rad Baton Rouge,La. VOR.
Cerro,Colo. VHF Int. 114 M rad Grand Junction,Colo. VOR; 250 M rad Gunnison,Colo. VOR.
Chelsea,Ala. VHF Int. 135 M rad Birmingham,Ala. VOR; 265 M rad Talladega,Ala. VOR.
Coaldale,Colo. VHF Int. 262 M rad Pueblo,Colo. VOR; 351 M rad Alamosa,Colo. VOR.
Coarsegold,Cal. VHF Int. 345 M rad Fresno,Cal. VOR; 302 M rad Friant,Cal. VOR.
Collins,Tex. VHF Int. SW crs San Antonio,Tex. ILS loc; 262 M rad Lavernia,Tex. VOR.
Coyote Wells,Cal. VHF Int. 256 M rad El Centro,Cal. VOR; 115 M rad Julian,Cal. VOR.
Dove,Tex. VHF Int. 080 M rad El Paso,Tex. VOR; 294 M rad Hudspeth,Tex. VOR.
Dulac,La. VHF Int. 167 M rad Tibby,La. VOR; 208 M rad New Orleans,La. VOR.
Eagle,Cal. VHF Int. 138 M rad Twenty-Nine Palms,Cal. VOR; 273 M rad Blythe,Cal. VOR.
Eastwood,Tex. VHF Int. 158 M rad San Antonio,Tex. VOR; 047 M rad Somerset,Tex. VOR.
Ernies,S.C. VHF Int. 152 M rad Columbia,S.C. VOR; 029 M rad Allendale,S.C. VOR.
Fayetteville,Ala. VHF Int. 135 M rad Birmingham,Ala. VOR; 218 M rad Talladega,Ala. VOR.
Fontana,N.C. VHF Int. 181 M rad Knoxville,Tenn. VOR; 110 M rad Crossville,Tenn. VOR.
French,La. VHF Int. 289 M rad New Orleans,La. VOR; 237 M rad Picayune,Miss. VOR.
Gordon,Colo. VHF Int. 178 M rad Pueblo,Colo. VOR; 286 M rad Tobe,Colo. VOR.
Grand Isle,La. VHF Int. 118 M rad Tibby,La. VOR; 168 M rad New Orleans,La. VOR.
Grays,S.C. VHF Int. 023 M rad Savannah,Ga. VOR; 141 M rad Allendale,S.C. VOR.
Greenfield,Mass. VHF Int. 246 M rad Keene,N.H. VORTAC; 298 M rad Gardner,Mass. VORTAC.
Gregory,Pa. VHF Int. 251 M rad Pittsburgh,Pa. VOR; 122 M rad Wheeling,W.Va. VOR.
Grindell,O. VHF Int. 148 M rad Findlay,O. VORTAC; 064 M rad Rosewood,O. VORTAC.
Guadalupe,Tex. VHF Int. 325 M rad San Antonio,Tex. VOR; 358 M rad Somerset,Tex. VOR.
Hackberry,Tex. VHF Int. 086 M rad Beaumont,Tex. VOR; 052 M rad Sabine Pass,Tex. VOR.
Haley,Mass. VHF Int. 348 M rad Hyannis,Mass. VOR; 148 M rad Boston,Mass. VOR.
Helen,La. VHF Int. 193 M rad Baton Rouge,La. VOR; 110 M rad Lafayette,La. VOR.
Helena,Ala. VHF Int. 177 M rad Birmingham,Ala. VOR; 085 M rad Tuscaloosa,Ala. VOR.
Hickman,N.M. VHF Int. 094 M rad Zuni,N.M. VOR; 240 M rad Albuquerque,N.M. VOR.
Jamul,Cal. VHF Int. 075 M rad San Diego,Cal. VOR; 120 M rad Oceanside,Cal. VOR.
Lafitte,La. VHF Int. 099 M rad Tibby,La. VOR; 168 M rad New Orleans,La. VOR.
Lee,Fla. VHF Int. 181 M rad Valdosta,Ga. VOR; 088 M rad Tallahassee,Fla. VOR.
Lemon Grove,Cal. VHF Int. 075 M rad San Diego,Cal. VOR; 130 M rad Oceanside,Cal. VOR.
Lick,Cal. VHF Int. 124 M rad San Jose,Cal. VOR; 330 M rad Salinas,Cal. VOR.
Lone Oak,Ga. VHF Int. 009 M rad Columbus,Ga. VOR; 080 M rad La Grange,Ga. VOR.
Manning,S.C. VHF Int. 044 M rad Vance,S.C. VOR; 102 M rad Columbia,S.C. VOR.
Marsh,Tex. VHF Int. 113 M rad Beaumont,Tex. VOR; 052 M rad Sabine Pass,Tex. VOR.
Millsboro,Pa. VHF Int. 122 M rad Wheeling, W.Va. VOR; 174 M rad Pittsburgh,Pa. VOR.
Monet,Fla. VHF Int. 314 M rad W.Palm Beach,Fla. VOR; 070 M rad Pahokee,Fla. VOR.
Moniac,Fla. VHF Int. 274 M rad Jacksonville,Fla. VOR; 006 M rad Gainesville,Fla. VOR.
Montegut,La. VHF Int. 130 M rad Tibby,La. VOR; 208 M rad New Orleans,La. VOR.
Orangeburg,S.C. VHF Int. 152 M rad Columbia,S.C. VOR; 037 M rad Allendale,S.C. VOR.
Poe,Mass. VHF Int. 267 M rad Nantucket,Mass. VOR; 163 M rad Providence,R.I. VOR.
Quincy,Fla. VHF Int. 272 M rad Tallahassee,Fla. VOR; NW crs Tallahassee,Fla. ILS loc.
Raymond,Ga. VHF Int. 232 M rad Atlanta,Ga. VOR; 009 M rad Columbus,Ga. VOR.
Reception,Cal. VHF Int. 249 M rad Los Banos,Cal. VOR; 318 M rad Priest,Cal. VOR.
Rex,Ga. VHF Int. E crs Atlanta,Ga. ILS loc; 332 M rad McDonough,Ga. VOR.
Ridgeland,S.C. VHF Int. 023 M rad Savannah,Ga. VOR; 156 M rad Allendale,S.C. VOR.
St.George,S.C. VHF Int. 203 M rad Vance,S.C. VOR; 302 M rad Charleston,S.C. VOR.
Sholle,N.M. VHF Int. 075 M rad Socorro,N.M. VOR; 195 M rad Otto,N.M. VOR.
Spur,Colo. VHF Int. 331 M rad Colorado Spring,Colo. VOR; 232 M rad Kiowa,Colo. VOR.
Stadium,Tex. VHF Int. S crs Ft.Worth,Tex. ILS loc; 242 M rad Carter,Tex. VOR. (Retain holding. No change in description.)
Stone Mtn,Ga. VHF Int. 052 M rad Atlanta,Ga. VOR; 138 M rad Norcross,Ga. VOR.
Suwanee,N.M.VHF Int. 095 M rad Grants,N.M.VOR; 240 M rad Albuquerque,N.M.VOR.
Valley Center,Cal. VHF Int. 082 M rad Oceanside,Cal. VOR; 355 M rad San Diego,Cal. VOR.
Walterboro,S.C. VHF Int. 203 M rad Vance,S.C. VOR; 279 M rad Charleston,S.C. VOR.
Wald,S.C. VHF Int. 264 M rad Charleston,S.C. VOR; 154 M rad Columbia,S.C. VOR.
Warsaw,N.Y. VHF Int. 132 M rad Buffalo,N.Y. VOR; 263 M rad Geneseo,N.Y. VOR.
Wessels,S.C. VHF Int. 152 M rad Columbia,S.C. VOR; 089 M rad Allendale,S.C. VOR. (MRA 2000' Depict Flag).
Winder,Ga. VHF Int. 052 M rad Atlanta,Ga. VOR; 088 M rad Norcross,Ga. VOR.

CANCELLED:

Allen,La. VHF Int. 234 M rad New Orleans,La. VOR; 120 M rad Lafayette,La. VOR.
Animas,N.M. VHF Int. 080 M rad Tucson,Ariz. VOR; 210 M rad Truth or Consequences,N.M. VOR.
Bolton,N.C. VHF Int. 036 M rad Myrtle Beach,S.C. VOR; 267 M rad Wilmington,N.C. VOR. (Changed to compulsory)
Bonnie View,Tex. VHF Int. 040 M rad Corpus Christi,Tex. VOR; 177 M rad Victoria,Tex. VOR.
Chatahoochee,Ga. LF Int. 298 M rad Atlanta,Ga. VOR; W crs Atlanta,Ga. ILS loc; 013 M brg to Lost Mtn,Ga. RBn.
Columbia,N.J. LF Int. NE crs Allentown,Pa. LFR; NW crs Newark,N.H. LFR.
Crockett,Cal. VHF Int. 347 M rad Oakland,Cal. VOR; 252 M rad Linden,Cal. VOR. (Changed to compulsory)
Eagle,Cal. VHF Int. 273 M rad Blythe,Cal. VOR; 054 M rad Thermal,Cal. VOR. (Changed to compulsory)
Gardner,Mass. LF Int. NE crs Chicopee Falls,Mass. LFR; W crs Boston,Mass. LFR.
Garrett,Ind. VHF Int. 291 M rad Findlay,O. VOR; 016 M rad Ft.Wayne,Ind. VOR. (Changed to compulsory)
Garrison,Mont. VHF Int. 072 M rad Drummond,Mont. VOR; 343 M rad Butte,Mont. VOR. (Changed to compulsory).
Hamilton,Ala. VHF Int. 295 M rad Birmingham,Ala. VOR; 030 M rad Columbus,Miss. VOR. (Changed to compulsory).
Harvard,Cal. VHF Int. 031 M rad Daggett,Cal. VOR; 353 M rad Hector,Cal. VOR. (Changed to compulsory)
High Island,Tex. VHF Int. 235 M rad Sabine Pass,Tex. VOR; 176 M rad Beaumont,Tex. VOR.
King,N.C. VHF Int. 071 M rad Hickory,N.C. VOR; NW crs Winston-Salem,N.C. LFR.
Leona,Tex. VOR.
Lingle,Wyo. VHF Int. 107 M rad Douglas,Wyo. VOR; 238 M rad Chadron,Neb. VOR.
Mesa Grande,Cal. VHF Int. 086 M rad Oceanside,Cal. VOR; 032 M rad San Diego,Cal. VOR.
Mid-Lake,La. VHF Int. 351 M rad New Orleans,La. VOR; 240 M rad Picayune,La. VOR.
Pacific,Cal. VHF Int. 305 M rad San Diego,Cal. VOR; 265 M rad Oceanside,Cal. VOR. (Changed to compulsory).
Perch,Cal. VHF Int. 185 M rad Oxnard,Cal. VOR; 236 M rad Los Angeles,Cal. VOR. (Changed to compulsory).
Pinon,Colo. VHF Int. 277 M rad Pueblo,Colo. VOR; N crs Pueblo,Colo. LFR.
Poe,Mass. VHF Int. 267 M rad Nantucket,Mass. VOR; SE crs Quonset Pt.,Mass. LFR. (Changed to compulsory).
Raceland,La. VHF Int. 220 M rad New Orleans,La. VOR; 102 M rad Lafayette,La. VOR.
Robbins,N.H. LF Int. NE crs McGuire,N.J. LFR; NW crs Lakehurst,N.H. LFR.
Rochelle,Va. VHF Int. 058 M rad Montebello,Va. VOR; 335 M rad Gordonsville,Va. VOR.
Rockport,Tex. VHF Int. 040 M rad Corpus Christi,Tex. VOR; 160 M rad Victoria,Tex. VOR. (Changed to compulsory).
Salton,Cal. LF Int. S crs Thermal,Cal. LFR; 218 M brg Julian,Cal. RBn; 038 M brg Hayfield,Cal. RBn.
Sandberg,Cal. VHF Int. 083 M rad Gorman,Cal. VOR; 323 M rad Lake Hughes,Cal. VOR. (Changed to compulsory).
Shawnee,Fla. VHF Int. 345 M rad Biscayne Bay,Fla. VOR; 266 M rad W.Palm Beach,Cal. VOR. (Changed to compulsory).
Shipman,S.C. VHF Int. 154 M rad Columbia,S.C. VOR; 047 M rad Allendale,S.C. VOR.
Wallburg,N.C. LF Int. SW crs Greensboro,N.C. LFR; SE crs Winston-Salem,N.C. LFR.
Winslow,Ariz.VHF Int. 069 M rad Prescott,Ariz.VOR; 145 M rad Tuba City,Ariz. VOR.

RENAMED and/or MODIFIED:

Alexander,Alas. VHF Int. 304 M rad Anchorage,Alas. VOR; 030 M brg to Susitna,Alas. RBn. (Formerly Grants Int.).
Desert,Utah VHF Int. 203 M rad Provo,Utah VOR; 348 M rad Delta,Utah VOR. (Formerly Sevier Int.)
Grant,N.Y. VHF Int. 042 M rad Buffalo,N.Y. VOR; 298 M rad Rochester,N.Y. VOR. (Formerly Medina Int.)
Hoover,Nev. LF Int. SE crs Las Vegas,Nev. LFR; 253 M brg to Goodsprings,Nev. RBn. (Formerly Detrital Int.)

VOR CHANGEOVER POINTS

Effective September 22, 1960 the following changeover points have been added, revised or cancelled as indicated:

AIRWAY	CONNECTING	CHANGEOVER POINT DISTANCE	FROM
ADDED:			
VOR FEDERAL AIRWAY NO. 3			
V-3E	FLO-FAY	30	FAY
V-3E	FAY-RDU	27	FAY
VOR FEDERAL AIRWAY NO. 66			
V-66	DEG-ELC	39	DEG
VOR FEDERAL AIRWAY NO. 493			
V-493	LEX-YRK	41	LEX
V-493	YRK-APE	46	YRK
V-493	APE-VWV	45	APE
VOR FEDERAL AIRWAY NO. 502			
V-502	LOU-FLM	34	LOU
VOR FEDERAL AIRWAY NO. 1512			
V-1512	LAX-ONT	23	LAX
V-1512	TNP-EED	38	TNP
V-1512	DRK-INW	40	DRK
VOR FEDERAL AIRWAY NO. 1524			
V-1524	LAX-ONT	23	LAX
V-1524	TNP-EED	38	TNP
V-1524	EED-PGS	39	EED
V-1524	PGS-TBC	55	PGS
V-1524	TBC-FMN	79	TBC
V-1524	FMN-ALS	65	FMN
V-1524	ALS-LAA	58	ALS
V-1524	LAA-HLC	65	LAA
V-1524	HLC-TKO	MP	
V-1524	TKO-PWE	44	PWE
V-1524	PWE-LMN	57	PWE
V-1524	LMN-OTM	MP	
VOR FEDERAL AIRWAY NO. 2			
V-2	BIL-MLS	57	BIL
VOR FEDERAL AIRWAY NO. 32			
V-32	EKO-BVL	40	EKO
VOR FEDERAL AIRWAY NO. 244			
V-244	MLF-HVE	30	MLF
		64	HVE
		16 NM Gap	

AIRWAY	CONNECTING	CHANGEOVER POINT DISTANCE	FROM
REVISED:			
VOR FEDERAL AIRWAY NO. 474			
V-474	THS-LRP	38	THS
VOR FEDERAL AIRWAY NO. 1514			
V-1514	MLF-HVE	30	MLF
		64	HVE
		16 NM Gap	
VOR FEDERAL AIRWAY NO. 1531			
V-1531	BIL-MLS	57	BIL
CANCELLED:			
VOR FEDERAL AIRWAY NO. 8			
V-8N	LAX-DAG	38	LAX
VOR FEDERAL AIRWAY NO. 20			
V-20	CRP-PSX	38	CRP
VOR FEDERAL AIRWAY NO. 45			
V-45	LEX-YRK	MP	
V-45	YRK-APE	MP	
V-45	APE-VWV	MP	
VOR FEDERAL AIRWAY NO. 70			
V-70	CRP-PSX	38	CRP
VOR FEDERAL AIRWAY NO. 174			
V-174	LOU-FLM	MP	
VOR FEDERAL AIRWAY NO. 1512			
V-1512	LGB-ONT	12	LGB
V-1512	ONT-HEC	49	ONT
V-1512	HEC-GFS	46	HEC
V-1512	GFS-PGS	54	GFS
V-1512	PGS-TBC	55	PGS
V-1512	TBC-FMN	79	TBC
V-1512	FMN-ALS	65	FMN
V-1512	ALS-LAA	58	ALS
V-1512	LAA-RSL	83	RLS

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective September 22, 1950:

Section 610.12 Green Federal Airway 2
is amended to read in part:

FROM	TO	MEA
*Spokane,Wash.LFR	Rockford INT,Wash.	
	E-bound	9000
	W-bound	6500
*6200 - MCA Spokane LFR, E-bound		
Rockford INT, Wash.	Mullan Pass,Mont. LFR	9000

Section 610.115 Amber Federal Airway 15
is amended to read in part:

FROM	TO	MEA
U.S.Canadian Border	Annette Island, Alaska LFR	4000

Section 610.249 Red Federal Airway 49
is amended to read in part:

FROM	TO	MEA
*Salt Lake City, Utah LFR	Ft.Bridger,Wuo. LFR	12000
*11000 - MCA Salt Lake City LFR,NE-bnd		

Section 610.613 Blue Civil Airway 13
is amended to read in part:

FROM	TO	MEA
*Lockesburg INT, Ark.	**Mansfield INT, Ark.	3800
*5000 - MRA		
**4500 - MRA		

Section 610.1001 Direct Routes - U. S.
is amended to delete:

FROM	TO	MEA
Austin,Tex.VOR	INT 060 M rad Austin VOR & 260 M rad College Station VOR	2000

Section 610.6001 VOR Federal Airway 1
is amended to delete:

FROM	TO	MEA
Kinston,N.C.VOR Via W alter.	Cofield,N.C.VOR Via W alter.	*3500
*1900 - MOCA		

Section 610.6001 VOR Federal Airway 1
is amended to read in part:

FROM	TO	MEA
Wilmington,N.C. VOR	Kinston,N.C.VOR	1400
Kinston,N.C.VOR	Cofield,N.C.VOR	*3500
*1900 - MOCA		

Section 610.6002 VOR Federal Airway 2
is amended to read in part:

FROM	TO	MEA
*Spokane,Wash.VOR	Rockford INT,Wash.	
	E-bound	9000
	W-bound	6500
*5600 - MCA Spokane VOR, E-bound		
Rockford INT, Wash.	Mullan Pass,Idaho VOR	9000
Lansing,Mich.VOR Via N alter.	Fowler INT,Mich. Via N alter.	2900

VOR Federal Airway 2 - cont'd.

FROM	TO	MEA
Albany,N.Y.VORTAC	Greenfield INT, N.Y.	5600
Greenfield INT, N.Y.	Gardner,Mass. VORTAC	3600

Section 610.6003 VOR Federal Airway 3
is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR	*Ritter INT,S.C.	**2000
*2000 - MRA		
**1500 - MOCA		
Ritter INT,S.C.	*Walterboro INT, S.C.	**2000
*2000 - MRA		
**1500 - MOCA		
Walterboro INT, S.C.	*St.George INT, S.C.	**2000
*2000 - MRA		
**1500 - MOCA		
St.George INT, S.C.	Vance,S.C.VOR	*2000
*1500 - MOCA		
Vance,S.C.VOR	Florence,S.C.VOR	1900
Florence,S.C.VOR Via E alter.	Fayetteville,N.C. VOR Via E alter.	1900
Fayetteville,N.C. VOR Via E alter.	*Murray INT,N.C. Via E alter.	2000
*3000 - MRA		
Murray INT,N.C. Via E alter.	*Broadway INT,N.C. Via E alter.	2000
*3000 - MRA		
Broadway INT,N.C. Via E alter.	Raleigh,N.C.VOR Via E alter.	2000
Riverdale,Md. LF/RBN	Dayton INT,Md.	1800
Dayton INT,Md.	Westminster,Md.VOR	2000

Section 610.6004 VOR Federal Airway 4
is amended to read in part:

FROM	TO	MEA
Glenns Ferry INT, Idaho	Jerome INT,Idaho	*8500
*6000 - MOCA		
Jerome INT,Idaho	Burley,Idaho VORTAC	9000
*Burley,Idaho VORTAC	Rehn Ranch INT, Idaho	11000
*7100 - MCA Burley VORTAC, E-bound		
*Rehn Ranch INT, Idaho	Malad City,Idaho VORTAC	10000
*8500 - MCA Rehn Ranch INT, E-bound		

Section 610.6006 VOR Federal Airway 6
is amended to read in part:

FROM	TO	MEA
Grand Island,Neb. VOR	Gretna INT,Neb.	*3700
*3200 - MOCA		
Albin INT,Wyo.	Bushnell INT,Neb.	7600

Section 610.6007 VOR Federal Airway 7
is amended to read in part:

FROM	TO	MEA
Oakwood INT,Wis.	Milwaukee,Wis.VOR	2500

Section 610.6008 VOR Federal Airway 8
is amended to read in part:

FROM	TO	MEA
Grand Island,Neb. VOR	Gretna INT,Neb.	*3700
*3200 - MOCA		

Section 610.6012 VOR Federal Airway 12
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR Via N alter.	Appleton,Ohio VOR Via N alter.	*3000
*2500 - MOCA		

Section 610.6012 VOR Federal Airway 12
is amended to delete:

FROM	TO	MEA
Zuni,N.M.VOR Via S alter.	Hickman INT,N.M. Via S alter.	
	E-bound	11000
	W-bound	10000
Hickman INT,N.M. Via S alter.	Suwanee INT,N.M. Via S alter.	11000
Suwanee INT,N.M. Via E alter.	Albuquerque,N.M.VOR Via E alter.	9000

Section 610.6012 VOR Federal Airway 12
is amended by adding:

FROM	TO	MEA
Zuni,N.M.VORTAC Via S alter.	Lava INT,N.M. Via S alter.	
	E-bound	11000
	W-bound	10000
Lava INT,N.M. Via S alter.	Grants,N.M. VOR Via S alter.	11000

Section 610.6014 VOR Federal Airway 14
is amended to read in part:

FROM	TO	MEA
Albany,N.Y. VORTAC	Greenfield INT, N.Y.	5600
Greenfield INT, N.Y.	Gardner,Mass. VORTAC	3600
Westboro INT, Mass.	Franklin INT,Mass.	3000

Section 610.6016 VOR Federal Airway 16
is amended to read in part:

FROM	TO	MEA
Norwich,Conn.VOR	Boston,Mass.VORTAC	1800

Section 610.6018 VOR Federal Airway 18
is amended to read in part:

FROM	TO	MEA
Allendale,S.C.VOR	*alterboro INT, S.C.	**1600
*2000 - MRA		
**1500 - MOCA		
Allendale,S.C. VOR	*Ritter INT,S.C.	
Via S alter.	Via S alter.	**1700
*2000 - MRA		
**1500 - MOCA		
Ritter INT,S.C. Via S alter.	*Wald INT,S.C. Via S alter.	**1700
*3100 - MRA		
**1500 - MOCA		

VOR Federal Airway 18 - cont'd.

FROM	TO	MEA
Wald INT,S.C. Via S alter.	Charleston,S.C. VORTAC Via S alter.	*1700
*1500 - MOCA		

Section 610.6019 VOR Federal Airway 19
is amended to read in part:

FROM	TO	MEA
*Albuquerque, N.M.VORTAC	**Santa Fe,N.M. VORTAC	13000
*11500 - MCA Albuquerque VORTAC,NE-bnd		
**11000 - MCA Santa Fe VORTAC,S#-bound		
**11600 - MCA Santa Fe VORTAC,E-bound		

Section 610.6019 VOR Federal Airway 19
is amended by adding:

FROM	TO	MEA
Socorro,N.M. VORTAC Via W alter.	Dog Leg INT,N.M. Via W alter.	9300
Dog Leg INT,N.M. Via W alter.	Albuquerque,N.M.VORTAC Via W alter.	9000
Albuquerque,N.M. VORTAC Via W alter.	Santa Fe,N.M.VORTAC Via W alter.	9000

Section 610.6020 VOR Federal Airway 20
is amended by adding:

FROM	TO	MEA
Montgomery,Ala. VOR Via N alter.	Central INT,Ala. Via N alter.	2000
Central INT,Ala. Via N alter.	Miller INT,Ala. Via N alter.	*3200
*1800 - MOCA		
Miller INT,Ala. Via N alter.	Franklin INT,Ga. Via N alter.	*5700
*2100 - MOCA		
Franklin INT,Ga. Via N alter.	Atlanta,Ga. VORTAC Via N alter.	*2500
*2100 - MOCA		

Section 610.6020 VOR Federal Airway 20
is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex. VORTAC	Palacios,Tex.VOR	1500
Corpus Christi, Tex. VORTAC	Palacios,Tex. VOR	
Via N alter.	Via N alter.	1500
Houston,Tex. VORTAC	Sabine Pass,Tex. VOR	
Via S alter.	Via S alter.	1500
Sabine Pass,Tex. VOR	Lake Charles,La. VOR	
Via S alter.	Via S alter.	1300
Lafayette,La.VOR	Tibby,La. VOR	
Via S alter.	Via S alter.	1500
Tibby,La.VOR	New Orleans,La. VOR	
Via S alter.	Via S alter.	1500
Atlanta,Ga.VORTAC	Lithonia INT,Ga.	2200
Lithonia INT,Ga.	Royston,Ga.VOR	2700
Montgomery,Ala. VOR	Kent INT,Ala.	2000

Section 610.6022 VOR Federal Airway 22 is amended to read in part:

FROM	TO	MEA
Taylor,Fla.VOR	*Moniac INT,Fla.	1300

*2500 - MRA

Section 610.6023 VOR Federal Airway 23 is amended to read in part:

FROM	TO	MEA
Portland,Ore.VOR	*Silver Lake INT, Ore.	**7000

*6500 - MRA
**5000 - MOCA

Silver Lake INT, Ore.	Toledo INT,Wash.	*7000

*5000 - MOCA

Portland,Ore.VOR Via W alter.	*Silver Lake INT,Ore. Via W alter.	**7000

*6500 - MRA
**5000 - MOCA

Silver Lake INT, Ore. Via W alter.	Toledo INT,Wash. Via W alter.	*7000

*5000 - MOCA

Section 610.6032 VOR Federal Airway 32 is amended to read in part:

FROM	TO	MEA
*Salt Lake City, Utah VOR	**Henefer INT,Utah	12000

*11000 - MCA Salt Lake City VOR,NE-bnd
**14000 - MRA

Section 610.6045 VOR Federal Airway 45 is amended to delete:

FROM	TO	MEA
Lexington,Ky.VOR	York,Ky. VOR	2600
York,Ky. VOR	Appleton,Ohio VOR	2500
Appleton,Ohio VOR	Carey INT,Ohio	2500
Carey INT,Ohio	Waterville,Ohio VOR	2000

Section 610.6047 VOR Federal Airway 47 is amended to delete:

FROM	TO	MEA
Bowling Green,Ky. VOR	Mystic,Ky. VOR	2500
Mystic,Ky.VOR	Nabb,Ind. VOR	2600

Section 610.6049 VOR Federal Airway 49 is amended by adding:

FROM	TO	MEA
Bowling Green,Ky. VOR	Mystic,Ky. VOR	2500
Mystic,Ky. VOR	Nabb,Ind. VOR	2600

Section 610.6053 VOR Federal Airway 53 is amended to read in part:

FROM	TO	MEA
Charleston,S.C. VORTAC	*Givhans INT,S.C.	**1400

*1700 - MRA
**1200 - MOCA

Givhans INT,S.C.	*St.George INT, S.C.	**1700

*2000 - MRA
**1600 - MOCA

VOR Federal Airway 53 - cont'd.

FROM	TO	MEA
St.George INT, S.C.	*Bowman INT,S.C.	**1700

*1700 - MRA
**1600 - MOCA

Bowman INT,S.C.	Columbia,S.C.VOR	*1700

*1600 - MOCA

Section 610.6054 VOR Federal Airway 54 is amended to read in part:

FROM	TO	MEA
Chattanooga,Tenn. VOR	Crandall INT,Tenn.	3000
Crandall INT, Tenn.	*Murphy INT,Tenn.	**6300

*9000 - MRA
**6000 - MOCA

Murphy INT,Tenn.	*Rainbow INT,N.C.	**8500

*9000 - MRA
**7500 - MOCA

Rainbow INT,N.C.	Sunset INT,Tenn.	*8500

*7500 - MOCA

Section 610.6055 VOR Federal Airway 55 is amended to read in part:

FROM	TO	MEA
Green Bay,Wis.VOR	Big Falls INT,Wis.	2100
Big Falls INT, Wis.	Stevens Point,Wis. VOR	2400

Section 610.6056 VOR Federal Airway 56 is amended to read in part:

FROM	TO	MEA
Kent INT,Ala.	Columbus,Ga.VOR	2100

Section 610.6063 VOR Federal Airway 63 is amended to read in part:

FROM	TO	MEA
*Buffalo INT, Iowa	Big Rock INT,Iowa	4500

*4500 - MCA Buffalo INT,N-bound

*Big Rock INT, Iowa	**Charlotte INT,Iowa	5300

*5300 - MCA Big Rock INT, NE-bound
**4000 - MCA Charlotte INT, NE-bound

Section 610.6064 VOR Federal Airway 64 is amended to read in part:

FROM	TO	MEA
*Thermal,Calif. VOR	**Shavers INT,Calif.	7000

*12000 - MCA Thermal VOR, W-bound
**9000 - MRA

Shavers INT, Calif.	Blythe,Calif.VOR	7000

Section 610.6066 VOR Federal Airway 66 is amended to delete:

FROM	TO	MEA
Campo INT,Calif.	Coyote Wells INT, Calif.	8000
Coyote Wells INT, Calif.	El Centro,Calif. VOR E-bound	3000
	W-bound	8000

Section 610.6066 VOR Federal Airway 66 is amended by adding:

FROM	TO	MEA
San Diego,Calif. VOR	Lemon Grove INT,Calif. E-bound	8000
	W-bound	3600
Lemon Grove INT, Calif.	Jamul INT,Calif. E-bound	8000
	W-bound	4500
Jamul INT,Calif.	Barrett Lake INT,Calif. W-bound	6000
	E-bound	8000
Barrett Lake INT, Calif.	Campo INT,Calif. W-bound	7000
	E-bound	8000
Campo INT,Calif.	Coyote Wells INT, Calif.	8000
*Coyote Wells INT,Calif.	El Centro,Calif.VOR E-bound	4000
	W-bound	5000

*6700 - MCA Coyote Wells INT, W-bound

Tuscaloosa,Ala. VOR	*Helena INT,Ala.	2900

*3000 - MRA

Helena INT,Ala.	Talladega,Ala.VOR	2900
Talladega,Ala.VOR	Raymond INT,Ga.	*4000

*2900 - MOCA

Raymond INT,Ga.	McDonough,Ga.VOR	2200

Section 610.6070 VOR Federal Airway 70 is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex. VORTAC	Palacios,Tex.VOR	1500
Galveston,Tex.VOR	Sabine Pass,Tex. VOR	1400
Sabine Pass,Tex. VOR	Lake Charles,La. VOR	1300

Section 610.6074 VOR Federal Airway 74 is amended to read in part:

FROM	TO	MEA
Mazie INT,Okla.	Ft.Smith,Ark.VOR	2600
Pryor INT,Okla. Via N alter.	Ft.Smith,Ark.VOR Via N alter.	*4000

*2600 - MOCA

Okmulgee,Okla.VOR Via S alter.	Ft.Smith,Ark.VOR Via S alter.	*2300

*2200 - MOCA

Section 610.6081 VOR Federal Airway 81 is amended to delete:

FROM	TO	MEA
Grand Junction, Colo. VOR	Myton,Utah VOR	11000
Myton,Utah VOR	*Salt Lake City, Utah VOR	13000

*12000 - MCA Salt Lake City VOR,E-bound

Section 610.6089 VOR Federal Airway 89 is amended by adding:

FROM	TO	MEA
Alamosa,Colo.VOR	*Coaldale INT, Colo.	**16500

*16500 - MRA
**15600 - MOCA

VOR Federal Airway 89 - cont'd.

FROM	TO	MEA
*Coaldale INT, Colo.	Guffey INT, Colo.	**17200

*17200 - MCA Coaldale INT, NE-bound
**14000 - MOCA

Guffey INT, Colo.	*Lake George INT,Colo.	**16300

*16300 - MRA
*16300 - MCA Lake George INT, SW-bnd
**13000 - MOCA

*Lake George INT,Colo.	**Denver,Colo. VORTAC		***16300

*16300 - MCA Lake George INT, NE-bnd
**8500 - MCA Denver VORTAC, SW-bnd
***12000 - MOCA

Section 610.6089 VOR Federal Airway 89 is amended to delete:

FROM	TO	MEA
Chadron,Neb.VOR	Smithwick,S.D.VOR	5900
Smithwick,S.D. VOR	*Fairburn INT,S.D.	4500

*7000 - MRA

Fairburn INT,S.D.	Rapid City,S.D.VOR	4500
Chadron,Neb.VOR Via E alter.	Rapid City,S.D.VOR Via E alter.	5900

Section 610.6092 VOR Federal Airway 92 is amended to read in part:

FROM	TO	MEA
Gregory INT,W.Va.	Millsboro INT, W.Va.	3700
*Millsboro INT, W.Va.	Grantsville,Md.VOR	5000

*5000 - MCA Millsboro INT, E-bound

Section 610.6095 VOR Federal Airway 95 is amended by adding:

FROM	TO	MEA
*Farmington,N.M. VORTAC	**Gunnison,Colo. VOR	16000

*12000 - MCA Farmington VORTAC, N-bound
**13500 - MCA Gunnison VOR, S-bound

*Gunnison,Colo. VOR	**Trout Creek INT, Colo.		16300

*13600 - MCA Gunnison VOR, NE-bound
**14800 - MCA Trout Creek INT, SW-bound

Trout Creek INT, Colo.	*Lake George INT,Colo.		**15500

*16300 - MRA
**14000 - MOCA

Lake George INT, Colo.	*Spur INT,Colo.		**14000

*11000 - MCA Spur INT, SW-bound
**12000 - MOCA

Spur INT,Colo.	*Kiowa,Colo.VORTAC		10000

*8500 - MCA Kiowa VORTAC, SW-bound

Section 610.6097 VOR Federal Airway 97 is amended to read in part:

FROM	TO	MEA
Blue Ridge INT, Ga.	*Murphy INT,Tenn.	**9000

*9000 - MRA
**6300 - MOCA

VOR Federal Airway 97 - cont'd.

VOR Federal Airway 187 - cont'd.

Section 610.6208 VOR Federal Airway 208

Section 610.6244 VOR Federal Airway 244 is amended to read in part:

VOR Federal Airway 97 - cont'd.

FROM	TO	MEA
Murphy INT,Tenn. *7700 - MOCA	Howard INT,Tenn.	*8000
Howard INT,Tenn. *3500 - MRA **4500 - MOCA	*Tallassee INT, Tenn.	**5000
Tallassee INT, Tenn.	Knoxville,Tenn. VORTAC	3000

Section 610.6103 VOR Federal Airway 103 is amended to read in part:

FROM	TO	MEA
Madison INT,N.C. *3500 - MOCA	Henry INT, Tenn.	*4000

Section 610.6141 VOR Federal Airway 141 is amended to read in part:

FROM	TO	MEA
Nantucket,Mass. VOR	Hyannis,Mass.VOR	1500
Hyannis,Mass.VOR *1500 - MOCA	Boston,Mass.VOR	*3000

Section 610.6154 VOR Federal Airway 154 is amended to read in part:

FROM	TO	MEA
Montgomery,Ala. VOR Via S alter. *2000 - MOCA	Osaka INT,Ga. Via S alter.	*3000

Section 610.6157 VOR Federal Airway 157 is amended to read in part:

FROM	TO	MEA
Allendale,S.C.VOR *1700 - MRA	*Bowman INT,S.C.	1300
Bowman INT,S.C.	Vance,S.C.VOR	1300
Vance,S.C.VOR	Florence,S.C.VOR	1900
Gainesville,Fla. VOR	Taylor,Fla.VOR	1400

Section 610.6174 VOR Federal Airway 174 is amended to delete:

FROM	TO	MEA
Louisville,Ky. VORTAC	Falmouth,Ky.VOR	2500

Section 610.6178 VOR Federal Airway 178 is amended to read in part:

FROM	TO	MEA
Farmington,Mo.VOR	Paducah,Ky.VOR	3000

Section 610.6187 VOR Federal Airway 187 is amended to read in part:

FROM	TO	MEA
*Dove Creek,Colo. VORTAC Via W alter. *12000 - MCA Grand Junction VORTAC,S-bnd	Grand Junction,Colo. VORTAC Via W alter.	12000
*Grand Junction, Colo.VORTAC *12000 - MCA Grand Junction VORTAC,S-bnd	Rangely INT,Colo.	12000

VOR Federal Airway 187 - cont'd.

FROM	TO	MEA
Rangely INT,Colo.	Rock Springs,Wyo. VORTAC	13000
Cactus INT,N.M. *12000 - MRA	*Lybrook INT,N.M.	10500
Lybrook INT,N.M.	Farmington,N.M. VOR	10500

Section 610.6190 VOR Federal Airway 190 is amended to delete:

FROM	TO	MEA
St.Johns,Ariz.VOR	Grants,N.M.VOR	10500
Grants,N.M.VOR	Int.Santa Fe 240 & Albuquerque VOR 010 M rad.	10000
Int.Santa Fe 240 & Albuquerque VOR 010 M rad.	Santa Fe,N.M.VOR	9000
*Santa Fe,N.M. VOR *11600 - MCA Santa Fe VOR,E-bound **11300 - MCA Las Vegas VOR,W-bound	**Las Vegas,N.M. VOR	12500

Section 610.6190 VOR Federal Airway 190 is amended by adding:

FROM	TO	MEA
St.Johns,Ariz. VORTAC *10500 - MOCA	Hickman INT,N.M.	*11500
Hickman INT,N.M.	Suwanee INT,N.M.	11500
Suwanee INT,N.M.	Albuquerque,N.M. VORTAC	9000
*Albuquerque, N.M.VORTAC *11500 - MCA Albuquerque VORTAC,NE-bnd	**Madrid INT,N.M.	13000
Madrid INT,N.M. **11500 - MCA Madrid INT,SW-bound	Rencona INT,N.M.	10000
*Rencona INT, N.M. *11300 - MCA Rencona INT,NE-bound **11300 - MCA Las Vegas VORTAC,SW-bound	**Las Vegas,N.M. VORTAC	12000
St.Johns,Ariz. VORTAC Via N alter. *9500 - MOCA	Lava INT,N.M. Via N alter.	*11000
Lava INT,N.M. Via N alter.	Grants,N.M.VOR Via N alter.	11000
Grants,N.M.VOR Via N alter.	Albuquerque,N.M.VORTAC Via N alter.	10000

Section 610.6191 VOR Federal Airway 191 is amended to delete:

FROM	TO	MEA
Oakwood INT,Wis.	Milwaukee,Wis.VOR	2500

Section 610.6192 VOR Federal Airway 192 is amended to read in part:

FROM	TO	MEA
Zuni,N.M.VORTAC	Lava INT,N.M. E-bound	11000
	W-bound	10000
Lava INT,N.M. *10500 - MOCA	Hickman INT,N.M.	*11500

Section 610.6208 VOR Federal Airway 208 is amended to read in part:

FROM	TO	MEA
Oceanside,Calif. VORTAC	Vista INT,Calif. E-bound	4000
	W-bound	3000
Vista INT,Calif.	Valley Center INT, Calif. E-bound	6000
	W-bound	4000
Valley Center INT, Calif.	Julian,Calif.VOR	8000
*Julian,Calif.VOR *8500 - MCA Julian VOR, NE bound	Warner INT,Calif. SW-bound	8000
	NE-bound	9500
Warner INT,Calif. *9200 - MCA Thermal VORTAC, SW-bound	*Thermal,Calif.	10000

Section 610.6210 VOR Federal Airway 210 is amended to read in part:

FROM	TO	MEA
Walsenburg INT, Colo. Via S alter.	*Pueblo,Colo.VOR Via S alter.	
	NE-bound	8000
	SW-bound	13000
*10000 - MCA Pueblo VOR, SW-bound		

Section 610.6222 VOR Federal Airway 222 is amended to read in part:

FROM	TO	MEA
Hickory,N.C.VOR	Francisco INT,Va.	4100
Francisco INT,Va.	Henry INT,Va.	5000
Henry INT,Va.	Lynchburg,Va.VOR	4000

Section 610.6241 VOR Federal Airway 241 is amended to read in part:

FROM	TO	MEA
Eufaula,Ala.VOR	Columbus,Ga.VOR	2000

Section 610.6241 VOR Federal Airway 241 is amended to delete:

FROM	TO	MEA
Columbus,Ga.VOR *2800 - MRA	*Big Spring INT,Ga.	2200
Big Spring INT, Ga.	Raymond INT,Ga.	2200
Raymond INT,Ga.	Atlanta,Ga. VOR	2100

Section 610.6241 VOR Federal Airway 241 is amended by adding:

FROM	TO	MEA
Columbus,Ga.VOR	Atlanta,Ga.VORTAC	2200
Columbus,Ga.VOR Via W alter. *2800 - MRA	*Big Spring INT,Ga. Via W alter.	2200
Big Spring INT, Ga. Via W alter.	Raymond INT,Ga. Via W alter.	2200
Raymond INT,Ga. Via W alter.	Atlanta,Ga. VORTAC Via W alter.	2100

Section 610.6244 VOR Federal Airway 244 is amended to read in part:

FROM	TO	MEA
Bedrock INT,Utah	Cerro INT,Colo.	14000
Cerro INT,Colo.	Gunnison,Colo.VOR	13000
Gunnison,Colo. VOR *16500 - MRA	*Coaldale INT, Colo.	16000

Section 610.6253 VOR Federal Airway 253 is amended to read in part:

FROM	TO	MEA
*Twin Falls,Idaho VOR	Buhl INT, Idaho	8500
Buhl INT, Idaho *8500 - MCA Glenns Ferry INT, NW-bound	*Glenns Ferry INT, Idaho	6000
Glenns Ferry INT, Idaho	Boise,Idaho VORTAC	8500
Mountain Home, Idaho FM	Boise,Idaho VORTAC NW-bound only	7600

Section 610.6265 VOR Federal Airway 265 is amended to read in part:

FROM	TO	MEA
Riverdale,Md. LF/RBN	Dayton INT,Md.	1800
Dayton INT,Md.	Westminster,Md.VOR	2000

Section 610.6267 VOR Federal Airway 267 is amended to read in part:

FROM	TO	MEA
College INT,Ga. *9400 - MCA Blairsville INT, N-bound **6400 - MOCA	*Blairsville INT, Ga.	**7000
Blairsville INT, Ga. *6900 - MOCA	Notteley INT,N.C.	*9400
Notteley INT,N.C.	Fontana INT,N.C.	7800
Fontana INT,N.C.	Knoxville,Tenn. VORTAC	7000
Clermont INT,Ga. Via E alter.	*Helen INT,Ga. Via E alter.	6000
Helen INT,Ga. *9000 - MRA **7000 - MOCA	*Rainbow INT,N.C. Via E alter.	**9800
Rainbow INT,N.C. Via E alter. *7000 - MCA Rasar INT, S-bound **7600 - MOCA	*Rasar INT,Tenn. Via E alter	**9000
Rasar INT,Tenn. Via E alter.	Knoxville,Tenn.VORTAC Via E alter.	5000

Section 610.6278 VOR Federal Airway 278 is amended to read in part:

FROM	TO	MEA
Columbus,Miss. VOR *2000 - MRA **1700 - MOCA	*Millport INT, Ala.	**2000
Millport INT,Ala. *1700 - MOCA	Flat Creek INT, Ala.	*2000

Section 610.6278 VOR Federal Airway 278
is amended by adding:

FROM	TO	MEA
Columbus,Miss.VOR	*Millport INT,Ala. Via S alter.	**2000
Millport INT,Ala.	Tuscaloosa,Ala. VOR Via S alter.	1400
Tuscaloosa,Ala.	Birmingham,Ala. VORTAC Via S alter.	2000

*2000 - MRA
**1700 - MOCA

Section 610.6298 VOR Federal Airway 298
is amended to read in part:

FROM	TO	MEA
McCall,Idaho VOR	*Landmark INT, Idaho	**16000
Landmark INT, Idaho	*Dubois,Idaho VOR	**16000

*20000 - MRA
**14000 - MOCA
*12000 - MCA Dubois VOR, W-bound
*11000 - MCA Dubois VOR, E-bound
**14000 - MOCA

Section 610.6432 VOR Federal Airway 432
is amended to read in part:

FROM	TO	MEA
Thermal,Calif.VOR	Rice,Calif.VOR	*9000

*7500 - MOCA

Section 610.6457 VOR Federal Airway 457
is amended to read in part:

FROM	TO	MEA
Norwich,Conn. VORTAC	Providence,R.I.VOR	1700
Providence,R.I.VOR	Walpole INT,Mass.	1800

Section 610.6458 VOR Federal Airway 458
is added to read:

FROM	TO	MEA
Julian,Calif.VOR	Coyote Wells INT, Calif.	8000
*Coyote Wells INT,Calif.	El Centro,Calif.VOR E-bound	4000
	W-bound	5000

*5400 - MCA Coyote Wells INT,NW-bound

Section 610.6460 VOR Federal Airway 460
is added to read:

FROM	TO	MEA
Julian,Calif.VOR	*Shavers INT, Calif.	9000
Shavers INT, Calif.	Blythe,Calif.VOR	7000

*9000 - MRA

Section 610.6464 VOR Federal Airway 464
is added to read:

FROM	TO	MEA
Dunkirk,N.Y.VOR	Geneseo,N.Y.VORTAC	4800

Section 610.6483 VOR Federal Airway 483
is added to read:

FROM	TO	MEA
Rockdale,N.Y.VOR	Lakeport INT,N.Y.	4200
Lakeport INT,N.Y.	Syracuse,N.Y. VORTAC	3000

Section 610.6484 VOR Federal Airway 484
is added to read:

FROM	TO	MEA
*Salt Lake City, Utah VORTAC	Myton,Utah VOR	13000
Myton,Utah VOR	Grand Junction, Colo. VORTAC	11000
*Grand Junction, Colo. VORTAC	Gunnison,Colo. VOR	14000
*Bonanza INT,Colo.	Alamosa,Colo.VOR	13500
Grand Junction, Colo. VORTAC	Gunnison,Colo. VOR Via S alter.	13000

*12000 - MCA Salt Lake City VOR,SE-bnd
*11000 - MCA Grand Junction VORTAC,SE-bnd
*15000 - MCA Bonanza INT, W-bound
Bonanza INT,Colo. Via S alter.

Section 610.6488 VOR Federal Airway 488
is added to read:

FROM	TO	MEA
Slate Run,Pa.VOR	Milton,Pa.VORTAC	4000
Milton,Pa.VORTAC	Shenandoah INT,Pa.	4000

Section 610.6486 VOR Federal Airway 486
is added to read:

FROM	TO	MEA
Tuba City,Ariz. VOR	Dove Creek,Colo. VORTAC	10000
*Dove Creek,Colo. VORTAC	Gunnison,Colo.VOR	14000

*10500 - MCA Dove Creek VORTAC, NE-bnd

Section 610.6493 VOR Federal Airway 493
is added to read:

FROM	TO	MEA
Lexington,Ky. VORTAC	York,Ky. VOR	2600
York,Ky. VOR	Appleton,Ohio VORTAC	2500
Appleton,Ohio VORTAC	Carey INT,Ohio	2500
Carey INT,Ohio	Waterville,Ohio VORTAC	2000

Section 610.6502 VOR Federal Airway 502
is added to read:

FROM	TO	MEA
Louisville,Ky. VORTAC	Falmouth,Ky.VOR	2500

Section 610.6604 VOR Federal Airway 1504
is amended to read in part:

FROM	TO	MEA
Gregory INT,W.Va.	Millsboro INT, W.Va.	3700
*Millsboro INT, W.Va.	Grantsville,Md.VOR	5000

*5000 - MCA Millsboro INT, E-bound

Section 610.6606 VOR Federal Airway 1506
is amended to read in part:

FROM	TO	MEA
*Salt Lake City, Utah VOR	**Henefer INT,Utah	12000

*11000 - MCA Salt Lake City VOR,NE-bnd
**14000 - MRA

Section 610.6610 VOR Federal Airway 1510
is amended to read in part:

FROM	TO	MEA
Grand Island,Neb. VOR	Gretna INT,Neb.	*3700

*3200 - MOCA

Section 610.6612 VOR Federal Airway 1512
is amended to delete:

FROM	TO	MEA
Los Angeles, Calif.VOR	Long Beach,Calif. VOR	2000
Long Beach,Calif. VOR	Ontario,Calif.VOR	5000
*Ontario,Calif. VOR	Fontana INT,Calif. NE-bound	10000
	SE-bound	5000
Fontana INT, Calif.	Hector,Calif.VOR	10000
Hector,Calif.VOR	*Goffs,Calif.VOR	8500
Goffs,Calif.VOR	Union Pass INT, Ariz.	8000
*Union Pass INT, Ariz.	**Red Lake INT, Ariz.	9000
Red Lake INT, Ariz.	Peach Springs,Ariz. VOR	9000
Peach Springs, Ariz.VOR	*Anita INT,Ariz.	10000
Anita INT,Ariz.	*Canyon INT,Ariz.	10000
Canyon INT,Ariz.	Tuba City,Ariz. VOR	10000
Tuba City,Ariz. VOR	Farmington,N.Mex. VOR	12000
Farmington,N.Mex. VOR	Alamosa,Colo.VOR	15000
*Alamosa,Colo. VOR	**Gordon,Colo.VOR	15000
Gordon INT, Colo.	*Rattlesnake INT,Colo.	**10500
Rattlesnake INT, Colo.	Bloom INT,Colo.	7500
Bloom INT,Colo.	*LaJunta INT,Colo.	7000
LaJunta INT,Colo.	Lamar,Colo.VOR	6000
Lamar,Colo.VOR	Tuttle INT,Kans.	5500
Tuttle INT,Kans.	*Modoc INT,Kans.	**7000
Modoc INT,Kans.	*Ransom INT,Kans.	**9500
Ransom INT,Kans.	Russell,Kans.VOR	5500

*14000 - MCA Alamosa VOR, E-bound
**12000 - MCA Gordon VOR, W-bound
*10500 - MCA Rattlesnake INT, W-bound
**8500 - MOCA
*6500 - MRA
*7000 - MRA
**5500 - MOCA
*9700 - MRA
**5500 - MOCA

Section 610.6612 VOR Federal Airway 1512
is amended by adding:

FROM	TO	MEA
Los Angeles, Calif. VOR	*Ontario,Calif.VOR	4000
Ontario,Calif.VOR	Moreno INT,Calif. W-bound	5500
	E-bound	13000
Moreno INT,Calif.	*Palm Springs INT,Calif.	13000
Banning,Calif.FM	Moreno INT,Calif. W-bound only	8000
Palm Springs INT, Calif.	Twentynine Palms, Calif. VOR	9000
Twentynine Palms, Calif. VOR	Needles,Calif. VORTAC	8000
*Needles,Calif. VORTAC	**Mt.Hope INT,Ariz.	10000
Mt.Hope INT,Ariz.	Drake,Ariz.VOR E-bound	8000
	W-bound	9000
Drake,Ariz. VOR	Perkins INT,Ariz.	8000
Perkins INT,Ariz.	Winslow,Ariz. VORTAC	10000
Winslow,Ariz. VORTAC	Crownpoint,N.M. VOR	10500
Crownpoint,N.M. VOR	*Lybrook INT, N.M.	**12000
Lybrook INT,N.M.	Taos,N.M.VOR	13000
*Taos,N.M.VOR	**Border INT,N.M.	15000
Border INT,N.M.	*Tobe,Colo. VORTAC	**14000
Tobe,Colo.VORTAC	Garden City,Kans. VORTAC	9000
Garden City,Kans. VORTAC	Russell,Kans.VOR	*5000

*7000 - MCA Ontario VOR, E-bound
**9000 - MCA Mt.Hope INT,W-bound
*13000 - MCA Palm Springs INT,W-bound
*7000 - MCA Needles VORTAC,E-bound
*13000 - MCA Taos VOR,E-bound
*14000 - MRA
**12000 - MOCA
*8500 - MCA Tobe VORTAC,W-bound
**12000 - MOCA
*4200 - MOCA

Section 610.6614 VOR Federal Airway 1514
is amended to read in part:

FROM	TO	MEA
Bedrock INT,Utah	Cerro INT,Colo.	14000
Cerro INT,Colo.	Gunnison,Colo.VOR	13000
Gunnison,Colo. VOR	*Coaldale INT, Colo.	16000

*16500 - MRA

Section 610.6622 VOR Federal Airway 1522
is amended to read in part:

FROM	TO	MEA
Columbus,Miss. VOR	*Millport INT, Ala.	**2000

*2000 - MRA
**1700 - MOCA

VOR Federal Airway 1522 - cont'd.

FROM	TO	MEA
Millport INT,Ala. *1700 - MOCA	Flat Creek INT,	*2000
Anniston,Ala.VOR	Roopville INT,Ga.	4000
Roopville INT,Ga.	Atlanta,Ga.VORTAC	2300
Atlanta,Ga.VORTAC	Lithonia INT,Ga.	2200
Lithonia INT,Ga.	Royston,Ga.VOR	2700
El Paso,Tex.VOR *8800 - MRA	*Rio INT,Tex.	8000
Rio INT,Tex. *9100 - MCA Salt Flat VOR, E-bound	*Salt Flat,Tex.VOR	8000

Section 610.66542 VOR Federal Airway 1524 is added to read:

FROM	TO	MEA
Los Angeles,Calif. VOR	Ontario,Calif.VOR	4000
La Habra,Calif.FM	Los Angeles,Calif. VOR W-bound only	3000
*Ontario,Calif. VOR	Moreno INT,Calif W-bound	5500
	E-bound	13000
*8000 - MCA Ontario VOR, E-bound		
Banning,Calif.FM	Moreno INT,Calif. W-bound only	8000
Moreno INT, Calif. *13000 - MCA Palm Springs INT, W-bound	*Palm Springs INT,Calif.	13000
Palm Springs INT,	Twentynine Palms, Calif. VOR	9000
Twentynine Palms, Calif. VOR	Needles,Calif. VORTAC	8000
Needles,Calif. VORTAC	Peach Springs, Ariz. VORTAC	9000
Peach Springs, Ariz. VORTAC *11000 - MRA	*Anita INT,Ariz.	10000
Anita INT,Ariz. *13000 - MRA	*Canyon INT,Ariz.	10000
Canyon INT,Ariz.	Tuba City,Ariz. VOR	10000
Tuba City,Ariz. VOR	Farmington,N.M. VORTAC	12000
Farmington,N.M. VORTAC	Alamosa,Colo.VOR	15000
*Alamosa,Colo. VOR *14000 - MCA Alamosa VOR, E-bound	Calumet INT,Colo.	15000

VOR Federal Airway 1524 - cont'd.

FROM	TO	MEA
Calumet INT, Colo. *12000 - MCA Gordon INT, W-bound	*Gordon INT,Colo.	15000
Gordon INT,Colo. *10500 - MCA Rattlesnake INT, W-bound	*Rattlesnake INT,Colo.	**10500
**8500 - MOCA		
Rattlesnake INT, Colo.	Bloom INT,Colo.	7500
Bloom INT,Colo. *6500 - MRA	*La Junta INT,Colo.	7000
La Junta INT, Colo.	Lamar,Colo.VOR	6000
Lamar,Colo.VOR *6600 - MRA **6000 - MOCA	*Woolfolk INT, Colo.	**6300
Woolfolk INT, Colo. *6200 - MRA **6000 - MOCA	*Twin Butte INT, Kans.	**6300
Twin Butte INT, Kans. *4000 - MOCA	Orion INT,Kans.	*6200
Orion INT,Kans.	Hill City,Kans. VOR	*5000
*4000 - MOCA		
Hill City,Kans. VOR	Mankato,Kans.VOR	3600
Mankato,Kans.VOR	Pawnee City,Neb. VORTAC	3000
Pawnee City,Neb. VORTAC	Lamoni,Iowa VOR	2500
Lamoni,Iowa VOR	Ottumwa,Iowa VORTAC	2300
Ottumwa,Iowa VORTAC	Moline,Ill.VORTAC	2200
Moline,Ill.VORTAC	Annawan INT,Ill.	2800
Annawan INT,Ill. *2200 - MOCA	Triumph INT,Ill.	*3800
*Triumph INT,Ill. *3800 - MCA Triumph INT, W-bound	Joliet,Ill.VORTAC	2000

FEDERAL AVIATION AGENCY

FLIGHT PLAN

Form Approved.
Budget Bureau No. 04-R072.

1. Type of Flight Plan ☐ IFR ☐ VFR ☐ DVFR	2. Aircraft Identification	3. Aircraft Type	4. Estimated True Air Speed — Knots	5. Departure Time — Proposed Z	Actual Z
6. Initial Cruising Altitude	7. Point of Departure	8. Route of Flight			
9. Destination (Airport & City)	10. Altitude Changes En Route	11. Estimated Time En Route — Hours	Minutes	12. Fuel on Board — Hours	Minutes
13. Alternate Airport	14. Remarks				
15. Pilot's Name	16. Pilot's Address or Aircraft Home Base			17. No. of Persons Aboard	
18. Color of Aircraft	19. Flight Watch Stations (FAA use)				

SEE REVERSE SIDE

CLOSE FLIGHT PLAN UPON ARRIVAL

Form FAA-398 (2-60)

BE SAFER WITH A FLIGHT PLAN!

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New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

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Huntington	Philadelphia Local	
New York	Pittsburgh Local	
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A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Aberdeen	8-4-60	Lincoln	7-26-60	Boston Local	7-29-60
Casper	7-27-60	Salina	7-27-60	Detroit Local	7-29-60
Cheyenne	7-27-60	Sioux City	7-27-60	Seattle Local	7-29-60
Denver	7-26-60	Tulsa	8-8-60	WAC 262	8-5-60
Des Moines	8-8-60	Wichita	7-26-60	WAC 264	7-27-60
Dubuque	8-5-60			WAC 357	8-8-60

Instrument Approach Procedure Charts - Radio Facility Charts released since July 25, 1960

AL 1 VOR/RNG	Abilene Municipal Arpt., Texas
AL 19 RNG/ADF/ILS R3/VOR-1/VOR-2	Amarillo AFB/Mun Arpt., Texas
AL 36 RNG/VOR/ILS R30	Meadows Field, California
AL 65 VOR/RNG-1/RNG-2/ILS R5/ILS R23	Greater Buffalo Int'l Arpt., New York
AL 81 ADF-1/ILS R13R/ADF-2/ILS R31L/R/RNG	Chicago Midway Arpt., Illinois
AL 100 RNG/VOR	Blair County Arpt., Pennsylvania
AL 106 ADF-1/ILS R13/ILS R31	Love Field, Texas
AL 117 RNG/VOR/ILS R12/ADF/ILS R30	Des Moines Arpt., Iowa
AL 119 ADF/ILS R3L/RNG/ILS R21R	Detroit Metro.-Wayne Co. Arpt., Mich.
AL 161 RNG	Fresno-Chandler Arpt., California
AL 162 RNG/VOR/ADF/ILS R29	Fresno Air Terminal, California
AL 177 ADF/ILS R34	Great Falls Int'l Arpt., Montana
AL 182 RNG/VOR	Greenwood Municipal Arpt., Mississippi
AL 187 RNG/VOR/ILS R8	Harrisburg-York State Arpt., Penna.
AL 200 RNG/VOR	Hutchinson Arpt., Kansas
AL 218 RNG/ILS R22R	McGhee-Tyson Arpt., Tennessee
AL 222 ADF-1/ILS R15/ADF-2/VOR	Chennault AFB/Mun Arpt., Louisiana
AL 231 RNG/VOR	Lewistown Arpt., Montana
AL 257 ADF-1/ILS R9R/ADF-2/VOR/ILS R27L/R	Miami Int'l Arpt., Florida
AL 271 ILS R10	(NAF) Monterey Peninsula Arpt., Calif.
AL 272 ADF/ILS R9/ILS R27/VOR	Dannelly Field, Alabama
AL 291 ILS R4	Norfolk Arpt., Virginia
AL 305 ADF/ILS R31/VOR	Orlando Arpt., Florida
AL 329 ADF/ILS R11	Portland Arpt., Maine
AL 360 VOR/ILS R6	Lambert-St. Louis Arpt., Missouri
AL 384 RNG-1/RNG-2	Boeing Field, Washington
AL 395 ADF/ILS R31	Sioux City Arpt., Iowa
AL 415 RNG/ILS R12/ADF/ILS R30 VOR	Dale Mabry Field, Florida
AL 446 RNG/VOR	Westfield-Barnes Arpt., Massachusetts
AL 462 RNG/VOR	Winslow Arpt., Arizona
AL 546 RNG/VOR	Prescott Arpt., Arizona
AL 610 ADF/ILS R4R/VOR R4L/R/VOR R22R/L	New York Int'l Arpt., New York
AL 638 ADF/ILS R1	Akron-Canton Arpt., Ohio
AL 639 RNG	NASA Wallops Sta., Virginia
AL 673 ADF-1/VOR	Warren County Arpt., New York
AL 675 ADF	Barnstable Arpt., Massachusetts
AL 720 ADF/VOR	London Arpt., Kentucky
AL 721 VOR-1/VOR-2	Ross Field, Michigan
AL 860 ADF/ILS R32/VOR	Mansfield Arpt., Ohio
AL 865 ADF/VOR	Lafayette Arpt., Louisiana
AL 874 VOR	Wausau Arpt., Wisconsin
AL 875 VOR	Sidney Arpt., Nebraska
AL 908 VOR	Monmouth County Arpt., New Jersey
AL 931 ADF	Morristown Arpt., New Jersey
AL 964 VOR	Butler Arpt., Missouri
AL 965 ADF/ILS R25	Ontario Int'l Arpt., California
AL 1192 RNG-1/RNG-2/ADF/ILS R10	Gustavus Arpt., Alaska
AL 1230 RNG	Moses Point Arpt., Alaska
AL 5006 VOR	Columbus-Lowndes Co. Arpt., Miss.
AL 5014 ADF	Anniston Arpt., Alabama
RF Alaska, RF Anchorage Terminal Area	

NEW CHARTS

AL 1 ADF/ILS R35 - Abilene, Texas - Abilene Municipal Airport
AL 6 ADF - Akron, Ohio - Akron Airport
AL 177 VOR-2 - Great Falls, Montana - Great Falls International
AL 700 VOR (Appr)/VOR(Ldg) - Sitka, Alaska - Sitka Harbor Seaplane
AL 1241 ADF/ILS R14 - Cold Bay, Alaska - Cold Bay Airport

DISCONTINUED CHARTS

AL 378 RNG - Santa Barbara, California - Santa Barbara Airport
(Procedure cancelled, effective 7-16-60)

FORT WORTH-SAN ANTONIO CONTROL AND FLIGHT ADVISORY BOUNDARY:

Effective 0001C July 1, 1960, the Fort Worth-San Antonio Control and Flight Advisory Boundary is revised as follows: from the present boundary point of lat 31-34-00, long. 94-36-00 direct to 31-25-50, 96-30-00, direct to 31-14-00, 96-38-00, direct to 31-14-00, 96-49-00, thence NW along E edge V15 to a point 34 smi SE ACT VOR thence clockwise along an arc 34 smi from ACT VOR ASY presently described.

AIRMAN'S GUIDE CORRECTIONS:

(1) Correct Airman's Guide Volume 15, Number 10 dated 19 July 1960, as follows: Page 54 second column On-Request Reporting Points - Modified- item (30) correct state name New Raymer, Calif. to New Raymer, Colo. (2) Correct Airman's Guide Volume 15 Number 11 dated 2 August 1960 as follows: Page 84 under FIM Corrections FAA & WB telephone numbers item (6) Denver, Colo.- correct WB telephone number FL 5-6878 (not changed);the transcribed weather information number is DU 8-3653/4.

PREFERRED ROUTES CORRECTIONS:

Volume 15, Number 9 dated 5 July 1960:

(1) Page 126, Charlotte to New York (Idlewild) should read: New London V454 LVL V157 RIC R77 DOV/Rbn MIV/LFR V16 V1.

(2) Page 126, Charlotte to New York (La Guardia) should read: New London V454 V39 HRN BAL V123.

(3) Page 126, add - Charlotte to Washington: New London V454 LVL V157.

(4) Page 126, Atlanta to Cincinnati should read: OCR V267 TYS V97.

(5) Page 126, Atlanta to Newark should read: AHN V454 V39 HRN BAL V123.

(6) Page 126, Atlanta to New York (Idlewild) should read: AHN V454 LVL V157 RIC R77 DOV/Rbn MIV/LFR V16 V1.

(7) Page 126, Atlanta to New York (La Guardia) should read: AHN V454 V39 HRN BAL V123.

(8) Page 126 Atlanta to Tampa should read: ATL V97E ABY V159W CTY V7 V35E.

(9) Page 126, Atlanta to Washington should read: AHN V454 LVL V157.

(10) Page 127, Chicago (Midway) to Minneapolis should read: V218 RST V82 or V218 V172 V129 RWY V218 V82.

(11) Page 127, Chicago (O'Hare) to Minneapolis should read: V172 V218 RST V82 or V172 V129 RWY V218 V82.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS:

Correct listing of VOR Procedure for Corpus Christi, Texas on Transmittal Letter No. 60-27 to read:
Corpus Christi, Texas - International Airport, Procedure No. 1, Orig. Effective 27 Aug 60, or on cancellation of Amdt. 4, Cliff Maus Airport.
Also correct the C-dn minimum for "More than two engine, more than 65 knots" to read: "700-1 1/2" in lieu of "700-1" on this procedure.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach in accordance with a different procedure authorized for such airport by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES

	CEILING AND VISIBILITY MINIMUMS		
	Two Engine or Less		
Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Surveillance Approach			
T-dn	300-1	300-1	200-½
C-dn	400-1	500-1	500-1½
S-dn-35,17	400-1	400-1	500-1½ ←
S & 3	400-1	400-1	400-1 ←
A-dn	800-2	800-2	800-2
Precision Approach			
S-dn-35	200-½	200-½	500-1½ ←
A-dn	600-2	600-2	600-2

All bearings are from radar site with sector azimuths progressing clockwise:

Within 5 miles: All sectors 7500'
Within 10 miles: 360-060 Unuseable; 060-135 9000'; 135-360 7500
Within 15 miles: 360-060 Unuseable; 060-105 10,000'; 105-140 9000'; 140-360 7500'
Within 20 miles: 360-060 Unuseable; 060-105 10,000'; 105-150 12,000'; 150-285 8000'; 285-360 14,000'
Within 25 miles: 360-105 Unuseable; 105-150 12,000'; 150-300 11,000'; 300-360 14,000'
Within 30, 35, & 40 miles: 360-150 Unuseable; 150-300 11,000'; 300-360 14,000'

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 35, 8 and 3: Turn left and climb to 8000' on N crs ABQ LFR to Alameda MHW, or when directed by ATC, (1) turn left and climb to 8000' on W crs ABQ LFR within 20 miles; (2) turn left and proceed to ABQ VOR on R-077, climbing to 8000'.
Runway 17: Climb straight ahead to ABQ LFR to 7000' or, when directed by ATC, (1) turn right, climb to 8000' on W crs ABQ LFR within 20 mi; (2) make right climbing turn, climb to 8000' on 260° crs direct to ABQ VOR.
CAUTION: Terrain exceeding 8000' in E quadrants ABQ LFR; all turns to be made West of North & South courses of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Albuquerque, N M	Kirtland AFB/Mun 5352'	Kirtland Radar	1, Amdt 3, 10 Sep 60	2, 4 Jul 59

From	To	Dst	Alt	Dst	Alt	Dst	Alt
360	040	10	1900	20	2200		
040	065	10	1900	17	2200	20	2700
065	095	10	1900	20	2200		
095	122	10	1900	12	2200	20	2300
122	230	10	1900	12	2200	20	1900
230	295	10	2000	20	2200		
295	360	10	1900	16	2200	20	2500

Surveillance approach			
T-dn	300-1	300-1	200-½
C-dn#	400-1	500-1	500-1½
S-dn#	400-1	400-1	400-1
A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 23L, 23R, 27R, 27L, 14 and 18, climb to 2300' and proceed to YIP LOM.
Runways 5L, 5R, 9L, 36 and 32, climb to 2500, proceed to SVM VOR on 170R or when directed by ATC, (1) climb to 2300', proceed via W crs DET LFR to the DET LFR. Approaches to 9R NA due to antenna location & ground clutter.
#Runways 9L, 23L-R, 5L-R, 36, 18, 27L-R, 14, 32. Surveillance approaches to runway 9R NA due to antenna location and ground clutter.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Detroit, Mich	Willow Run 716'	Willow Run Radar	1, Amdt 3, 17 Sept 60	2, 31 May 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES												CEILING AND VISIBILITY MINIMUMS			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.		Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
														Precision Approach		
All Sectors		20 mi	3000'									Rnwy 28	T-dn	300-1	300-1	200-½
												Rnwy 28	C-dn	500-1	500-1	500-1½
												Rnwy 28	S-dn	200-½	200-½	200-½
												Rnwy 28	A-dn	600-2	600-2	600-2

Transitions to final approach area by ASR vector or procedure turn within 10 miles North side of East crs of GPB ILS localizer.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 3000' on crs 277° to Clinton RBn within 20 miles.
CAUTION: 2049' tower 8.5 mi East of airport.
NOTE: PAR approach to Runway 28 is coincident to ILS approach to Runway 28.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Pittsburgh, Pa	Greater Pittsburgh 1168'	Pittsburgh Radar	2, Orig, 17 Sept 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Dyersburg VOR	DYR-ADF	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn, N side of crs, 090 Outbnd, 270 Inbnd, 1700 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles, make immediate left turn, climbing to 1600' on crs of 070° from DYR RBn within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Dyersburg, Tenn	Municipal 337'	BMH DYR	1, Amdt 4, 10 Sep 60	3, 17 Dec 54

FAR-VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
→ FG-LFR	LOM	Direct	2300	C-dn	500-1	500-1	500-1½
*Rice Int	LOM (Final)	Direct	1800	S-dn-35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
FAR-VOR	Int VOR R-025 & CRS 351 to LOM	025-3.0	2300				
Int VOR R-025 & CRS 351	LOM (Final)	351-2.6	1800				

Procedure turn E side of crs, 171 Outbnd, 351 Inbnd, 2300' within 10 mi.
Minimum altitude over LOM on final approach crs, 1800'
Crs and distance, facility to airport, 351°-4.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi after passing LOM, climb on crs 351 from LOM to 2300 within 10 mi or when directed by ATC: 1. Make left climbing turn, climb to 2700 on W crs Fargo LFR within 20 mi. 2. Make left climbing turn to intercept FAR-VOR R-281, climb to 2800 on R-281 within 20 mi of FAR-VOR
CAUTION: Unpainted smoke stack 1075'MSL 1.0 mi SSE of airport. 969' MSL stack 0.8 mi S of approach end of Runway 35.
Major Change: Deletes transition from Glyndon FM.

*Int FAR-VOR R-116 & Brng 351° to LOM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fargo, N. D.	Hector Fld 900'	LOM FA	1, Amdt 13, 17 Sept 60	12, 30 Jan 60

MIA VOR	FLL RBn	Direct	1300	T-dn	300-1	300-1	200-½
→ MIA RBn	FLL RBn	Direct	1300	C-dn	600-1	600-1	600-1½
→ Wagner Int	FLL RBn (Final)	Direct	1000	S-dn-13	500-1	500-1	500-1
→ Oakland VOR Int	FLL RBn (Final)	Direct	1000	A-dn#	800-2	800-2	800-2
→ Radar Terminal Area Transition		within					
→ Altitude	Radar Site	25 mi	1500*				

→ Procedure turn East side of crs, 314° Outbnd, 134° Inbnd, 1300' within 10 miles.
→ Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 134°-4.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ make immediate left turn to a heading of 030°, climbing to 1300' and intercept the 090° crs from FLL RBn and
→ proceed to Haney LF Int (090° Brng from FLL RBn/345° Brng to PI LFR) or, when directed by ATC, make left climbing
→ turn to 1300' returning direct to FLL RBn.
AIR CARRIER NOTE: Procedure may be authorized only for air carriers having approval of their arrangements for weather service at this airport.

#NOTE: Limited weather information available to public. Alternate usage authorized for air carriers only.
→ *Radar control will provide 1000' vertical clearance within a 3 mile radius or 500' vertical clearance
→ within a 3 to 5 mile (inclusive) radius of TV towers 999' and 997' 5.0 miles and 6.5 miles SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fort Lauderdale, Fla.	International 10'	MSW FLL	1, Amdt 2, 10 Sep 60	1, 5 Sep 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Moline VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Moline LFR	LOM	Direct	2100	C-dn	600-1	600-1	600-1½
Int S crs MI-LFR & Brng 086° to LOM	LOM	Direct	1900	S-dn-9 A-dn	600-1 800-2	600-1 800-2	600-1 800-2
Iowa City VOR via R-095 & brng 086° to LOM	LOM	Direct	2000				
Int R-095 IOW-VOR & Brng 086° to LOM	LOM (Final)	Direct	1400				
CVA-VOR	LOM	Direct	2600				

Procedure turn South side of W crs, 266° Outbnd, 086° Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 086°-4.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles after passing LOM, climb to 2100' on crs of 086° within 20 mi or, as directed by ATC, (1) Make left climbing turn, climb to 2600' *and* proceed to E crs MI-LFR. (2) or to MCI-VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Moline, Ill	Quad-City 590'	LOM MI.	1, Amdt 7, 17 Sept 60	6, 18 Feb 56 (ADF portion Comb. ILS-ADF)

Glens Falls RBn	Rutland RBn	Direct	5500	T-d	2500-2	2500-2	2500-2
Glens Falls VOR	Rutland RBn	Direct	5500	T-n	NA	NA	NA
Benson VOR	Rutland RBn	Direct	5500	C-d	2500-2	2500-2	2500-2
				C-n	NA	NA	NA
				A-d	NA	NA	NA
				A-n	NA	NA	NA

Procedure turn West side of crs, 353° Outbnd, 173° Inbnd, 4500' within 10 mi.
Shuttle to 4500' on crs of 353° from the facility within 10 miles. All turns to the West.
Minimum Altitude over facility on final approach crs, 3300'
Crs and distance, facility to airport, 173°-5.2 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2 miles, make an immediate climbing right (West) turn to Rutland MH-FM and continue climb to 4500' on crs of 353° within 10 miles of Rutland MH-FM.
Climb-out Procedure: After takeoff, climb VFR to 3300' and proceed on crs of 353° within 10 miles of Rutland MH-FM to 4500', Eastbound flight 6000', before proceeding on crs. 1000-2 authorized for takeoff on Rnwy 1 without VFR climb restriction.
CAUTION: 1. High ridge Southeast of airport. 2. Expect turbulence with East or West winds across valley during approach.
NOTE: Alternate weather minimums of 4000-2 authorized for those who have an approved arrangement for weather service at the airport.
Facility owned and operated by the state of Vermont.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Rutland, Vt	Municipal 787'	MH-FM RUT	1, Orig, 10 Sep 60	None

→ Shell Rock Int	LOM (Final)	Direct	2300	T-dn	300-1	300-1	200-½
→ Stout Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
→ Horton Int	LOM	Direct	2300	S-dn-12	400-1	400-1	400-1
→ ALO VOR	LOM	Direct	2300	A-dn	800-2	800-2	800-2

Procedure turn South side of crs, 302° Outbnd, 122° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 122°-4.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.5 miles after passing LOM, make left climbing turn to 2500' on 102° crs from LOM within 20 miles or,
→ when directed by ATC, (1) climb to 2500' on ALO-VOR R-141 within 20 miles, (2) climb to 2500' on ALO-VOR R-094
→ within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Waterloo, Iowa	Municipal 870'	LOM AL	1, Amdt 2, 10 Sep 60	1, 13 Dec 58

Thornhurst VOR	CYE RBn	252°-7.5	3500	*T-dn	600-1	600-1	600-1
				C-d	1200-1	1200-1½	1200-2
				C-n	1300-2	1300-2	1300-2
				S-d-4	1200-1	1200-1½	1200-2
				S-n-4	1200-2	1200-2	1200-2
				A-d	1200-2	1200-2	1200-2
				A-n	1600-3	1600-3	1600-3

Procedure turn West side of crs, 223° Outbnd, 043° Inbnd, 3500' within 10 miles
Minimum Altitude over CYE RBn on final approach crs, 3000'; over LOM, 2600'
Crs and distance, CYE RBn to airport, 043°-8.5 mi; LOM to airport, 043°-3.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3500' on crs 043°, then proceed direct to Wilkes-Barre LFR at 3500'.
CAUTION: Descent below 2600' not authorized if OM not received after passing CYE "H".
High terrain to East, Southeast and South of airport within 2.5 mi.
AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or day with day minimums below 1 mile for 65 knots or less air carrier and 1½ miles for more than 65 knots air carrier.

*Takeoff minimums for Runways 10 and 16, Day 600-2, Night 800-2.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Wilkes-Barre, Pa	Wilkes-Barre-Scranton 956'	MRW CYE	1, Orig, 10 Sep 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Alameda "H"	AQ-LFR	Direct	6600	T-dn	300-1	300-1	200-½
→ Peralta FM (Final)	AQ-LFR	Direct	6000	C-dn	400-1	500-1	500-1½
→ ABQ VOR	AQ-LFR	Direct	8000	S-dn-35	400-1	400-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 175 Outbnd, 355 Inbnd, 7000' within 10 mi (Nonstand. due to high terrain E side.)
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 355°-2.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.6 miles, make a left climbing turn, climb to 8000' on the N crs of AQ LFR to Alameda MHW or, when directed by ATC, (1) make left climbing turn, climb to 8000' on 260° crs direct to ABQ VOR, (2) turn left and climb to 8000' on W crs AQ-LFR within 20 miles, (3) aircraft will be vectored to MEA in accordance with approved radar patterns.
CAUTION: Terrain exceeding 8000' in E quadrants; make all turns on W side of North & South courses of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Albuquerque N Mex	Kirtland AFB/MUN 5352'	SBRAZ AQ	1, Amdt 10, 10 Sep 60	9, 4 Jul 59

→ Fargo VOR	FG-LFR	Direct	2300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of E crs, 080 Outbnd, 260 Inbnd, 2100 within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 269-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.9 miles, climb to 2700' on W crs of FG-LFR within 10 miles.
CAUTION: Radio Tower 1075' MSL 1.0 mile SSE of airport
Major Change: Deletes transition from Glyndon FM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Fargo, N Dak	Hector Field 900'	SBRAZ FG	1, Amdt 10, 17 Sept 60	9, 30 Jan 60

→ Arcola Int	HU-LFR	Direct	1500	T-dn	300-1	300-1	200-½
→ Houston VOR	HU-LFR	Direct	1200	C-dn	400-1	500-1	500-1½
→ Houston FM	HU-LFR	Direct	1300	A-dn	800-2	800-2	800-2
→ Radar Vectoring Position	HU-LFR	310-5.0					

Radar Terminal transition altitude 1500' within 20 miles. Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of 1232' TV tower 11 mi. SSE, 1051' TV tower 11 mi SW, 755' TV tower 11 mi WNW, 753' TV tower 5½ mi NW, 610' structure 7 mi NE of airport. Radar may be used to position aircraft for a final approach, within 5 miles of LFR, with elimination of a procedure turn.

Procedure turn E side SE crs, 130 Outbnd, 310 Inbnd, 1700 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
→ Crs and distance, facility to airport, 310°-1.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.5 mi climb to 1800' on NW crs witnin 20 mi. or, when directed by ATC, turn right, climb to 1600' on NE crs within 20 mi.
Major Change: Deletes straight-in minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houston, Tex	International 50'	SBRAZ HU	1, Amdt 20, 17 Sept 60	19, 30 Apr 60

→ MOT VOR	MT LFR	Direct	3000	T-dn	300-1	300-1	200-½
→ Logan Int	MT LFR (Final)	Direct	2400	C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2
				The following minimums apply for aircraft receiving Minot VOR, after passing MOT VOR R-222:			
				#C-dn	500-1	500-1	500-1½
				*S-dn-30	400-1	400-1	400-1

Procedure turn E side of SE crs, 122 Outbnd, 302 Inbnd, 2900' within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 305-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.9 miles of MT LFR or within 1.5 miles after passing MOT VOR R-222, make left climbing turn to 4200'.
→ Hold on the SW crs of MT LFR within 20 miles.
NOTE: ADF approach not authorized
CAUTION: 2045' MSL antenna 1.6 mi West of MT LFR. 1900' MSL water tower 1.0 mi West of airport.

#Int SE crs MT LFR & MOT VOR R-155.
*Descent below 2300' NA until after passing MOT VOR R-222.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ → Minot, N Dak	International 1723'	BMKLZ MT	1, Amdt 7, 10 Sep 60	6, 30 May 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Cordova VOR	MI-LFR	Direct	2600	T-dn	300-1	300-1	200-½
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of W crs, 285 Outbnd, 085 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 140-6.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles of MI-LFR, climb to 2600' on E crs within 20 miles.
CAUTION: Radio Tower 1068 MSL 6 miles NW of airport. Radio tower 1067' MSL 5 miles NE of airport. Radio
→ tower 1649' MSL 7 miles NNE of airport.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Moline, Ill.	Quad-City 590'	SBMRAZ MI	1, Amdt 7, 17 Sep 60	6, 6 Feb 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Dyersburg MH	DYR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1600' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
→ Crs and distance, facility to airport, 253°-4.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.3 mi, turn left, climb to 1600', return to DYR VOR and contact ATC for furthur clearance.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dyersburg, Tenn	Municipal 337'	BVORTAC DYR	1, Amdt 4, 10 Sep 60	3, 17 Dec 54

				*T-dn	300-1	300-1	NA
				C-dn	900-1	900-1	NA
				S-dn	900-1	900-1	NA
				**A	NA	NA	NA

Procedure turn S side crs, 297° Outbnd, 117° Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 117°-10.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles from facility, climb to 2000' on R-117 TBD-VOR within 10 mi and contact MEM ARTC.
NOTES: Runway lights on request. Air Carrier use NA.

*Aircraft must remain VFR until clearance received from ATC.
**No weather service available.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houma, La	Houma 11'	BVOR TBD	1, Orig, 10 Sep 60	None

→ Taft Int	HSV VOR	Direct	2000	T-dn	300-1	300-1	200-½
→ HSV VOR	#Factory Int (Final)	Direct	1400	C-dn	800-1½	900-1½	900-2
				S-dn	*700-1	*700-1	*700-1 ←
				A-dn	1000-2	1000-2	1000-2

→ Procedure turn W side of crs, 338° Outbnd, 158° Inbnd, 2000' within 10 mi
Minimum Altitude over facility on final approach crs, 2000 VOR; Factory Int # 1400*
Crs and distance, facility to airport, 156-6.0 from VOR; 156-3.9 from Factory Int#*
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles of HSV VOR climb to 3500 on R-158 within 20 miles.

#Factory Int: HSV-VOR R-158, HUA-VOR R-030, or 256° brng to HUA RBn.
*If #Factory Int not received, descent below 1400' NA and straight-in landing minima are 800'.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntsville, Ala	Huntsville 619'	BVOR HSV	1, Amdt 5, 10 Sep 60	4, 29 Dec 56

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½ ←
				C-n	500-2	500-2	500-2 ←
				S-d-32	500-1	500-1	500-1 ←
				S-n-32	500-2	500-2	500-2 ←
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 123 Outbnd, 303 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 303-6.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.7 miles, make right turn, climb to 1900' and return to OTM-VOR via R-123.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Ottumwa, Iowa	Ottumwa Municipal 845'	BVORTAC OTM	1, Amdt 4, 17 Sept 60	3, 5 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
RM LFR	RDM VOR	Direct	6500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 249° Outbnd, 069° Inbnd, 6500' within 10 mi. Beyond 10 mi NA due terrain.
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 069°-6.6 mi
If visual contact not established upon descent to authorized landing minimumns or if landing not accomplished . . . . .
within 6.0 miles, climb to 6200 on R-058 within 20 mi of VOR. Execute procedure turn North and return to VOR climbing to 6500'.
CAUTION: All turns North side of crs. High terrain South.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Redmond, Ore	Roberts Field 3077'	BVOR RDM	1, Orig, 10 Sep 60	None

BJ LFR	BFF VOR	Direct	5600	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-23	500-1	500 1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 066° Outbnd, 246° Inbnd, 5600' within 10 miles
Minimum altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 246°-4.8 mi.
If visual contact not established upon descent to authorized landing minimumns or if landing not accomplished . . . . .
→ within 4.8 miles, turn right and climb to 6000' on R-265 within 20 miles.
→ CAUTION: 5144' MSL tower 7.6 miles NW of airport.

*AIR CARRIER NOTE: 300-1 required Rnwy 23.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Scottsbluff, Neb	Scottsbluff Municipal 3965'	BVORTAC BFF	1, Amdt 1, 17 Sept 60	Orig, 13 Dec 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

→ 0 mi fix R-352	13 mi fix R-352	direct	1800	T-dn	300-1	300-1	200-½ ←
→ 13 mi fix R-352	16.1 mi fix R-352 (Final-apt)	direct	1600	C-dn	800-1	800-1	800-1½
				A-dn	NA	NA	NA

→ Radar terminal area transition altitudes: 0°-360° within 25 mi, 3000'; 070°-290° within 15 mi, 2200'
→ All bearings are from the radar antenna site with sector azimuths progressing clockwise. Antenna site is on
→ Atlanta Airport.

→ *Procedure turn NA.
If visual contact not established upon descent to authorized landing minimumns or if landing not accomplished . . . . .
→ turn left, climbing to 2300', return to ATL VOR or as directed by ATL approach control within Radar area.
CAUTION: 2040' tower 8 miles E and 1261 tower 2 miles SE of airport

→ *NOTE: Approach authorized only during hours that Control Tower is in operation and only when ATL Approach
→ Control Radar is in operation for vector to final approach course. No weather reporting facilities
→ available.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Atlanta,Ga	Fulton County 834'	BVOR-DME-ATL	VOR-DME-APT, Amdt 1,10 Sep 60	Orig, 3 Sept. 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Aden Int.	North Int.*	Direct	8000	T-dn	300-1	300-1	200-½
Weiler Int.	North Int. (Final)	Direct	7000	C-d	500-1	500-1	500-1½
Peralta Int.	North Int.	Direct	8000	C-n	500-2	500-2	500-2
South Int.**	North Int.	Direct	8000	S-d-17	500-1	500-1	500-1½ ←
				S-n-17	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of N crs 350° Outbnd; 170° Inbnd. 8000' within 10 mi of North Int.
Minimum altitude over North Int. on final approach - 7000'.
No glide slope.
Course and distance, North Int to airport - 170°-6.0.
If visual contact not established upon descent to authorized landing minimumns or if landing not accomplished . . . . .
→ within 6.0 miles after passing North Int, climb straight ahead to 7000' to AQ LFR or, when directed by ATC,
(1) climb straight ahead to 7000' on ABQ ILS localizer to ABQ LOM; (2) make right climbing turn, climb to 8000' on 260° crs direct to ABQ VOR; (3) aircraft will be vectored to MEA in accordance with approved radar patterns.
Caution: Terrain exceeding 8000' E of ILS localizer; all turns to be made W of crs.
NOTE: This procedure authorized only for aircraft equipped with ILS and VOR receivers.
NOTE: Narrow localizer course - 4°

*N crs ABQ ILS & R-044 ABQ VOR.
**S crs ABQ ILS & R-147 ABQ VOR.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque,N.M.	Kirtland AFB/Mun. 5352'	ILS I-ABQ	ILS-17, Amdt 3, 10 Sep 60	2, 2 Jan 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Albuquerque LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
Albuquerque VOR	LOM	direct	7000	C-dn	400-1	500-1	500-1½
Aden Int (via N crs ABQ ILS)	LOM	direct	8000	S-dn-35	200-½	200-½	500-1½ ←
Peralta Int-FM	LOM (Final)	direct	6400	A-dn	600-2	600-2	600-2
Weiler Int	LOM	direct	7000				
Kirtland Int	LOM	direct	7000				
Int 090 R ABQ VOR & ILS S crs	LOM	direct	7000				
Int 107 R ABQ VOR & ILS S crs	LOM	direct	7000				
Belen MHW	Peralta Int	direct	7000				
*South Int (via S crs ABQ Loc.)	LOM	direct	7000				
South Int	Peralta Int/FM	direct	7000				
La Joya VOR	South Int	direct	8000				
Mooney Int	Roundhouse Int	direct	12,000				
Roundhouse Int	Belen MHW	direct	8000				
Dalies Int	Belen MHW	direct	8000				
Dalies Int	LOM	direct	8000				
Bacaville VOR	Mark Int**	Direct	7000				
Mark Int**	LOM(Final)	Direct	6400				

Procedure turn W side S crs, 170 Outbnd, 350 Inbnd, 7000' within 10 mi
Minimum Altitude at G.S. int inbnd 6400
Altitude of G.S. and distance to appr end of rny at OM 6400-3.8, at MM 5530-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ make a left climbing turn, climb to 8000' on N crs AQ LFR TO Alameda MHW or, when directed by ATC, (1) make left climbing turn, climb to 8000' on 260° crs direct to ABQ VOR, (2) turn left and climb to 8000' on W crs AQ-LFR within 20 miles, (3) aircraft will be vectored to MEA in accordance with approved radar patterns. ←
CAUTION: Terrain exceeding 8000' E of ILS localizer - all turns to be made W of localizer crs.
NOTE: Narrow localizer crs - 4°

*Int R-147 ABQ VOR & ABQ ILS South crs.
**R-020 Bacaville VOR & S crs ABQ ILS

★ City and State: Albuquerque, N M — Airport Name & Elev.: Kirtland AFB/Mun 5352' — Fac. Class & Ident.: ILS ABQ — Procedure No. & Eff. Date: ILS-35, Amdt 18, 10 Sep 60 — Sup. Amdt. No. Dated: 17, 2 Jan 60

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cleveland LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½ ←
Fairview Int	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Berea Int	LOM	Direct	2200	*S-dn-5I%	200-½	200-½	200-½
Cleveland VOR	Int SW crs ILS	R-102	2200	A-dn	600-2	600-2	600-2
Int CLE R-102 & SW crs ILS	LOM (Final)	Direct	2080				

RADAR transitions and vectoring authorized in accordance with approved RADAR patterns.

Procedure turn S side SW crs, 234 Outbnd, 054 Inbnd, 2200' within 10 miles.
Minimum altitude at G.S. int inbnd, 2200'
Altitude of G.S. and distance to approach end of Rnwy at OM, 2080'-3.9 mi; at MM, 1020'-.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM, make a right climbing turn, climb to 3000' on N # side E crs Cleveland LFR to Parkman Int or, when requested by ATC:
1. Make right# climbing turn, proceed to LOM at 2600 or,
2. Climb to 2500' on NE crs ILS within 15 mi.

* 400-¾ required with glide slope inoperative.
#Caution: 1970' TV towers approximately 6 mi ESE of airport.
→ %Runway 5L ONLY: Runway Visual Range (RVR) 2600' for takeoff and landing on Rnwy 5L provided all components of the ILS or PAR, high intensity runway lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 989' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds. When RVR inoperative ILS minimums apply.

★ City and State: Cleveland, Ohio — Airport Name & Elev.: Cleveland-Hopkins 789' — Fac. Class & Ident.: ILS I-CLE — Procedure No. & Eff. Date: ILS-5L, Amdt 17, 17 Sept 60 — Sup. Amdt. No. Dated: 16, 30 Jun 60

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Appleton VOR	E crs ILS (Final)	Direct	2500	T-dn	300-1	300-1	200-½ ←
Radar terminal area transition	altitudes:	within		C-dn	500-1	500-1	500-1½
	Radar Site	25 mi	2500	*S-dn-27%	200-½	200-½	200-½
	Radar Site	35 mi	3000	A-dn	600-2	600-2	600-2 ←
	Radar Site	40 mi	4000				

Procedure turn N side E crs, 096 Outbnd, 276 Inbnd, 2500' within 10 mi. NA beyond 10 mi.
Minimum Altitude at Glide Slope int inbd, 2500'
→ Altitude of Glide Slope and distance to appr end of Rnwy at OM, 2606'-5.4 mi; at MM, 1093'-0.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2500' on back crs ILS within 15 mi.

*When Glide Slope inoperative, 500-¾ will apply.
→ %Runway 27 ONLY:
→ Runway Visual Range (RVR) 2600' for takeoff and landing on Rnwy 27 provided all components of the ILS, high
→ intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators,
→ and all related airborne equipment are in satisfactory operating condition. Descent below 1016' MSL shall
→ not be made unless visual contact with the approach lights has been established or the aircraft is clear of
→ clouds. When RVR inoperative ILS minimums apply.

★ City and State: Columbus, Ohio — Airport Name & Elev.: Port Columbus 816' — Fac. Class & Ident.: ILS I-CMH — Procedure No. & Eff. Date: ILS-27, Amdt 9, 17 Sept 60 — Sup. Amdt. No. Dated: 8, 5 May 58

(ILS portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
CRP-VOR	LOM	Direct	1400	T-dn	300-1	300-1	200-½
CP-LFR	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-13	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800' within 10 mi. Beyond 10 mi NA.
Altitude of Glide Slope and distance to approach end of Rnwy at LOM, 1400'-4.8 mi; at LMM, 244'-0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 1800' on CRP-VOR R-263 within 20 mi or, when directed by ATC, turn left, climb to 1400' direct to CRP-VOR and proceed outbound on R-040 within 20 mi.

★ City and State: Corpus Christi, Tex | Airport Name & Elev.: International 43' | Fac. Class & Ident.: ILS I-CRP | Procedure No. & Eff. Date: ILS-13, Orig, 10 Sep 60, or upon com. of facility. | Sup. Amdt. No. Dated: None

→ EO-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
EUG - VOR	LOM	direct	2000	C-dn	500-1	500-1½	600-1½
Cottage Grove FM	LOM	Direct	3100	S-dn-16	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn E side of N crs, 338° Outbnd, 158° Inbnd, 2000' within 10 mi.
Minimum altitude at glide slope int inbnd, 2000'
Altitude of G.S. and distance to appr end of rny at LOM, 1480'-3.7 mi; at LMM, 570'-0.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing LOM, turn right and climb to 2000' on N crs of Eugene LFR within 10 miles or, when when directed by ATC, turn right and climb to 2000' on R-355 EUG-VOR within 10 miles.
NOTES: All turns to be made on the East side of the course; high terrain to West.

★ City and State: Eugene, Ore | Airport Name & Elev.: Mahlon Sweet Fld. 365' | Fac. Class & Ident.: ILS I-EUG | Procedure No. & Eff. Date: ILS-16, Amdt 14, 17 Sept 60 | Sup. Amdt. No. Dated: 13, 21 Feb 59

Fargo VOR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Fargo LFR	LOM	direct	2300	C-dn	500-1	500-1	500-1½
**Rice Int.	LOM (Final)	Direct	2100	*S-dn-35	200-½	200-½	200-½
FAR-VOR	Int VOR R-025 & IFAR Localizer	025-3.0	2300	A-dn	600-2	600-2	600-2
Int VOR R-025 & IFAR Localizer	LOM (Final)	351-2.6	2100				

Procedure turn E side of crs, 171° Outbnd, 351° Inbnd, 2300' within 10 miles.
Minimum Altitude at G.S. int inbnd, 2100'
Altitude of G.S. and distance to approach end of rny at OM 2092-4.1, at MM 1105-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb on N crs Fargo ILS to 2300 within 10 mi or when directed by ATC:
1. Make left climbing turn, climb to 2700' on W crs Fargo LFR within 20 miles. 2. Make left climbing turn to intercept FAR-VOR R-281, climb to 2600 within 20 mi. of FAR-VOR.
CAUTION: Unpainted smoke stack 1075 MSL 1.0 mi. SSE of airport. 969 MSL stack 0.2 mi. S of MM
NOTE: Narrow localizer course - 4°
Major Change: Deletes transition from Glyndon FM.

*400-¾ required when glide slope inoperative; 400-1 when only localizer and OM or compass locator can be received.
**Int FAR-VOR R-116 & IFAR ILS.

★ City and State: Fargo, N. Dak. | Airport Name & Elev.: Hector Fld 900' | Fac. Class & Ident.: ILS IFAR | Procedure No. & Eff. Date: ILS-35, Amdt 14, 17 Sept 60 | Sup. Amdt. No. Dated: 13, 30 Jan 60

Moline VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Moline LFR	LOM	Direct	2100	C-dn	600-1	600-1	600-1½
· Int S crs MI-LFR & W crs ILS	LOM	Direct	1900	*S-dn-9	200-½	200-½	200-½
Iowa City VOR via R-095	W crs ILS	Direct	2000	A-dn	600-2	600-2	600-2
Int R-095 IOW & W crs ILS	LOM (Final) #	Direct	1900				
· Int R-202 CVA-VOR & E crs ILS	LOM	Direct	2100				
· Cordova VOR	LOM	219°-22.6	2600				

Procedure turn S side W crs, 266 Outbnd, 086 Inbnd, 1900' within 10 mi.
Minimum Altitude at Glide Slope int inbnd, 1900'
Altitude of glide slope and distance to approach end of runway at OM - 1807-4.4; at MM 774-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 mi after passing LOM, climb to 2100' on crs of 086° within 20 mi or, when directed by ATC, make left
→ climbing turn, climb to 2600' and proceed to E crs MI-LFR or to MLI-VOR.
Major Change: Transition from Int E crs MLI-LFR & 225° brng to LOM deleted.

*600-1 required when Glide Slope inoperative.
#Holding Not Authorized at Int.

★ City and State: Moline, Ill | Airport Name & Elev.: Quad City 590' | Fac. Class & Ident.: ILS-MLI | Procedure No. & Eff. Date: ILS-9, Amdt 7, 17 Sept 60 | Sup. Amdt. No. Dated: 6, 18 Feb 56 (ILS portion Comb. ILS-ADF)

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cordova VOR	Green River Int*	Direct	2100	T-dn	300-1	300-1	200-½
Int R-202 CVA-VOR & E crs ILS	Green River Int*	Direct	2100	C-dn	600-1	600-1	600-1½
→ Moline LFR	Green River Int*	Direct	2600	S-dn-27	500-1	500-1	500-1
Polo VOR	Annawan Int**	Direct	2100	A-dn	800-2	800-2	800-2
Annawan Int	Green River Int* (Final)	Direct	2100				
→ Moline VOR	Green River Int*	Direct	2200				
→ Int CVA R-195 & MLI R-130	Green River Int*	Direct	2800				

Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 2100' within 10 mi of Green River Int*
No glide slope or markers. Alt. over Green River Int* on final, 1600'; brng & distance to Rny 27, 266°-4.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi after passing Green River Int*, climb to 2000' and proceed to MLI-LOM.

→ *Green River Int: Int R-195 CVA-VOR & E crs ILS

★ City and State: Moline, Ill | Airport Name & Elev.: Quad-City 590' | Fac. Class & Ident.: ILS MLI | Procedure No. & Eff. Date: ILS-27, Amdt 2, 17 Sept 60 | Sup. Amdt. No. Dated: 1, 6 Feb 60

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Verdi Int	Reno RBn	Direct	9500	*T-dn	800-1½	800-1½	800-1½
Wadsworth FM	Reno RBn	Direct	9500	C-dn	1000-2	1000-2	1000-2
Steamboat Int**	Reno RBn	Direct	8500	#S-dn-16	1000-2	1000-2	1000-2
RNO VOR	Reno RBn	Direct	8500	A-dn	1500-3	1500-3	1500-3
→ RO-LFR	Reno RBn	Direct	8500				

No procedure turn authorized. Descend to 8500' in a one-minute right turn pattern, 343° Outbnd, 163° Inbnd,
within 10 miles north of Reno RBn. Not authorized beyond 10 miles.
Minimum Altitude over facilities and intersection, and distance to approach end Rny 16 on final approach:
Reno RBn, 8000'-11.1 mi; Int N crs ILS & RNO VOR R-306, 7150'-8.4 mi; OM, 6300'-5.8 mi; MM/LFR, 5400'-2.3 mi.
If visual contact not established
→ at the MM/LFR, climb to 6000' on S crs ILS within 5 mi of MM/LFR, then right climbing turn and return to MM/LFR:
→ Shuttle climb to 8000' on N crs ILS between MM/LFR and Reno (ACE) MHW (All shuttle turns E side N crs ILS) or,
→ when directed by ATC, climb on S crs ILS to cross Steamboat Int at 8000' or above, continue climb to 9000' within
→ 15 mi of MM/LFR, turn left and return to VOR at 9000'.
CAUTION: All provisions of this procedure must be strictly adhered to. Precipitous terrain all quadrants. Do not proceed beyond the MM/LFR on final approach unless landing is assured.
AIR CARRIER NOTE: Sliding scale not authorized.
*Authorized for Rwys 16, 34, and 25. All other runways require 1000-2.
**Steamboat Int: S crs ILS & R-191 RNO VOR.
#No approach lights or Glide Slope. All other components of ILS are required for this procedure except the Int of the N crs ILS and RNO VOR R-313 may be substituted for the Reno RBn for aircraft equipped to receive ILS and VOR simultaneously.

★ City and State: Reno, Nev | Airport Name & Elev.: Municipal 4411' | Fac. Class & Ident.: ILS I-RNO | Procedure No. & Eff. Date: ILS-16, Amdt 2, 17 Sept 60 | Sup. Amdt. No. Dated: 1, 21 May 60

TRANSITION From	TRANSITION To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
SP LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SPA-VOR	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Buffalo Int	LOM	Direct	2000	S-dn-4	200-½	200-½	200-½
Mauldin Int	LOM	Direct	2100	A-dn	600-2	600-2	600-2
→ Woodruff Int	LOM	Direct	2000				

Procedure turn East side SW crs, 223° Outbnd, 043° Inbnd, 2300' within 10 mi. Beyond 10 mi NA.
Minimum Altitude at Glide Slope interception Inbnd, 2300'
Altitude of Glide Slope and distance to approach end of Rnwy at OM, 2245'-4.4 mi; at MM, 1037'-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 2300' on crs of 043° from LOM within 20 miles or, when directed by ATC, climb to 2300' on crs of 043° from
LOM, then turn left and proceed direct to SPA VOR.
CAUTION: Tower 1338' 3 mi NW of airport and tower 1070' 3 mi NE of airport. Back course of ILS unusable.

★ City and State: Spartanburg, S C | Airport Name & Elev.: Municipal 816' | Fac. Class & Ident.: ILS I-SPA | Procedure No. & Eff. Date: ILS-4, Orig, 10 Sep 60 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Shell Rock Int.	LOM (Final)	Direct	2300	T-dn	300-1	300-1	200-½
Stout Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Horton Int	LOM	Direct	2300	S-dn-12	200-½	200-½	200-½
ALO-VOR	LOM	Direct	2300	A-dn	600-2	600-2	600-2

Procedure turn South side of NW crs, 302° Outbnd, 122° Inbnd, 2300' within 10 miles.
Minimum Altitude at Glide Slope interception inbnd, 2300'
Altitude of Glide Slope and distance to appr end of Rnwy at LOM, 2239'-4.5 mi; at LMM, 1060'-.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles after passing LOM, climb to 2500' on the ALO-VOR R-094 within 20 miles or, when directed by ATC,
(1) climb to 2500' on the ALO-VOR R-141 within 20 miles, (2) climb to 2500' on SE crs of ILS within 10 miles.

★ City and State: Waterloo, Iowa | Airport Name & Elev.: Waterloo Municipal 870' | Fac. Class & Ident.: ILS I-ALO | Procedure No. & Eff. Date: ILS-12, Orig, 10 Sep 60 | Sup. Amdt. No. Dated: None

Thornhurst VOR	CYE RBn	252°-7.5	3500	*T-dn	600-1	600-1	600-1
				C-d	1000-1	1000-1½	1000-2
				C-n	1300-2	1300-2	1300-2
				S-dn-4	1000-1	1000-1½	1000-1½
				A-d	1200-2	1200-2	1200-2
				A-n	1600-3	1600-3	1600-3

Procedure turn West side of crs, 223° Outbnd, 043° Inbnd, 3500' within 10 mi of CYE RBn.
Minimum Altitude over CYE RBn on final approach crs, 3000'; over OM, 2600'; over MM 1900'
Crs and distance, CYE RBn to airport, 043°-8.5 mi; OM to airport, 043°-3.9 mi; MM to airport, 043°-0.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3500' on 043° crs from CYE-RBn within 20 miles, then direct to AVP-VOR.
NOTES: 1. After passing CYE RBn, if OM is not received, do not descend below 2600'
2. This procedure is for use without a glide slope.
AIR CARRIER NOTES: Provisions for reduced visibility not authorized at night or day with day minimum below 1 mile for 65 knots or less air carrier and 1½ miles for more than 65 knots air carrier.
CAUTION NOTE: High terrain to East, Southeast, and South of airport within 2.5 mi.

*Takeoff minimums for Rnwys 10 and 16, Day 600-2, Night 800-2.

★ City and State: Wilkes-Barre, Pa | Airport Name & Elev.: Wilkes-Barre-Scranton 956' | Fac. Class & Ident.: MHW CYE | Procedure No. & Eff. Date: ILS-4, 9 , 10 Sep 60 | Sup. Amdt. No. Dated: 8, 9 Jul 58

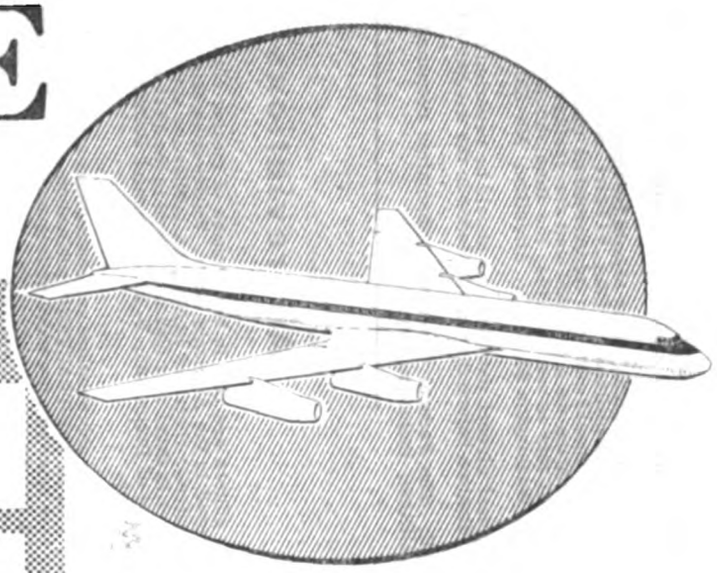
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Depository

VOL. 15, NO. 13

AUGUST 30, 19

AIRMAN'S GUIDE



special notices

Retain Airman's Guide Issues: Vol. 15; # 9, 13

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AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 1200 Z on the above date. For later information consult Teletype NOTAMS.

IMPORTANT NOTICE: exercise SKY SHIELD to encompass North American Continent, Sept. 10 See page 72

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FEDERAL AVIATION AGENCY

SEP 2 1959

AIRMAN'S GUIDE

ISSUANCE: The Airman's Guide is issued every two weeks. Every issue contains a NOTAM section; every other issue additionally contains a Radar-Radio Listings section; and once every three months the Airport Directory appears in an issue containing both NOTAMS and the Radar-Radio Listings. See below for contents of these sections.

RETENTION: To enable users to know which issues should be retained, a suitable notice is carried on the front cover indicating which ones are still current.

CONTENTS: The contents (by section or other appropriate breakdown) of each issue are noted by tab and page number on the front cover. The first page of each section carries the Legend for interpreting codified information. Material usually included in each section is as follows:

(1) NOTAMS (including Special Notices): Under appropriate geographical headings (state and/or city, as applicable) there is given the current condition (if there has been a temporary or permanent change concerning which a NOTAM has been issued) of facilities and obstructions, plus any special data (including flight regulations or restrictions). Where NOTAMS cannot be associated with a specific geographical location or where the application is generalized, they are carried in a subdivision of NOTAMS entitled "Special Notices." The Special Notices section follows the NOTAMS and, like the NOTAMS, is separately listed by a tab and page number on the front cover. Important or unusual Special Notices are additionally indicated on the front cover in the box provided, giving the subject and page number where the data is to be found. Included as Special Notices are data and/or amendments concerning restricted areas, location identifiers, minimum en route altitudes, civil airways, airway structure during VOR shutdowns, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, control area/flight advisory area boundaries, civil air regulations, preferential routes, flight test areas, military maneuvers, aeronautical charts, etc. Also included are amendments and changes to the Flight Information Manual as well as to previously issued Airman's Guides.

(2) Radar-Radio Listings: Lists radar facilities, instrument landing systems, and aeronautical radio facilities with (as appropriate) their transmitting and guarded frequencies, identification, station class, range courses, other appropriate data, and remarks.

(3) Airport Directory: This codified directory provides the following data on airports: type, location (with reference to associated town or city), elevation, number of runways, length of longest runway (indicating surfacing), lighting, servicing, availability of weather reports and or Unicom, fuel octanes, and appropriate remarks.

PRICE: See information in box below.

REPORTING INFORMATION TO EDITORS: Data for inclusion in the Airman's Guide should be reported to the editors at the following address: Federal Aviation Agency, Washington 25, D. C., Attention: MS-120. Appropriate instructions for reporting data are contained in FAA's Manual ATM-2-B, entitled "Communications Procedures." However, since some airport data, unlike most other data, may not originate from official sources, the following explanatory information is provided.

The Airman's Guide covers primarily two broad fields of civil airport information: permanent data changes and temporary hazardous conditions. Permanent airport data refers to new airports or changes in field layout, servicing, lighting, restrictions or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions which make airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, thaws or construction; or merely a burned out obstruction light or a runway unusable or partially unusable because of construction.

Since the aeronautical public should be immediately advised of such hazardous conditions, reporters should utilize the FAA Flight Service Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest FAA service station for dissemination as a NOTAM and for further transmission to the editors of the Airman's Guide. If this is not feasible, the item should be reported directly to the Federal Aviation Agency, Washington 25, D. C., Attention: MS-120.

Permanent airport data changes should be reported to the appropriate FAA Regional Office for coordination before they are included in the Airman's Guide.

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities, including airports.

Abbreviations

The editors are now in the process of making changes in the contractions and abbreviations used in the Airman's Guide. We are doing this in order to conform to the new, standardized material contained in the FAA publication entitled CONTRACTIONS. This publication, which is dated July 1959 and issued in the ATM Manual series, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 75 cents per copy.

Many of the abbreviations and contractions used in the Airman's Guide are already in conformity with the CONTRACTIONS publication. However, from among those which have changed, we have selected a few which we frequently use in the Airman's Guide. They appear in the list which follows.

adjt	adjacent	dptr	departure	jctn	junction
awy	airway				
aprx	approximate	efctv	effective	nmi	nautical miles
avbl	available	emgcy	emergency		
		eqpmt	equipment	patn	pattern
brg	bearing	excp	except		
btn	between	extsn	extension	rvr	river
bcst	broadcast	extsv	extensive		
				svc	service
char	characteristic	facil	facility	smi	statute miles
combd	combined	flt	flight		
coml	commercial			tkof	take-off
comsn	commission	inst	instrument	tmpry	temporary
comm	communication	intsv	intensive	trml	terminal
constr	construction	intl	international	tsmt	transmit
		int	intersection		

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 30, 1959

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(ICAO) INTERNATIONAL PHONETIC ALPHABET

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

RADAR - RADIO LISTINGS

FSS = Flight Service Station (FAA) (Formerly ATCS)

VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I = Course alignment and signal level are monitored continuously. Category II = (No longer in use; formerly applied to VAR). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VORs to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an FSS, and located too distant from FSS to be monitored with a VHF receiver will fall into Category III. NOTE: Category I, II, III shown by (1), (2), (3) before name in Location Column.

LEGEND

NOTE: The Federal Government disclaims responsibility for non-Federal air navigation facilities.

(A) = Air Force facility
(N) = Navy facility
(P) = Private facility
(S) = State facility
(0700-2300) = Hours of operation local time
(3) = Monitoring category
→ = New or revised data
■ = Information deleted

RADIO CLASS DESIGNATIONS

Identification of VOR/VORTAC/TACAN Stations by Class: (Operational Limitations)

Class	Normally Anticipated Altitude Service	Normally Anticipated Interference-free Distance Service
H-VOR	75,000' MSL	180 smi (156.31 nmi)
M-VOR	30,000' MSL	90 smi (78.16 nmi)
L-VOR	15,000' MSL	45 smi (39.08 nmi)

AC . . . . . Approach Control Tower, FAA (transmits on voice channel or associated ranges and ILS in addition to frequencies listed
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, FAA
CI . . . . . Control Tower (City, County, Private, etc.)
CM . . . . . Control Tower (Military, listing only civil frequencies available)
CONSOLAN . . . LF/MF long range navigation aid; aircraft must have BFO oscillator
D . . . . Distantly controlled
DME . . . Distance Measuring Equipment
DMET . . . TACAN compatible DME
FM . . . . VHF fan marker (100 watts)
GCA . . . . Ground Controlled Approach System
H . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . . . Instrument Landing System (voice on localizer channel)
J . . . . . LMF (200-415 kc) voice facility on other than range frequency
LFM . . . . VHF fan marker, low powered (5 watts)
LMM . . . . Compass locator station when installed at middle marker site
LOM . . . . Compass locator station when installed at outer marker site
MA . . . . Range (adcock, vertical radiators), power less than 50 watts
MH . . . . Non-directional radio beacon (homing) power less than 50 watts
ML . . . . Range (loop radiators), power less than 50 watts
MM . . . . VHF middle marker
MRA . . . Range (adcock, vertical radiators), power 50 watts or more, but less than 150 watts
MRL . . . Range (loop radiators), power 50 watts or more, but less than 150 watts
OM . . . . VHF outer marker
RA . . . . Range (adcock, vertical radiators), power 150 watts or more
RL . . . . Range (loop radiators), power 150 watts or more
S . . . . . Simultaneous range, homing signal and/or voice
T . . . . . Teletype
TACAN . . . UHF omni-directional bearing and distance type facility
TX . . . . . Principal teletype
V . . . . . Additional VHF voice feature on other than range frequency
VOR . . . . . VHF omni-directional range (omni-range)
VORTAC . . . . Combination of VOR and TACAN
W . . . . . Without voice facilities on range frequency
Z . . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All FAA MH facilities operate continuously unless cited as follows: (on req)
3. All FAA ranges operate continuously. Those which are not manned continuously are cite in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF/LMF ranges listed with the same identifier are controlled by the same FSS. Due space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility.

RADAR AVAILABLE

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar.
ARSR = Air Route Surveillance Radar

FAA RADAR UNITS - Operate continuously at the locations listed below. Available to all pilots, civil and military. Contact associated FAA control tower on any frequency guarded for initial instructions, or in an emergency any FAA facility for information on nearest Radar Control. Weather minimums, associated runway and GCA procedures are listed in the Airman's Guide.

RADAR APPROACH CONTROL (RAPCON) - At certain USAF locations, approach control and the ASR portion of RAPCONS is operated by the FAA and service is available to all aircraft.

RADAR AIR TRAFFIC CONTROL CENTER (RATCC) - At certain US Navy locations, approach control and the ASR portion of the RATCCS is operated by the FAA and service is available to all aircraft.

RADAR BEACONS - Secondary radar beacon ground equipment is normally associated with a surveillance radar system and is used for target reinforcement and identification of aircraft equipped with a radar beacon transponder, either military or civil. One of two types of ground equipment is now available for operation at all FAA operated RAPCON facilities, some FAA air route traffic control centers, and at all ADC long range radar facilities.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS) - ATCRBS is similar to and compatible with the military coded radar beacon equipment (Mark X (SIF)). Civil Mode A is identical to military Mode 3. Civil and Military transponders will be adjusted to reply in Mode A (military Mode 3) as follows:

1. Civil turbojet aircraft transponders - reply on Code 40 at all times while in flight, unless otherwise advised.
2. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 02 when operating on IFR flight plan unless otherwise advised by ground radar facilities.
3. Civil aircraft (other than turbojet powered) and military aircraft - reply on Code 62 while operating VFR or VFR-on-top unless advised otherwise by air traffic control (ATC). Code 62 will also be used by such aircraft when operating VFR or VFR-on-top within radar advisory areas between flight levels 240 and 390, inclusive. (See ACIC En Route - High Altitude charts for radar advisory areas and procedures relating thereto.)
4. Under no circumstances shall civil aircraft operate on Code 00.
5. Civil and military transponders will be operated in "STANDBY" while taxiing for take-off and after landing, or when requested by ATC. This action is necessary to eliminate undesirable interference and clutter on certain radar displays. Therefore, departing pilots should turn transponder to "ON" as late as practicable before commencing take-off, and landing pilots should turn transponder to "STANDBY" as soon as practicable after completing landing roll.
6. Civil and military pilots, when filing a domestic IFR flight plan, shall make known the fact that their aircraft are equipped with a functioning transponder by adding the word "transponder" immediately following the aircraft identification. An aircraft with a transponder not having coding capability (Basic Mark X) will be indicated by adding the words "no code" in the "Remarks" section of the flight plan.
7. Aircraft departing from within a United States domestic control area to points outside the United States will comply with 6 above. Transponder equipped aircraft entering a United States domestic control area from outside the United States will, when making the first radio report to the United States air traffic control center, advise of availability of such equipment by adding the word/s "transponder" or "no code transponder," as appropriate, to its identification.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach glide path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide slope desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with GCA which is an instrument approach aid, NOTE: Radar arrival and departure control available all locations, unless otherwise cited.

FAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 1180mc are not guarded; others listed plus 3023.5 kc are guarded unless otherwise shown under Remarks. Frequency 122.5 mc is guarded unless either 122.6 mc or 122.7 mc is shown. (Guarding frequencies not applicable to ARSR facilities) Emergency frequency 121.5 mc transmits and guards at all locations.

STATION	TRANSMITS	RADAR FACILS	REMARKS
Albuquerque, N.Mex. " (Mesa Rica)	1190, 1203, 269.2, 301.4, 2846, 317.6	ARSR	
Albuquerque-Kirtland AFB, N. Mex.	109.2,1103,113.2,1211,1239,124.3,126.2, 134.1,136.8,13788,142.02,2430, 270.6, 289.4, 335.8, 363.8 3054 2630	ASR-PAR BCN	
Atlanta, Ga.	133.35, 327 MGM 120.5 3356	ARSR & BCN	
Atlanta Arpt., Ga.	278;109.9, 118.1, 119.1, 119.3, 125.7, 126.2, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6, 123.7, 121.6	ASR-PAR	Rnwy 9. Gds 122.7 mc. PPI apchs unavbl Fulton Co. Arpt.
Austin-Bergstrom AFB, Texas	112.5, 119.1, 124.9, 125.1, 126.2, 134.1 137.88 243.0 270.6, 289.4, 335.8, 363.8, 362.3	ASR BCN	ASR apchs avail rnwy 17 & 35 at AFB. Gds 122.7 mc.
Baltimore, Friendship Intl Arpt., Md	257, 281;109.7, 119.3, 120.4, 243.0, 360.8, 381.4	ASR	
Birmingham Arpt., Ala.	278;110.3, 118.7, 119.9, 124.5, 124.9, 126.2, 243.0, 257.8, 305.4, 348.6, 385.6, 319.8	ASR	
Boston, Mass.	1190, 1203, 125.2 243.0 301.4, 324.7, 319.2 132.3 307.9 3537, 1198 3630 3406 1206 124.5 379.2 2504	ARSR BCN	
Boston, Logan Intl., Arpt., Mass.	278, 382;110.3, 118.1, 118.3, 119.1 126.5, 126.2, 137.88, 243.0, 257.8, 263.0, 271.2, 290.8, 348.6	ASR-PAR	Rnwy 4R
Buffalo, Greater Buffalo Arpt., N. Y.	278 120.5 110.3, 119.8, 126.5 126.2, 243.0, 257.8, 338.6	ASR	
Burbank, Lockheed Air Terminal, Calif.	260;109.5, 118.4, 118.7, 120.9, 126.2, 243.0, 257.8, 360.6	ASR	Gds 122.7 mc.
Burlington Arpt., Vt.	119.2, 121.1, 360.8	ASR	
Charleston, Kanawha Co. Arpt., W. Va.	317;110.3, 120.3, 119.8, 125.9, 126.2, 257.8, 383.8	ASR	
Chicago, Ill.	120.9, 124.5, 124.7, 125.1, 243.0, 250.2, 301.4, 323.2, 378.8	ARSR BCN	
Chicago-Midway Arpt., Ill.	278, 850;109.9, 118.7, 119.5, 119.9, 123.7, 126.2, 243.0, 257.8,	ASR-PAR	Rnwy 13R. Gds 122.7 mc.
Chicago-O'Hare Intl Arpt. Ill.	332;109.7, 118.1, 125.4, 119.0, 126.2, 236.6, 2430 3486 3638 3838 1257, 1250	ASR BCN	Gds 122.6 mc.
Cincinnati, Greater Cincinnati, Arpt., Ohio	317;109.9, 112.9, 118.3, 124.7, 126.2, 243.0, 257.8, 323.8 121.0, 360.6	ASR	Gds 122.7 mc.
Cleveland, Ohio (Dansville, N.Y.)	124.1 1244 125.0 125.2 284.6	ARSR	
(Brecksville)	120.2, 124.3, 283.7, 317.7	ARSR	
Cleveland, Hopkins Arpt., Ohio	269;109.9, 119.3, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.6, 307.0, 348.6	ASR PAR	Rnwy 5L
Colorado Springs, Peterson Fld, Colo.	109.9, 118.5, 119.9, 120.2, 126.2, 275.1 348.6, 275.1 363.1	ASR-PAR	
Columbus, Port Columbus Arpt., Ohio	278;C 109.5 121.1, 121.3, 123.7, 136.8, 142.02, 243.0, 257.8, 263.0, 327.1, 348.6, 126.18	ASR	

FAA OPERATED RADAR UNITS (30 August 1960)

FAA OPERATED RADAR UNITS

(30 August 1960)

STATION	TRANSMITS	RADAR FACILS	REMARKS
Dallas, Love Fld., Texas	278;110.3, 118.7, 119.5, 119.8, 121.1, 123.7, 126.2, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	ASR	
Dayton-Wright Patterson AFB, Ohio	379;118.4, 126.2, 134.1, 136.8, 137.88 13842, 142.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 381.4, 363.8, 379.4, 119.9, 118.0, 3486, 3134	ASR BCN	Radar surveillance apchs unavbl Gds: 122.7mc. Arr & dptr ctl avbl Patterson, Wright, Clinton Co., Dayton, Piqua Arpts
Denver, Colo.	118.9, 119.3, 124.1, 125.0, 243.0, 126.5, 301.4, 319.2, 324.7, 285.5	ARSR&BCN	
Denver, Stapleton Airfld, Colo.	110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 363.8, 343.6, 348.6, 124.8	ASR	
Detroit, Mich.	118.8, 3438, 119.8, 120.3, 120.4, 12 3.9, 124.5, 125.3, 125.6, 126.1, 126.4, 3558 243.0 3630, 269.2, 2696, 3014, 3104, 317.5, 319.9, 3356, 3519, 360.7 3541	ARSR	
Detroit, Willow Run Arpt., Mich.	332, 109.5, 118.4, 121.3, 123.7, 124.9, [redacted] 243.0, 257.8, 263.0,	ASR-PAR	
El Paso-Biggs AFB, Tex.	121.0, 118.7, 119.1, 126.2, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 307.0, 335.8, 363.8, 379.4	ASR BCN	Gds 122.7 mc. PPI apchs rnwy 22 & 26 Intl Arpt & rnwy 21 Biggs AFB.
Falmouth-Otis AFB, Mass.	124.7, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 225.4, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	Arr. & Depart Ctl HYA, MVY & ACK arpts. ASR apchs unavbl. Does not gd 3023.5 kc.
Ft. Worth, Tex.	1209, 1194, 1255, 1203, 3606, 3232, 3791, 3537	ARSR	
Ft Worth, Carter Fld., Texas	317, 109.5, 118.1, 118.9, 123.9, 126.2, 2706 263.6, 2430, 2578, 2630, 3079, 3638	ASR	Gds: 3023.5 kc on req. ASR apchs unavbl.
Great Falls, Mont.	1265, 1239, 2430, 2846, 3014, 3072, 3230	ARSR	
Great Falls-Malmstrom AFB, Mont.	118.1, 119.3, 121.1, 126.2, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 270.6, 289.4, 335.8, 363.8, 379.4	BCN	
Houston Intl Arpt., Texas	278;109.9, 118.1, 118.3, 1187, 123.7, 126.2, 257.8, 284.8, 290.3, 312.8, 348.6	ASR	
Indianapolis, Ind.	120.1, 124.40, 1253, 312.6, 319.8	ARSR&BCN	
Indianapolis, Weir Cook Arpt., Ind.	266, 278;109.9, 118.1, 119.9, 121.3, 126.2, 243.0, 257.8, 355.8, 290.3, 121.1, 348.6	ASR	
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 119.3, 124.9, 126.2, 243.0, 250.4, 257.8, 269.2, 348.6	ASR	
Kansas City, Mo.	1189, 123.6, 1197, 125.1, 317.7, 335.6, 326.2, 381.4	ARSR	
Kansas City Arpt., Mo.	299, 359;109.9, 112.6, 118.1, 118.3, 119.5, 126.2, 243.0, 257.8, 274.3, 307.0, 121.1 3854	ASR	Gds 122.7 mc. ASR apchs not authorized.
Knoxville, McGhee-Tyson Arpt., Tenn.	278;110.3, 116.4, 118.1, 118.7, 120.4, 126.2, 243.0, 257.8, 305.4, 348.6, 382.2, 3608	ASR	
Lake Charles-Chennault AFB/Mun, La.	119.1, 119.3, 126.2, 134.1, 136.8, 3414 124.5, 137.88, 142.02, 236.6, 243.0, 225.4, 270.6, 2758, 2894, 3358, 3638, 3794, 3054	ASR BCN	Does not gd 3023.5 kc.
Long Beach Arpt., Calif.	242;110.3, 119.5, 120.5, 126.2, 243.0, 257.8, 348.6, 379.1, 1198, 3382	ASR	[redacted]
Los Angeles (Paso Robles)	121.0, 124.0, 362.3, 381.6	ARSR	
Los Angeles Intl Arpt., Calif.	109.9, 124.8, 119.3, 121.1, 243.0, 2630, 269.0, 307.0, 324.7	ASR-PAR	Rnwy 25L. Gds 122.7 mc.
Louisville, Standiford Fld, Ky.	317;110.3, 119.0, 120.3, 126.2, 243.0 257.8, 326.2, 348.6, 381.6	ASR	Guards 122.7 mc. Does not gd: 3023.5 kc.
Memphis, Tenn.	119.3, 120.1, 120.5, 250.2, 318.2, 3232	ARSR&BCN	
Memphis Mun Arpt, Tenn	278, 371;109.9, 118.3, 119.1, 1197, 126.2, 2430, 2578, 291.6, 3406, 3486	ASR	
Miami, Florida	1189, 1203, 124.7, 1205, 1258, 291.6, 301.4, 311.8 120.9, 269.0, 269.6, 275.1, 278.3, 281.5	ARSR&BCN	
Miami Intl Arpt, Fla.	1181, 118.3, 1197, 121.6, 1237, 126.2, 263.0, 1239, 2430, 250.2, 257.8, 3386, 3486	ASR	

STATION	TRANSMITS	RADAR FACILS	REMARKS
Milwaukee, General Mitchell Fld., Wis.	243, 278;110.3, 119.1, 118.0, 124.9, 243.0, 257.8, 263.0, 285.4,	ASR	
Minneapolis, Minn.	1203, 124.7, 1255, 301.4, 3192, 324.7, 3436	ARSR	
Minneapolis-St. Paul Intl Arpt., Minn.	266, 278, 1103, 1173, 1187, 1193, 1185, 126.2 2430, 2578, 2630, 2908, 3054, 3382, 3486	ASR-PAR	Rnwy 29L Gds 122.7 mc.
Mobile-Brookley AFB, Ala.	1084, 113.3, 118.5, 123.7, 125.7, 126.2, 134.1, 136.8, 142.02, 143.64, 243.0, 270.6, 289.4, 335.8, 2630, 137.88	ASR BCN	Gds: 122.7 mc.
Montgomery-Maxwell AFB, Ala.	112.1, 121.1, 125.5, 125.9, 134.1, 136.8, 137.88, 142.02, 263.0, 243.0, 270.6 289.4, 335.8, 363.8, 379.4, 126.2	ASR BCN	Gds 122.7mc. ASR apchs rnwy 9, 27 Dannelly Fld; rnwys 36, 18, 32, 14 AFB.
Nashville, Berry Fld., Tenn.	278;109.9, 114.1, 119.9, 119.1, 123.7 126.2, 243.0, 257.8, 348.6, 383.8, 284.6	ASR	ASR apchs avail rnwy 2L-20R
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 119.2, 120.6, 118.1, 126.2, 257.8, 35390	ASR-PAR BCN	Rnwy 4 Gds 122.7mc. Trans TEB [illegible] 1093mc.
New Orleans, La (Slidell)	123.6, 124.1, 274.3, 307.9, 3238, 301.4	ARSR&BCN	
New Orleans-Moisant Intl Arpt., La.	278;109.9, 118.1, 119.9, 121.0, 126.2, 243.0, 362.3, 257.8, 269.2, 348.6, 1255, 284.6	ASR	Guards 122.7 mc.
New York, N. Y.	119.6, 120.0, 120.2, 2904, 124.3, 123.6 124.1, 3007, 125.1, 1253, 1254, 125.5, 3438, 1259, 132.3, 13788, 2430, 2854, 3014, 306.3, 3356, 355.8, 363.1, 381.6, 3535	ARSR BCN	
" (Palermo, N. J.)	1186, 2783, 317.6, 301.4	ARSR&BCN	Call N.Y. Center
New York Intl (Idlewild) Arpt., N.Y.	109.5, 119.1, 119.7, 123.7, 123.9, 134.1, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 269.0, 290.3, 269.4, 348.6	ASR-PAR BCN	Rnwy 4R. Guards 122.7 mc.
New York-La Guardia Fld., N. Y.	362, 1099, 1265, 1187, 1189, 1204, 1257, 2430, 2630, 274.3, 3814, 126.1	ASR-PAR BCN	Rnwy 4. Guards 122.7 mc.
Norfolk, Va.	1255, 118.5, 120.7, 124.1, 135.9, 137.88, 243.0, 255.4 360.6, 301.4, 342.2	ARSR BCN	Does not guard 120.7 &
Norfolk Mun Arpt, Va.	281;1168, 109.9 1252, 118.5, 118.9, 119.9, 122.2, 124.9, 126.7, 135.9, 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Guards 122.1 mc. Does not guard 122.2,
Oakland, Calif.	120.4, 123.8, 1242, 124.6, 1258, 2430 3792, 271.2, 291.7, 3014, 3134, 3356, 3799, 3854	ARSR BCN	
Oakland Metropolitan Oakland Intl Arpt Calif.	341, ;109.9, 118.1, 118.3, 119.3, 129.9, 126.2, 125.3, 243.0, 257.8, 274.3, 305.4, 379.1, 323.2	ASR	Gds: 122.6 mc.
Ogden-Hill AFB, Utah	120.2, 121.1, 124.1, 126.2, 134.1 1368, 13788, 142.02, 236.6, 243.0, 2554, 263.0, 2706, 2894, 3054, 3358, 3638	ASR-BCN	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 121.1, 137.88, 243.0, 263.0, 270.6, 142.02 363.8, 379.4. (On req: 134.1, 136.8)	ASR-BCN	Arr. & Dptr Ctl all arpts Okla City Term Area. ASR apchs rnwy 17, 35 Tinker AFB & Will Rogers Arpt. PPI apchs unauthorized rnwy 30.
Olathe NAS, Kans.	120.9, 124.7, 134.1, 137.88, 225.4, 243.0, 263.0, 263.6, 348.6, 360.2, 363.8, 3606, 3623, 1200	ASR	Arr. & Dptr Ctl avbl Olathe NAS, Grandview & Forbes AFB, Phillip Billard Arpt. Does not gd 3023.5kc
Omaha-Offutt AFB, Nebr.	120.1, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR BCN	Does not gd 3023.5 kc.
Pensacola-Sherman Fld NAS, Fla.	119.0, 123.9, 134.1, 137.88, 142.02, 1436.4, 2430, 2636, 2708, 2894, 2996, 3068, 3108, 3148, 3188, 3220 3556, 3284.		Does not gd 3023.5kc Gds 122.7 mc.
Philadelphia Intl Arpt., Pa.	371;109.3124.6, 125.0, 126.18, 142.74, 243.0, 263.0, 307.2, 291.7, 338.2, 348.6 (119.0, 118.5 req)	ASR-PAR	Gds 122.7 mc.
Phoenix, Arizona 2854	124.5, 125.4, 126.6, 275.1, 279.6, 2837 2430, 1264, 301.4, 2696, 1198, 2690, 2502	ARSR	

FAA OPERATED RADAR UNITS

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STATION	TRANSMITS	RADAR FACILS	REMARKS
Pittsburgh, Penna. (Oakdale)	118.4, 118.9, 119.2, 120.1, 120.4, 120.9, 125.1, 126.6, 290.8, 319.2, 324.7, 343.6	ARSR BCN	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396;110.3, 118.7, 119.1, 124.9, 126.2, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 3608	ASR-PAR	
Portland Intl Arpt., Oreg.	278;109.9, 118.1, 124.9, 126.18, 290.3, 119.8, 2430, 284.6, 3054, 3486, 3856	ASR	
Providence-Quonset Point NAS, R. I.	118.0, 360.6, 263.6, 300.4, 134.1, 126.2, 1208, 121.2, 1189	ASR BCN	Does not gd 3023.5kc
Raleigh-Durham, N.C (Benson)	124.8, 125.3, 243.0, 2630, 317.7, 121.4, 2360	ARSR	Does not gd 3023.5 kc.
Riverside-March AFB, Calif.	257;113.4, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 383.8, 142.02, 243.0, 327.4, 379.9, 289.4, 335.8, 363.8, 2526	BCN	Arr. & Dptr Ctl avbl. for March AFB, Norton AFB, Ontario Intnl, San Bernadino/Tri City, Riverside Mun Arpts.
Rome-Griffiss AFB, N. Y.	120.9, 118.5, 126.18, 137.88, 236.6, 243.0, 363.8	ASR BCN	Arr. & Dptr Ctl Utica Arpt. Does not gd 3023.5 kc; 122.5 mc. ASR apchs unavbl.
Sacramento-Mather AFB, Calif.	119.1, 123.6, 124.5, 125.2, 126.18, 134.1, 137.88, 243.0, 260.6, 269.6, 285.6, 2974, 312.6, 323.8, 3358, 3638, 3799, 3856	ASR BCN	Does not gd 3023.5 kc. ASR apchs rnwy 22L AFB. Ctl svc McClellan AFB.
St. Louis, Mo.	125.5, 120.3, 319.2, 121.0, 3438	ARSR & BCN	
St. Louis Lambert-St. Louis Mun Arpt., Mo.	278;103.1, 117.4, 118.1, 1185, 1199, 126.2, 1237 2578, 342.2, 3382, 3486, 3606, 3791, 121.1	ASR PAR	
Salt Lake City, Utah	1266, 274.3, 301.4, 351.9, 1203, 1205, 123.6, 2430, 2692, 2783	ARSR & BCN	
Salt Lake City Mun #1 Arpt, Utah 2502	278;116.8, 109.5, 118.3, 119.5, 1209, 126.2, 243.0, 257.8, 305.4, 348.6	ASR	
San Antonio, Tex. 3538	118.2, 119.7, 120.5, 291.7, 335.6, 3631, 319.8, 121.2, 278.3, 285.4, 322.5	ARSR BCN	Arrival Ctl unavbl
San Antonio Intl Arpt., Texas	278;109.7, 126.2 119.5, 123.9, 124.3, 243.0, 257.8, 348.6, 317.5, 381.4, 307.0	ASR	Gds: 126.2 mc
San Diego-Miramar NAS, Calif.	353, 119.7, 124.9, 125.3, 125.7 126.2, 132.3, 137.88, 142.02, 243.0, 263.6, 300.4, 304.4, 3631 307.6, 317.2, 354.8, 363.8	ASR-BCN	Gds 122.7 mc. Does not gd 3023.5 kc Arr. & dptr ctl avbl Miramar NAS, Lindbergh Fld, N. Island NAS. Dptr ctl avbl Brown & Ream NAS.
San Francisco Intl Arpt., Calif.	379;109.5, 118.5, 124.8, 120.5, 120.9, 126.2, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 121.4	ASR	Gds 122.7 mc
San Jose-Moffett Fld 20 NAS, Calif. 1082	120.1, 121.3, 123.7, 134.1, 243.0, 263.6, 286.0, 289.4, 322.0	ASR BCN	Gds: 126.18 mc on req.
Savannah-Hunter AFB Ga.	112.7, 121.1, 125.3, 125.7, 126.2, 2254, 134.1, 136.8, 137.88, 3794, 243.0, 263.0, 289.4, 335.8, 363.8, 2366	BCN	ASR apchs avbl rnwy 9 & 27 Hunter AFB. Gds 122.7 mc.
Seattle, Wash. 1206	120.3, 121.2, 124.6, 2430, 2837, 301.4, 317.6, 3192, 3118, 2855, 2904, 3134	ARSR BCN	
Seattle-Tacoma Intl Arpt., Wash. 1180	323;110.3, 1236, 1195, 1259, 3486, 1180 126.2, 257.8, 271.2, 290.8, 338.2	ASR	ASR apchs rnwy 16-34 Gds 122.6 mc.
Sherman-Perrin AFB, Tex.	109.6; 119.9, 135.9, 243.0, 272.7, 263.0, 363.8, 383.2, 126.8		Gds: 122.1 mc; does not gd
Shreveport-Barksdale AFB, La.	112.9, 118.5, 119.9, 123.9, 134.1, 136.8 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 327.4, 335.8, 363.8 (On req: 126.18, 257.8, 236.6, 324.7), 3486	ASR BCN	ASR apchs avbl. to rnwy 14 & 32.
Spokane, Wash	125.2, 125.7, 126.0, 126.4, 250.2, 2692, 2751, 2916, 352.0 (Req: 121.5, 243.0)	ARSR BCN	
Spokane-Fairchild AFB, Wash.	109.9, 123.7, 124.3, 124.7, 134.1, 136.8, 381.2 137.88, 142.02, 243.0, 263.0, 270.6 289.4, 294.6, 301.4, 3358, 3638 Req: 236.6, 275.8, 2956, 361.4	ASR-BCN	ASR apch avbl rnwy 5& 23 Fairchild, rnwy 3 & 21 Gieger
Tacoma-McChord AFB, Wash.	120.1, 121.1, 1265, 126.18, 134.1, 136.8, 137.88, 1420, 2236.8, 243.0, 265.6, 237.5 2705, 2758, 2894, 323.2, 3350, 3638	ASR-BCN	ASR apch avbl. to rnwys 16 & 34. Does not gd 3023.5 kc.
Tampa-MacDill AFB, Fla.	116.4, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6 335.8, 363.8	ASR BCN	Arr. & Dptr Ctl Tampa & Clearwater Intls, MacDill AFB, Knight & Whitted Arpts. ASR apchs rnwy 4
Tucson-Davis Monthan AFB. Ariz.	117.1, 118.5, 125.1, 125.9, 126.2, 134.1, 136.8, 137.88, 142.02, 225.4 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR BCN	ASR apchs avbl rnwys 30 & 12 Tucson Mun Arpt; rnwys 30 & 12 Davis-Monthan AFB.
Valdosta-Moody AFB. Ga.	108.6, 118.5 136.8, 137.88, 243.0 343.8, 348.6, 363.8, 3063 126.6, 382.2	BCN	Does not gd 3023.5 kc. Gds 122.7 mc.
Waco-Connally AFB, Tex.	119.3, 125.3, 125.7, 126.2, 134.1, 225.4, 236.6, 243.0, 2630., 289.4, 317.8, 335.8, 363.8	ASR BCN	PPI apchs avbl rnwys 35R & 17L at Connally AFB. ASR apchs rnwy 17R & 35L.
Washington, D.C.	124.7, 125.8 124.0, 124.4, 123.9, 132.3, 137.88, 3182, 326.2, 378.8, 385.4, 243.0, 382.2	ARSR BCN	Call Washington Center
Washington National Arpt., D.C.	278;109.9, 118.1, 118.3, 119.1, 1197 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	ASR-PAR BCN	Rnwy 36, ASR apchs not authorized. Gds 122.7 mc.
Wichita-McConnell AFB, Kans.	332;109.6, 113.8, 120.1, 124.5, 125.7, 136.8, 137.88, 142.02, 243.0, 263.0, 270.6, 289.4, 335.8, 348.6, 134.1, 327.1	ASR BCN	ASR apchs not authorized. Does not gd 3023.5 kc. Gds 122.7 mc.
Windsor Locks, Bradley Fld, Conn.	284;119.5, 124.2, 124.6, 126.2, 243.0, 263.0, 275.8, 323.2, 385.4	ASR	

INSTRUMENT LANDING SYSTEMS

(30 August 1960)

	GLIDE	APCH	MM	LMM	OM (Com)	LOM

INSTRUMENT LANDING SYSTEMS

(30 August 1960)

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG., DEG. MAG.	MM alter * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham Mun (L7)	110.3	BHM	335	52	0.63	375 HM	5.2	400 BH	BC-unusable
Mobile, Bates Fld (L7)	109.9	MOB	333.8	139	0.67	221 OB	4.5	248 MOB	BC-unusable LOM is BH facil
Montgomery, Dannelly Fld (L7)	109.9	MGM	333.8	93	0.70	219 GM	6.06	245 MG	
ARKANSAS: Ft. Smith Mun (L7)	109.5	FSM	332.6	253	0.66	201 SM	7.9	221 FO	BC-unusable LOM is HW facil
Little Rock, Adams Fld (L7)	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	314	0.66	233 CV	4.67	257 AC	BC-unusable LMM is BMH facil.
Bakersfield, Meadows Fld (L7)	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank, Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice tsmt on LIM facil interrupts the LMM ident LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FAT	335	289	0.68	251 AT	4.44	266 FA	
Long Beach	110.3	LGB	335	300	0.63	242 GB	4.9	254 LG	Twr voice tsmt on LMM facil interrupts the LMM ident.
Los Angeles International (Rnwy 25R)(L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice tsmt on LMM facil interrupts the LMM ident.
Monterey, Peninsula (L7)	110.1	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland, Metropolitan-Oakland Intl (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice tsmt on LMM facil interrupts the LMM ident.
Ontario International (L7)	109.7	ONT	333.2	255	0.60	215 NT	7.2	227 ON	Twr voice tsmt on LMM facil interrupts the LMM ident.
Sacramento Mun (L7)	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	Twr voice tsmt on LMM facil interrupts the LMM ident.
San Francisco Intl (L7)	109.5	SFO	332.6	281	0.54	379 FO	6.49	350 SF	DME Voice on LMM. BC-unusable.
Santa Barbara Mun (L7)	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs, Peterson Fld	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW Twr voice tsmt on LMM facil interrupts the
Denver, Stapleton Airfld (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	LMM ident.
Grand Junction, Walker Fld (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks, Bradley Fld (L7)	110.3	BDL	335	58	0.68	239 DL	5.18	388 BD	
DELAWARE: Wilmington, New Castle Co. (L7)	110.3	ILG	335	14	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL.: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	45	0.66	201 AX	4.60	221 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66	227 IA	4.4	248 MI	
Orlando Mun	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola Mun	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
St. Petersburg-Clearwater Intnl								203 PI	
Tallahassee, Dale Mabry (L7)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L7)	110.3	TPA	335	180	0.61	227 PA	4.7	251 TP	
GEORGIA: Atlanta (L7) (rnwy 9F)	109.9	ATL	333.8	89	0.62	308 TL	4.7	375 AT	DME
Atlanta (rnwy 15-33) (L7)	109.3	AZA	332.0	328	0.62	326 ZA	5.23	344 AZ	
Augusta, Bush Fld (L7)	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus, Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon, Mun (Cochran Fld) (L7)	109.5	MCN	332.6	047	0.62	221 CN	4.4	290 MC	BC-restricted
Savannah, Travis (Chatham) (L7)	109.9	SAV	333.8	92	0.62	356 AV	5.52	368 SA	BC-unusable
IDAHO: Boise-Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello Mun	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.68	201 DW	5.8	219 MD	DME BC-unusable
Chicago-Midway Rnwy 31L (L7)	109.5	MIX			0.67		3.82	248 EDZ	LOM is Kedzie MHW facil Operates in conjunction with MIX ILS only.
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.1	394 OR	
Chicago-O'Hare Intl, Rnwy 14L (L7)	110.1	OHA	334.4		0.70	379 HA	6.7	368 OH	
Moline, Quad-City (L7)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Peoria, Greater Peoria	109.9	PIA	333.8		0.66	201 IA	6.05	219 PI	
Quincy - Mun Baldwin Fld	110.3	UIN	335	35	0.69	308 IN	4.44	293 UIN	LOM is BMH facil
Springfield, Capital (L7)	109.5	SPI	332.6	38	0.66	203 PI	5.9	230 SP	
INDIANA: Evansville, Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne, Baer Fld (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis, Weir Cook (L7)	109.3	IND	332.0	44	0.61	329 ND	4.51	341 IN	DME
South Bend, St. Joseph Co. (L7)	110.3	SBN	335	268	0.68	332 BN	4.37	341 SB	
IOWA: Des Moines Mun (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	414 SU	LOM is MHW facil.
Waterloo Mun (L7)	109.9	ALO	333.8		0.62	201 LO	5.20	382 AL	
KANSAS: Topeka-Philip Billard Mun (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW facil
Wichita Mun (L7)	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW facil
Louisville, Standiford Fld (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH facil
LOUISIANA: Baton Rouge, Ryan	110.3	BTR	335	126	0.62	227 TR	4.38	284 BT	
Lake Charles, Chennault AFB/Mun	109.9	LCH	333.8	147	0.68	219 CH	6.29	227 LC	
Monroe, Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	BC-unusable.
New Orleans, Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport, Greater Shreveport (L7)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland Mun (L7)	109.9	PWM	333.8	112	0.66	326 WM	6.2	394 PW	BC-unusable

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. •& — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MARYLAND: Baltimore, Friendship Intl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (Hanscom) (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is Bedford MHW facil
Boston, Logan Intl (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford Mun (L7)	109.7	EWB	333.2	53	0.66	201 WB	4.4		
Worcester Mun (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Metropolitan Wayne Co. (L7)	109.3	DTW	332.0	32	0.64	212 TW	4.86	257 DT	
Detroit, Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint, Bishop (L7)	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids, Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing, Capital City (L7)	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Muskegon County	109.9	MKG	333.8		0.63	201 KG	4.3	219 MK	
Sault Ste Marie, Kincheloe AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW facil
MINNESOTA: Duluth Mun (L7)	110.3W	DLH	335.0		0.70		5.0	201 DL	BC-unusable.
Minneapolis-St. Paul Intl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
Minneapolis-St. Paul Intl (L7) (Rnwy 4)	109.3	APL	332.0		0.66	233 PL	5.2	338 AP	
MISSISSIPPI: Jackson, Hawkins Fld (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key Fld	110.1	MEI	334.4	4	0.69	332 EI	5.2	356 MDA	BC-unusable LOM is HW facil
MISSOURI: Joplin Mun	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City Mun (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans Meml (L7)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis, Lambert-St. Louis Mun (L7)	110.3	STL	335	238	0.64	201 TL	4.71	219 ST	DME
Springfield Mun (L7)	109.9	SGF	333.8		0.60	230 GF	4.11	290 SG	
MONTANA: Billings-Logan Fld (L7)	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	ILS not certified for auto apch.
Great Falls Intl (L7)	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln, Union Mun	109.9	LNK			0.50	239 NK	5.6	251 LN	
Omaha Mun (L7)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEVADA: Reno Mun	109.3	RNO		163	2.6	254 RNO	6.67		LMM is LFR. MHW ident ACE, freq 215kc) lctd 12.83 smi. BC-restricted
NEW JERSEY: Atlantic City, (Pomona) NAFEC (L7)	110.5	ACY	329.6	128	0.62	223 CY	4.94	254 AC	BC-restricted
Newark (L7) Rnwy 4	110.3	EWR	335	37	0.66	317 WR	5.63	359 EW	DME BC unusable
Newark (L7) Rnwy 22	109.1	ARK	331.4	217	0.67		7.04		Only mrkrs of both ILS systems oper simultaneously.
Teterboro (L5)	109.3	TEB	332.0	60	0.64	326 EB	4.7		Twr voice tsmt on LMM facil interrupts the LMM ident.
NEW MEXICO: Albuquerque-Kirtland AFB (L7)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany Mun (L7)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome Co. (L7)	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo, Greater Buffalo Intl (L7)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	All day Sun, MM,OM unmonitored same hrs
Calverton-Peconic River	110.7	PIC	330.2	48	0.7		5.71		Lclzr, glide slope monitored auto shutdown 2400-0800 Mon-Sat
Islip-MacArthur Fld (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		Lclzr, glide slope, DME monitored auto shutdown 2400-0700
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME LMM,OM & MM unmonitored 2400-0 700.
New York-International (Idlewild) (L7) Rnwy 4R	109.5	IDL	332.6	42	0.66	353 DL	3.0	373 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22L	110.9	IWY	330.8	223	0.66		6.37	392 IW	rnwy 4R or 22L Simultaneous opern not avbl.)
Niagara Falls Mun (L7)	110.1	IAG	334.4	277	0.65	233 AG	4.7	329 IA	
Rochester - Monroe Co.	109.5	ROC	332.6	277	0.62	[redacted]	5.14	400 RO	BC-unusable
Syracuse, Hancock (L7)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica-Oneida Co. (L7)	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains, Westchester Co. (L7)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte, Douglas Mun (L7)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington, New Hanover Co. (L7)	110.3	ILM	335	343	0.66	254 LM	5.36	281 IL	BC-restricted
Winston-Salem, Smith Reynolds	110.3	INT	335	328	0.60	296 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck Mun (L7)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L7)	109.5	CAK	332.6	6	0.78		4.31	233 CA	
Cincinnati, Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.62	209 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71	201 LE	4.5	378 CL	
Columbus, Port Columbus (L7)	109.5	CMH	332.6	276	0.72	233 MH	6.19	245 CM	
Dayton Mun (L7)	110.3	DAY	335	56	0.69	347 AY	4.3	356 DA	
Mansfield Mun (L7)	110.9	MFD	330.8	319	0.71	330 FD	4.64	374 MFD	LOM is MHW facil.
Toledo-Express (L7)	109.7	TOL	333.2	69	0.70	201 OL	4.8	219 TO	
Youngstown Mun (L7)	110.1	YNG	334.4	320	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City, Will Rogers Fld (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa Mun. (L7)	110.3	TUL	335	354	0.63	201 UL	6.2	338 TU	
OREGON: Eugene, Mahlon-Sweet Fld (L7)	109.5	EUG	332.6	159	0.71		4.31	379 EU	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned charatteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

((30 August 1960)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BRG. DEG. MAG.	MM alter. •&— **miles (statute)	LMM Freq /Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
OREGON: Medford Mun (L7)	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton (L7)	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland, Intl (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem, McNary Fld	110.3W	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem-Easton (L7)	110.7	ABE	330.2	61	0.64		7.15	224 AB	
Erie, Port Erie (L5)	110.3	ERI	335	59	0.62	201 RI	4.35		BC-unusable
Harrisburg - York State	109.1	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia-Intl (L7)	109.3	PHL	332.0	85	0.66	201 HL	6.8	219 PH	BC-usable 12 s mi.
Pittsburgh, Allegheny Co. (L7)	109.1	AGC	331.4	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is Parkway MHW LOM is River MHW DME
Reading, General Spaatz Fld (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence, Green (L7)	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston AFB/MUN (L7)	110.3	CHS	335	148	0.66	201 HS	4.23	251 CH	BC-unusable
Columbia (L7)	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville Mun	110.3	GRL	335	2	0.71	201 RL	4.2	272 GR	BC-unusable.
Spartanburg Mun (L7)	109.3	SPA	332.0	44	0.7	209 PA	5.08	287 SP	BC-unusable
SOUTH DAKOTA: Huron, Howes Mun	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls, Foss Fld (L7)	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol, Tri-City (L5)	109.9	TRI	333.8	271	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga, Lovell Fld (L7)	109.5	CHA	332.6	195	0.78	201 HA	4.75	341 CQN	LOM is North Chattanooga MHW unusable above 6000', Lclzr/glide slope
Knoxville, McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	
Memphis Mun (L7)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is Brooks MHW facil
Nashville, Berry Fld (L7)	109.9	BNA	333.8	15	0.79	263 NA	5.54	326 BWX	LOM is Brentwood HW facil
TEXAS: Abilene Mun (L7)	110.3	ABI	335	350	0.63	332 BI	6.9	353 AB	
Amarillo AFB/Mun (L7)	110.3	AMA	335	29	0.67	314 MA	5.8	338 TDW	LOM is Tradewind MHW facil
Austin, Mueller Mun (L7)	109.5	AUS	332.6	305	0.60		5.5	353 AU	LOM is MHW facil.
Beaumont, Jefferson Co. Mun (L7)	109.5	BPT	332.6	113	0.64	221 PT	5.5	257 BP	
Brownsville-Rio Grande Valley Intl (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Corpus Christi, Intl							5.6	393 CR	
Dallas, Love Fld (L7)	110.3	DAL	335	127	0.72	211 AL	4.81	371 DA	BC-unusable for auto. apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth, Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth, Meacham Fld (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston Intl (L7)	109.9	HOU	333.8	36	0.65	219 OU	4.78	251 HO	
Lubbock Mun (L7)	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland-Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio Intl (L5)	109.7	SAT	333.2	32	0.66	201 AT	4.38	219 SA	
Tyler, Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
Wichita Falls-Sheppard AFB/Mun (L7)	109.7	SPS	333.2		0.64	254 PS		296 SPS	LOM is HW facil.
UTAH: Salt Lake City Mun #1 (L7)	109.5	SLC	332.6	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington Mun (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry (L7)	110.1	PHF	334.4	65	0.62	317 HF	3.13	375 PH	Twr voice tsmt on LMM facil interrupts the LMM ident.
Norfolk Mun (L7)	109.9	ORF	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond, Byrd Fld (L7)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intl (L7)	110.3	SEA	335	338	0.65	201 EA	4.06	224 SE	BC-unusable
Spokane, Geiger Fld (L7)	109.9	GEG	333.8	205	0.69	201 EG	4.54	236 GE	
Yakima Mun (L7)	110.1	YKM	334.4	269	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha Co. (L5)	110.3	CRW	335	230	0.64	227 RW	5.08	303 CR	BC-unusable.
Huntington, Tri-State	109.9	HTS		114	0.92	233 TS	5.37	287 HT	
Wheeling, Ohio Co.	109.3	HLG	332.0	30	0.72		4.6	263 HLG	LOM is MHW facil. BC-unusable
WISCONSIN: Madison, Truax Fld (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee, General Mitchell Fld (L5)	110.3	MKE	335	6	0.67	201 KE	4.71	385 MK	
WYOMING: Casper Air Term. (L7)	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne Mun (L7)	109.9	CYS	333.8	262	0.69	201 YS	5.8	219 CY	
Rock Springs Mun (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	L-BVOR-DTV	ANB	108.8;V;120.7,243.0,255.4,272.7	(3)-30235 req, #	
	BMH	ANB	329		
Birmingham	SBRAZ-DTV	BM	224;V;255.4, 243.0, 120.7 ,272.7	(3)-30235req, #	50 N 178 A 269 N 358 A
(1) "	H-BVORTAC	BHM	114.4		
" Mun	AC(g)		278;118.7, 126.2 , 348.6, 257.8, 243.0, 119.9 , 124.9 , 305.4, 385.6	(2), #	124.5,318§
Clanton (A)	HW	CLA	284		
(1) Dothan	M-BVOR-DTV	DHN	111.6;V;120.7,243.0,255.4 272.7	(3)-3023.5 req, #	
(1)Eufaula	L-BVOR-DTV	EUF	109.2;V;120.7,243.0,255.4,272.7	(3), #	FSS-Columbus, Ga
(1)Evergreen	M-BVOR-DTV	EVR	116.8;V;243.0, 255.4; 120.7, 272.7	(3)-30235,#	
(1)Gadsden	M-BVOR-DTV	GAD	112.0;V;120.7,243.0,255.4,272.7	(3)-30235,req#	FSS-Anniston
(1)Huntsville	L-BVOR	HSV	1082;V;120.7, 243.0,255.4	(3), #	
"	AC(g)		278;119.7,125.3,257.8,348.6	(2), #	
(1)Mobile	H-BVOR-DTV	MOB	113.3;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	DME
"	BH	MOB	248		
" Bates Fld	C(g)		385;118.3,126.2,257.8,243.0,348.6	(2), #	
" Brookley AFB	HW	BFM	263		
"	L-VOR	BFM	108 .4		
(1)Montgomery	H-BVORTAC DTV	MGM	112.1;V;255.4, 243.0; 120.7 ,272.7	(3)-30235req,#	DME
" Dannelly Fld	C(g)		278;119.7, 126.18,243.0,257.8,348.6	(2), #	
Mt. Meigs	MHW	IGS	385		
(1)Muscle Shoals	M-BVOR-DTV	MSL	1165;V;255.4, 243.0 120.7 ,272.7	(3)-30235,req,#	
Ozark-	MRLW	OR	212		60 A 114 N
Cairns AAF	MHW	OKB	410		240 A 294 N
" Brantley	MHW	XBR	251		
" "	MHW	ETP	308		
" "	L-VOR	OZR	111.2		
" "	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Prattville (A)	HW	PRV	341		
Redstone AAF	HW	HUA	287		
" Whitesburg	MHW	ITS	407		
Selma,Craig AFB	L-VORW	SEM	114.6		Unusable civil acft.
" " "	MHW	SYC	296		
" " "	CM		119.5	#, 122.5	Apch ctl avbl 06-24
" Henderson	HW	SEH	272		
(1)Tuscaloosa	M-BVOR-DTV	TCL	113.5;V;120.7,243.0, 255.4, 272.7	(3)-30235,req, #	
(1)Tuskegee	M-BVOR-DTV	TGE	117.3;V;120.7,243.0,255.4,272.7	(3)-30235req,#	FSS-Montgomery
ARIZONA					
(1)Buckeye	L-BVOR-DTV	BXK	1106;V;243.0,255.4,120.7,272.7	(3)-30235,#	DME FSS-Phoenix
(1)Casa Grande	M-BVOR-DTV	CZG	1148;V;120.7,243.0,255.4,272.7	(3)-3023.5, #	FSS-Phoenix
Chandler (A)	HW	CHD	356		
Cochise	SMRAWZ	CC	272		63 A 165 N 260 A 323 N
(3) "	L-VORW	CIE	110.4		DME
(1)Douglas	M-BVOR-DTVBJ	DUG	112.6;V;243.0, 255. 4; 379 ;120.7, 272.7	(3), #	
(3)Drake	L-VORW	DRK	110.4		
Ft. Hauchuca-Libby AAF	HW	FHU	410		
Gila Bend	CM			122.5	
	SBRAZ-DTV	GN	257;V;243.0, 255.4 120.7, 272.7	(3)-30235,req,#	67 N 166 A 262 N 346 A
ARIZONA					
(1)Gila Bend	H-BVOR	GBN	116.6		
Luke (A)	HW	LUF	219		
(3)Peach Springs	M-VORTACW	PGS	117.0		
Phoenix	SBMRAZ-DTV	PX	326;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	81 A 154 N 261 A 346 N
(1) "	H-BVORTAC	PHX	115.6	243.0	DME
" Sky Harbor	AC(g)		278§18.1,118.7,120.2,126.18,257.8,348.6,353§	(2), #	
" Mun	Center		119.80, 124.50, 125.40, 126.60, # 127.10, 127.20, 128.70, 132.10, 132.45, 132.70, 132.80, 133.85, 134.35, 134.65, 243.0, 250 2, 269.0, 269.6, 271.2, 275.1, 279.6, 281.5, 283.7, 285.4, 290.3, 300.7, 301.4, 307.0, 317.7, 319.2		
Prescott	SBRAZ-DTV	PC	347;V;255.4, 120.7 243.0,272.7	(3)-30235,req,#	78 A 142 N 241 A 322 N
(1) "	H-BVORTAC	PRC	114.1		
(1)St. Johns	M-BVORTAC-DTV	SJN	112.3;V;120.7,243.0,255.4,272.7	(3)-30235prior req,#	FSS-Zuni,NMex
(3)San Simon	M-VORW	SSO	115.4		
(3)Tuba City	H-VORW	TBC	113.5		
Tucson	SBRAZ-DTV	TU	338;V;255.4, 243.0 120.7 ,272.7	(3), #	63 A 123 N 262 A 324 N
(1) "	H-BVORTAC	TUS	117.1		DME
" Mun	C(g)		371;118.3,243.0,257.8,348.6	(2), #	
Winslow	SBRAZ-DTV	IW	266;V;255.4, 243.0 120.7,	(3)-3023.5 req, #	63 A 160 N 255 A 340 N
(1) "	L-BVORTAC	INW	1100		DME
Yuma	SBMRAZ-DTV	YU	230;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	77 N 166 A 252 N 346 A
(1) "	H-BVOR	YUM	116.8		
" MCAAS	MHW	NYL	344		
" " "	CM		290 ; 119.1, 126.2, , 243.0, 382§,340.2,360.2	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	M-BVOR-DTV	ELD	108.2 ;V;255.4, 243.0, 120.7 ,272.7	(3)-30235, req,#	DME
(1)Fayetteville	M-BVOR-DTV	FYV	114.9;V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FYV	215		
(1)Flippin	H-BVOR-DTV	FLP	115.1;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5req,#	
(1)Ft. Smith	M-BVORTAC-DTV	FSM	113.1;V;120.7,243.0,255.4,272.7	(3)-3023.5,#	
"	BMH	FSM	311		
"	HW	FOI	221		
" Mun	AC(g)		269;118.3,126.2,257.8,243.0,348.6	(2), #	
" "	UHF/DF		Gds: 243.0, 305.4		
Little Rock	SBRAZ-DTV	LT	353;V;243.0, 255.4, 120.7 ,272.7	(3), #	38 A 108 N 209 A 313 N
(1) "	H-BVORTAC	LIT	113.9		DME
" Adams Fld	AC(g)		335;126.2 , 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	M-BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7 ,272.7	(3)-30235,req,#	DME
"	BMH	PBF	391		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, ,120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1)Alhambra	L-BVOR-DTV	ALH	110.8;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
Almaden	L-VOR	AMN	111.8		
(1)Alturas	M-BVOR-DTV	AAT	112.4;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
Anaheim	L-VOR	ANA	111.4		
(1)Antelope Valley	M-BVOR-DTV	AVE	115.9;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
(1)Arcata	M-BVOR-DTV	ACV	116.4;V;120.7,243.0,255.4,272.7	(3)-30235,req,#	
Arcata-Eureka	HW	ACV	284		
Arcata-Eureka	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Arcata-Eureka	MRLW	EKA	212		60 A 114 N 240 A 294 N
Auburn	L-VOR	AUN	111.2		
Avalon	L-VOR	AVX	108.8		
Bakersfield	L-VOR	BFL	108.6		
Barstow	L-VOR	BAR	108.2		
Beale AFB	L-VOR	BAB	108.6		
Beale AFB	HW	BAB	263		
Beale AFB	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Bishop	L-VOR	BIH	108.6		
Blythe	L-VOR	BLH	108.6		
Brawley	L-VOR	BWC	108.6		
Burbank	L-VOR	BUR	108.6		
Camarillo	L-VOR	CMA	108.6		
Carlsbad	L-VOR	CRQ	108.6		
Chico	L-VOR	CIC	108.6		
Chico	HW	CIC	263		
Chico	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Concord	L-VOR	CCR	108.6		
Corona	L-VOR	CRQ	108.6		
Crescent City	L-VOR	CEC	108.6		
Daggett	L-VOR	DAG	108.6		
Edwards AFB	L-VOR	EDW	108.6		
El Centro	L-VOR	IPL	108.6		
Fallbrook	L-VOR	FBK	108.6		
Fresno	L-VOR	FAT	108.6		
Fresno	HW	FAT	263		
Fresno	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Gaviota	L-VOR	GVO	108.6		
Hamilton	L-VOR	HAO	108.6		
Hanford	L-VOR	HNF	108.6		
Hayward	L-VOR	HWD	108.6		
Hayward	HW	HWD	263		
Hayward	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Hemet	L-VOR	HEC	108.6		
Imperial	L-VOR	IPL	108.6		
Inyokern	L-VOR	IYK	108.6		
Kingman	L-VOR	IGM	108.6		
Lake Tahoe	L-VOR	TVL	108.6		
Lancaster	L-VOR	LAX	108.6		
Lemoore	L-VOR	LEM	108.6		
Lemoore	HW	LEM	263		
Lemoore	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Livermore	L-VOR	LVR	108.6		
Lompoc	L-VOR	LPC	108.6		
Los Angeles	L-VOR	LAX	108.6		
Los Banos	L-VOR	LBN	108.6		
Madera	L-VOR	MAE	108.6		
Mammoth Lakes	L-VOR	MMH	108.6		
Marysville	L-VOR	MYV	108.6		
Merced	L-VOR	MER	108.6		
Merced	HW	MER	263		
Merced	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Modesto	L-VOR	MOD	108.6		
Monterey	L-VOR	MRY	108.6		
Mount Shasta	L-VOR	MHS	108.6		
Mount Shasta	HW	MHS	263		
Mount Shasta	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Mount Wilson	L-VOR	MWO	108.6		
Napa	L-VOR	APC	108.6		
Needles	L-VOR	EED	108.6		
Oakland	L-VOR	OAK	108.6		
Oakland	HW	OAK	263		
Oakland	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Ontario	L-VOR	ONT	108.6		
Oxnard	L-VOR	OXR	108.6		
Palm Springs	L-VOR	PSP	108.6		
Paso Robles	L-VOR	PRB	108.6		
Pasadena	L-VOR	PAS	108.6		
Petaluma	L-VOR	PTA	108.6		
Point Arguello	L-VOR	PLC	108.6		
Point Mugu	L-VOR	NTD	108.6		
Point Mugu	HW	NTD	263		
Point Mugu	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Porterville	L-VOR	PTV	108.6		
Red Bluff	L-VOR	RBL	108.6		
Redding	L-VOR	RDD	108.6		
Redding	HW	RDD	263		
Redding	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Riverside	L-VOR	RIV	108.6		
Sacramento	L-VOR	SAC	108.6		
Sacramento	HW	SAC	263		
Sacramento	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Salinas	L-VOR	SNS	108.6		
San Bernardino	L-VOR	SBD	108.6		
San Clemente	L-VOR	SNA	108.6		
San Diego	L-VOR	SAN	108.6		
San Diego	HW	SAN	263		
San Diego	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
San Francisco	L-VOR	SFO	108.6		
San Francisco	HW	SFO	263		
San Francisco	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
San Jose	L-VOR	SJC	108.6		
San Jose	HW	SJC	263		
San Jose	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
San Luis Obispo	L-VOR	SLO	108.6		
Santa Ana	L-VOR	SNA	108.6		
Santa Barbara	L-VOR	SBA	108.6		
Santa Maria	L-VOR	SMX	108.6		
Santa Monica	L-VOR	SMO	108.6		
Santa Rosa	L-VOR	STS	108.6		
Santa Rosa	HW	STS	263		
Santa Rosa	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Stockton	L-VOR	SCK	108.6		
Stockton	HW	SCK	263		
Stockton	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Sunnyvale	L-VOR	SVY	108.6		
Susanville	L-VOR	SVE	108.6		
Thermal	L-VOR	TRM	108.6		
Thermal	HW	TRM	263		
Thermal	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Tracy	L-VOR	TCY	108.6		
Travis AFB	L-VOR	SUU	108.6		
Travis AFB	HW	SUU	263		
Travis AFB	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Truckee	L-VOR	TRK	108.6		
Ukiah	L-VOR	UKI	108.6		
Vandenberg AFB	L-VOR	VBG	108.6		
Vandenberg AFB	HW	VBG	263		
Vandenberg AFB	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Victorville	L-VOR	VCV	108.6		
Visalia	L-VOR	VIS	108.6		
Visalia	HW	VIS	263		
Visalia	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Watsonville	L-VOR	WVL	108.6		
Woodland	L-VOR	WWR	108.6		
Yosemite	L-VOR	YNP	108.6		
Yuba City	L-VOR	YUB	108.6		
Yuba City	HW	YUB	263		
Yuba City	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
COLORADO					
Akron	L-VOR	AKO	108.6		
Alamosa	L-VOR	ALS	108.6		
Alamosa	HW	ALS	263		
Alamosa	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Aspen	L-VOR	ASE	108.6		
Aspen	HW	ASE	263		
Aspen	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Boulder	L-VOR	BOU	108.6		
Buckley ANGB	L-VOR	BKF	108.6		
Buckley ANGB	HW	BKF	263		
Buckley ANGB	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Colorado Springs	L-VOR	COS	108.6		
Colorado Springs	HW	COS	263		
Colorado Springs	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Cortez	L-VOR	CEZ	108.6		
Cortez	HW	CEZ	263		
Cortez	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Craig	L-VOR	CIG	108.6		
Craig	HW	CIG	263		
Craig	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Denver	L-VOR	DEN	108.6		
Denver	HW	DEN	263		
Denver	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Durango	L-VOR	DRO	108.6		
Durango	HW	DRO	263		
Durango	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Eagle	L-VOR	EGE	108.6		
Eagle	HW	EGE	263		
Eagle	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Flagler	L-VOR	FLA	108.6		
Fort Collins	L-VOR	FNL	108.6		
Fort Collins	HW	FNL	263		
Fort Collins	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Fort Morgan	L-VOR	FMN	108.6		
Fort Morgan	HW	FMN	263		
Fort Morgan	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Grand Junction	L-VOR	GJT	108.6		
Grand Junction	HW	GJT	263		
Grand Junction	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Greeley	L-VOR	GXY	108.6		
Gunnison	L-VOR	GUC	108.6		
Gunnison	HW	GUC	263		
Gunnison	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Hayden	L-VOR	HDN	108.6		
Hayden	HW	HDN	263		
Hayden	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Holly	L-VOR	HLY	108.6		
Holly	HW	HLY	263		
Holly	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Kit Carson	L-VOR	KIT	108.6		
Kit Carson	HW	KIT	263		
Kit Carson	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
La Junta	L-VOR	LHX	108.6		
La Junta	HW	LHX	263		
La Junta	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Lamar	L-VOR	LAA	108.6		
Lamar	HW	LAA	263		
Lamar	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Leadville	L-VOR	LXV	108.6		
Leadville	HW	LXV	263		
Leadville	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Limon	L-VOR	LIC	108.6		
Limon	HW	LIC	263		
Limon	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Meeker	L-VOR	MKS	108.6		
Meeker	HW	MKS	263		
Meeker	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Pueblo	L-VOR	PUB	108.6		
Pueblo	HW	PUB	263		
Pueblo	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Rangely	L-VOR	RNG	108.6		
Rangely	HW	RNG	263		
Rangely	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Rifle	L-VOR	RIL	108.6		
Rifle	HW	RIL	263		
Rifle	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Salida	L-VOR	SLT	108.6		
Salida	HW	SLT	263		
Salida	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Springfield	L-VOR	SPD	108.6		
Springfield	HW	SPD	263		
Springfield	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Steamboat Springs	L-VOR	SBS	108.6		
Steamboat Springs	HW	SBS	263		
Steamboat Springs	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Sterling	L-VOR	STK	108.6		
Sterling	HW	STK	263		
Sterling	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Trinidad	L-VOR	TAD	108.6		
Trinidad	HW	TAD	263		
Trinidad	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Walden	L-VOR	WLD	108.6		
Walden	HW	WLD	263		
Walden	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Walsenburg	L-VOR	WSB	108.6		
Walsenburg	HW	WSB	263		
Walsenburg	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Wray	L-VOR	AY	108.6		
Wray	HW	AY	263		
Wray	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl
Yuma	L-VOR	YUM	108.6		
Yuma	HW	YUM	263		
Yuma	CM		121.9, 126.3, 1254 /1225,2344,2410,2482,2416		Apch ctl avbl

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TX	329;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	69 A 163 N 240 A 343 N
(1) "	H-BVORTAC	TXK	117.1		DME
Turrell (N)	MHW	NQ3	242		
(1) Walnut Ridge	M-BVOR-DTV	ARG	112.8V1207.2430.2554.272.7	(3)-3023.5 req, #	DME
CALIFORNIA					
(1) Agnew FSS-Oakland	M-BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3)-30235 req #	
Arcata	SBMH-DTV	CV	233;V1207.2430.2554.2727	(3)-30235 req, #	
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(1) Avenal	M-BVOR-DTV	AVE	117.8V2430.2554.1207.272.7	(3), #	FSS-Bakersfield
Bakersfield	SBMRAZ-DTV	BC	239;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 231 A 321 N
(1) "	H-BVORTAC	BFL	115.4		
" Meadows Fld.	AC(g) 278	118.1	126.2 243.0 257.8 1237.2696.3486	(2), #	
(3) Big Sur	M-VORW	BSF	114.0		
Blythe	SBMRAZ-DTV	BH	251;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	88 N 165 A 258 N 345 A
(1) "	H-BVOR	BLH	117.4		DME
Burbank FSS-Los Angeles	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.2, 243.0, 257.8, 360.6, 118.4, 348.6	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 120.1, 120.9, 122.5, 122.7, 126.7, 126.2, 135.9		
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	MHW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino Mun	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	Prior req.
Coronado (N)	HW	NZ8	206		
(1) Crescent City	L-BVOR-DTVBJ	CEC	109.0;V;243.0, 255.4; 272.7 120.7, 272.7	(3)-30235 req, #	
Daggett	SBRAZ-DTV	DG	365;V;243.0, 255.4, 1207, 272.7	(3), #	64 A 149 N 256 A 321 N
(3) "	H-VORTACW	DAG	113.2		
Dixon (A)	HW	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	M-VORW	EDW	116.4		
El Centro FSS-Imperial	SBMRLZ-DTV	EC	212;V;243.0, 255.4, 120.7 272.7	(3)-30235 req, #	68 A 165 N 248 A 345 N
(1) El Centro	M-BVORTAC	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	30 A 149 N 210 A 329 N
Farallon Island	HW	F	314		
(1) Fillmore	M-BVORTAC-DTV	FIM	112.5V1207.2430.2554	(3), #	FSS-Los Angeles
Ft. Jones FSS-Montague	SBRAZ-DTV	FS	224;V;243.0, 255.4, 120.7 , 272.7	(3), #	61 A 160 N 241 A 321 N
(1) Ft. Jones	M-VORW	FJS	114.3		
(1) Fortuna FSS-Arcata	M-BVOR-DTV	FOT	114.0;V;255.4 , 120.7 272.7, 243.0	(3)-30235 req, #	DME
Fremont	MHW	FRX	388		
(1) Friant	M-VORW	FRA	115.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Fresno	SBRAZ-DTV	FN	344;V;255.4, 120.7 272.7	(3), #	175 A 135 N 255 A 315 N
1) "	H-BVOR	FAT	112.9		DME
" Air Term	AC(g) 258	118.7	126.18, 243.0, 121.1, 257.8, 348.6, 317.7	(2), #	
Fullerton Mun	C(g.7)		212;119.1, 243.0, 257.8, 348.6	#, 122.5	(0700-2300)
1) Gaviota	M-BVOR-DTV	GVO	112.3V1207.2430.2554.2727	(3), #	FSS-Santa Barbara
Glendale	MHW	GCE	341		
3) Goffs	M-VORW	GFS	114.4		
1) Gorman	M-BVORTAC-DTV	GMN	116.1V2430.2554.1207.272.7	(3), #	FSS-Bakersfield
Hawthorne Mun	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
" Mun	C 219	118.9	126.2 137.88, 236.6, 2430, 295.4	(2), #	
3) Hector	H-VORTACW	HEC	112.7		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
(1) "	M-BVOR-DTV	JDI	114.0V1207.2430.2554.2727	(3)-30235 req, #	FSS-San Diego
(1) Lake Hughes	L-VORW	LHS	108.4		
(1) Linden	M-BVORTAC-DTV	LIN	115.5V2430.2554.1207.2727	(3)-30235 req, #	FSS-Stockton
Lompoc-Vandenburg (A)	HW	VBG	524		
Long Beach, FSS-Los Angeles	SBMRLZ-DTV	LB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	M-BVORTAC	LGB	115.7		DME
" Intl	AC(g)		242;119.5, 120.5, 126.2, 119.8, 243.0, 257.8, 348.6, 379.1, 336.2	(1), 122.6, #	
"	VHF/DF		Gds: 118.9, 119.3, 119.5, 122.1, 120.5, 121.1, 122.5, 126.2, 143.64, 122.6, 122.7		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4 120.7	(3), #	
			Trans wea bcst 332		
(1) "	H-BVOR	LAX	113.6		DME
" Intl	AC(g.7)		278;124.8, 118.9, 119.3, 1237, 121.1, 2430, 188, 324.7, 2630, 291.6, 3486, 2690, 3070	(1), #, 122.7	
" Center			119.4, 1239.0, 125.8, 125.9, 126.40, # IFF BCN 126.60, 127.00, 127.15, 127.30, 127.40, 127.75, 127.90, 128.20, 128.30, 128.40, 128.60, 132.10, 132.30, 132.50, 132.95, 133.40, 133.55, 133.80, 134.20, 134.40, 134.55, 134.75, 134.95, 243.0, 269.4, 275.1, 278.3, 281.4, 283.7, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 318.2, 323.2, 323.8, 340.6, 352.0, 353.5, 353.9, 354.1, 360.7, 362.3, 379.2, 380.1, 381.6, 385.6		
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr) VHF/DF		Gds: 1189, 1193, 1195, 1203, 121.1, 122.1, 122.5, 122.7, 1248, 126.18, 1359		
(1) Los Banos	L-VORW	LSN	109.2		
Marysville	TVBJ		305V2430.255.4.1207.272.7	(3), #	
(1) Maxwell	L-BVORTAC-DTV	MXW	112.5V1207.2430.2554.2727	(3), #	FSS-Marysville
Merced, Castle AFB	MRAWZ	CSL	409		33 A 123 N 213 A 303 N
" "	M-VORW	MER	114.2		
" "	CM		1189	122.5	
Montague	BH-DTV	SIY	388 V2430.2554.1207.272.7	(3), #	
Monterey NAAS	MHZ	NSU	356		Cont excp VFR on req
" Peninsula	CM		356;119.9	(1), #	(Apch ctl avbl 0800-2400
Mountain View, Moffett NAS	SMRLZ	NUQ	201		21 A 111 N 201 A 291 N
" " "	CM		278;121.3	(2), #	
" Los Gatos	HW	NU	284		
(1) Napa	M-BVORTAC-DTXV	APC	110.8V1207.2430.2554	(3)-30235 req, #	FSS Oakland
Needles	BMRLZ-DTV	ED	269;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 168 A 258 N 348 A
(1) "	M-BVORTAC	EED	117.3		DME
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OK	362;V;243.0, 255.4, 120.7 Trans wea best 362 kc	(3)-30235 req,#	20 A 124 N 200 A 304 N
(1) "	H-BVORTAC	OAK	116.8		DME
Metropolitan Oakland Intl	AC(g.7)		341 118.1 118.3 119.3 123.9, 126.2, 125.3 250.4 257.8 269.2 274.3 305.4 379.1 323.2	(1), #, 122.6	
"	Center		120.0 120.4 120.1 120.0 124.9 125.15, 125.70, 125.90, 127.20, 127.40, 127.45, 127.50 127.70 127.80, 128.00, 128.15, 128.40, 128.50, 132.65, 132.60, 132.80, 133.00 133.30, 133.35, 133.50, 133.75, 133.90, 134.60, 134.85, 243.0, 250.2, 269.0, 271.2, 281.4 281.5 285.4 285.5 290.4, 290.8, 291.6, 291.7, 300.7, 301.4, 313.4, 317.5, 319.9, 322.5, 326.2, 335.6, 343.8, 350.2, 353.8, 355.8, 360.8, 363.0 378.8 379.2, 380.3, 385.4		
"	VHF/DF (ctr)		Gds: 119.2, 119.7, 120.4, 121.2, 123.8, 124.2, 124.6, 125.8, 125.9, 126.4, 126.5		
"	VHF/DF		Gds: 118.1, 118.3, 119.3 120.3, 122.1, 122.5, 123.9, 122.6, 126.2, 126.7		
"	UHF/DF		Gds: 243.0 250.4 257.8 269.2 274.3 305.4		
Oceanside	HW	OCN	323		
(1) "	H-BVORTAC-DTV	OCN	H5.3V243.0 255.4 120.7 272.7	(3)-30235 req,#	FSS- San Deigo
(1)Ontario	M-BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7 272.7	(3), #	DME
" Intl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Oxnard	L-VORW	OXR	108.2		
" Venutra Co.	AC(g)		275 118.5 124.7 243.0 257.8 319.2 348.6	#, 122.5	
" AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PL	317;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 req,#	43 A 101 N 216 A 287 N
(1) "	H-BVOR	PMD	112.2		
" AF Plant 42	AC(g)		307.2 118.3 120.5 126.2 243.0 257.8 348.6	122.5, #	Official Business Only
(1)Paso Robles	M-BVOR-DTV	PRB	114.3;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req,#	DME
Pt. Mugu NAS	HW	NTD	224; 391; 118.5, 126.18	(2)	
(1)Point Reyes	M-VORW	PYE	113.7		DME
(3)Priest	L-VORW	ROM	110.0		
Red Bluff	SBRAZ-DTV	RL	338;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	61 A 144 N 241 A 324 N
(1) "	M-BVORTAC	RBL	115.7		DME
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
(3)Rice	H-VORTACW	RCE	117.7		
Richmond (A)	MHWZ	NMN	265		
Riverside (S)	L-VORW	RAL	111.4		Unmonitored
Riverside FSS -Ontario	SBMRAZ-DTV	RV	388;V;243.0, 255.4, 120.7, 272.7	(3), #	76 A 144 N 256 A 314 N
" March (A)	M-VOR	RIV	113.4		
Sacramento	SBMRAZ-DTV	SO	236;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	18 A 115 N 202 A 295 N
(1) "	H-BVORTAC	SAC	115.2		DME
" Mun	C(g)		260; 119.5, 126.18, 243.0, 257.8, 263.0	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	M-BVORTAC-DTV	SNS	117.3 V 207, 243.0, 255.4, 272.7	(3)-30235 prior req,#	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	L-VOR	SAN	111.8		
"	H-BVORDTV	DEG	114.5 V 207, 243.0, 255.4, 272.7	(3)-30235 req,#	
	C(g)		278 118.3, 126.2, 257.8, 348.6, 243.0	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	MHZ	NKX	353		
" " Mt. Woodson	MHW	NKI	239		
San Francisco " Intl	AC(g)		379 118.5 124.8, 120.5, 120.9, 126.2, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 121.4	(1), #, 122.7	
"	L-VOR	SFO	111.8		
"	CONSOLAN	SFI	192		
"	VHF/DF		Gds: 118.5 124.8 120.5 120.9 122.7 126.2 req: 120.1 120.3 122.1 126.7 135.9		
San Francisco Gap	MHWZ	SFG	332		
(1)San Jose	L-VOR	SJC	108.2		
" " Mun	C(g.7)		227; 119.5, 243.0, 363.1	(2), #	
" " "	VHF/DF		Gds: 120.1 121.3 123.7 122.5 132.3 136.8 (req 100-155)		
" " "	UHF/DF		Gds: 120.1 121.3 123.7 122.5 132.3 136.8 (req 225.0-399.9)		
(1)San Luis Obispo	M-BVORTAC-DTV	SBP	112.4 V 207, 243.0 255.4 272.7	(3)-30235 req,#	FSS-Paso Robles
San Nicholas (N)	MHW	NSI	203		
SanRafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	C(g.7)		290; 121.3, 243.0, 257.8, 348.6	#, 122.5	(0600-2400)
Santa Ana, El Toro MCAS	H	NZJ	410 142.74, 243.0	(1), #	
" " "	M-VOR	NZJ	117.8		
[redacted]					
(1)Santa Barbara	H-BVORTAC	SBA	114.3 V 243.0 255.4 120.7 272.7	(3), #	DME
(1)Santa Catalina	L-BVOR-DTV	SXC	111.6 V 243.0 255.4 120.7	(3), #	FSS-Los Angeles
Santa Maria (A)	HW	CKF	322		
Santa Monica (P)	L-VORW	SMO	110.8		
" " Mun	C(g)		201 120.3, 126.2, 243.0, 257.8	(1), #, 122.6	(0700-2300)
(1) Sausalito	L-BVORTAC-DIXV	SAU	110.4 V 243.0 254.1 207	(3)-30235 req,#	FSS-Oakland
Stockton	BMRLZ-DTV	SK	212 V 243.0 255.4 120.7, 272.7	(3)-30235 req,#	65 A 147 N
(1) "	H-BVORTAC	SCK	116.0		245 A 327 N
" Mun	C(g)		299 118.7, 126.2 243.0, 257.8, 348.6	(2), #	
(1)Thermal	M-BVORTAC-DTV	TRM	116.7; V; 243.0, 255.4, 120.7, 272.7	(3), #	DME
Torrance Mun	CI		221; 118.1	(2), #	10-sunset wkdays 09- Sat, Sun, holidays
(3)Twenty Nine Palms	M-VORTACW	TNP	114.2		
(1)Ukiah	M-BVOR-TVBJ	UKI	112.3; V; 243.0, 255.4; 120.7, 278, 272.7	(3), #	DME
Van Nuys	C(g.7)		281 120.1, 126.2, 243.0, 258.8, 275.8	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 275.8		
Victorville, Geo. AFB	HW	VCV	376		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
(1)Williams	M-BVORTAC-DTV	ILA	114.4 V 243.0 255.4 120.7 272.7	(3), #	FSS-Marysville
(1)Woodside	L-BVOR-DIXV	OSI	111.4 V 243.0 255.4 120.7	(3)-30235 req,#	DME FSS Oakland
COLORADO					
Akron	SBMRAZ-DTV	AK	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	64 A 154 N 230 A 334 N
(1) "	M-BVOR	AKO	114.4		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Alamosa	H-BVOR-DTV	ALS	113.9V1207,2430,2554,2727	(3)-30235,req #	FSS-Trinidad
Aurora	HW	AUR	281		
Colorado Springs	MHW	COS	407		
(1) " "	L-BVORTAC	COS	112.5	122.1	FSS-Pueblo
"Peterson Fld	AC(g.7)		215,1185,1199,1202,1262,2430,2578,2743,3486,2751,3631 (2), #		
" "	VHF/DF		Gds: 1185,1199,1202,1221,1225,1259,126.2,1266,1267		
Denver	SBMRAZ-DTXV	DN	379V1207,2430,2554,2727 Trans wea bcst 379	(3)-30235,req,#	59 N 168 A 239 N 335 A
(1) "	M-BVORTAC	DEN	116.3		DME
" Stapleton Airfld	AC(g)		118.3,1195,1248,1205, 126.18,13788,2430, 2578,,307.0343.6,348.6, 363.8	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	VHF/DF		Gds: 118.1 118.3 119.3 1195,120.5 120.9,122.1,126.18,135.9137.88		
(1)Dove Creek	M-BVORTAC-DTV	DVC	114.4V2430,2554,1207,272.7	(3)-30235,req	FSS-Farmington,NM
Durango (P)	L-VOR	DRO	108.2	122.1 Voice avail 0500-2200,	
Eagle	TVBJ	EGE	V;243.0, 255.4;391; 120.7	(3)-30235req, #	
Ellicott	MHW	ELL	347		
Garden Ranch	MHW	GDR	233		
(1)Gill	L-BVOR-DTV	GLL	108.8V2430,2554,1207,272.7	(3)-30235,req	FSS-Denver
(1)Grand Junction	H-BVORTAC-DTVBJ	GJT	112.4;V;243.0, 255.4, 278;120.7, 272.7	(3)-3023.5,prior req., #	DME
(1)Gunnison	M-BVORTAC-DTV	GUC	114.9V2430,2554,1207,2727	(3)-30235,req	FSS Grand Jct
Hanover	MHW	HNR	356		
(1)Hugo	M-BVOR-DTV	HGO	108.4V2430,2554,1207,2727	(3)-30235,prior req, #	FSS-LaJunta
(1)Kiowa FSS-Denver	M-BVORTAC-DTV	IOC	114.2;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
(1)Kremmling FSS-Eagle	M-BVORTAC-DTVBJ	RLG	113.8;V;243.0, 255.4; 391;120.7	(3)-30235req,#	
(1)Lamar FSS-LaJunta	M-BVOR-DTV	LAA	112.8;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	DME
(1)Meeker	L-BVORTAC-DTV	EKR	111.8V1207,2430,2554	(3)-30235req,#	FSS-Eagle
Pueblo	SBRAZ-DTV	PB	302; V;243.0, 255.4 120.7,272.7	(3), #	80 A 165 N 260 A 330 N
(1) " Memorial	M-BVORTAC	PUB	116.7		
	AC(g)		396,119.1,126.2,2430,2578	(2), #	
(3)Thurman	M-VORW	TXC	112.9		
(1)Tobe	M-BVORTAC-DTV	TBE	113.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Trinidad
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,1207 272.7	(3)-30235,req,#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BP	400		52 A 136 N 232 A 316 N
(1) "	L-VOR	BDR	108.8		
" Mun	C(g)		203;120.9,2578,243.0	(2), #	
E.Hartford Rentchler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Groton	MHW	GON	245		
Hartford FSS	SBMRAZ-DTV	HD	329V2430,2554,1207,272.7	(3), #	64 A 143 N 244 A 323 N
(1) Windsor Locks	L-BVOR	HFD	114.9		
(3)New Haven (P)	L-VOR	HVN	111.2		
(1)Norwich	L-BVORTAC-DTV	ORW	109.8V;243.0,2554,1207	(3), #	DME FSS Providence,RI
(1)Putnam	M-BVORTAC-DTV	PUT	113.8;V;1207, ,255.4	(3), #	FSS-Worcester,Mass
(1)Wilton	M-BVOR-DTV	ILT	113.6;V;255.4, 120.7 2430	(3)-3023.5,#	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT			124.6,3232,3854		
Windsor Locks, Bradley Fld	AC(g)		284;119.5,124.2,126.2,263.0,2430, 3799	(3), #	
	UHF/DF		Gds: 243.0, 263.0, 275.8		
DELAWARE					
Dover AFB	HWZ	DOV	206		
(1)Kenton FSS Millville,NJ	H-BVORTAC-DTV	ENO	114.8V2430,2554,1207,272.7	(3), #	DME
New Castle	MRLWZ	ILG	350		19 A 109 N
(1) FSS-N.Phila,Pa	L-BVORTAC-DTV	EWT	112.4V1207,2430,2554,2727	(3), #	199 A 289 N
Wilmington, New Castle Co.	AC(g)		278,324.7,121.1, 126.2, 1208 243.0, 257.8, 305.4, 275.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DA	332;V:255.4, 120.7 272.7 Trans wea bcst 332 (Wash., D.C.)	(3), #	18 A 140 N 214 A 309 N
" Georgetown	MHW	GTN	323		
(1) "	L-VOR	DCA	112.3		
"National	AC(g)		278;118.1, 118.3, 119.1, 119.7, 126.5, 243.0, 121.7, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	VHF/DF(Chtr)		Gds: 119.7, 120.3, 120.5, 124.0, 124.4, 125.1, 132.3		
"	Center		119.4, 119.6, 120.2, 121.0 # 123.9, 124.0, 124.3, 124.4, 124.5, 124.7, 125.2, 125.8, 126.4, 2710, 128.6, 132.4, 133.0, 133.65, 133.85, 137.88, 2430, 269.2, 271.2, 279.6 283.4, 2854, 2855 290.3, 301.4, 3182, 323.8, 326.2, 3386, 3630, 378.8, 380.3, 382.2, 385.4, 385.6	Call Washington Center	
" " "	VHF/DF(twr)		Gds: 1181,1183,1191,1239,122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
(1) Biscayne Bay	M-BVOR-DTV	BSY	117.1V1207,2430,2554,2727	(3), #	FSS-Miami
Crestview	SBRAZ-DTV	CV	350;V;243.0, 255.4 120.7, 272.7	(3)-30235req,#	83 N 179 A 264 N 353 A
(1) "	H-BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.7, 135.9 (on req: 126.2 137.88, 1368, 134.1)		
"	UHF/DF		Gds: 243.0, 255.4, 2727, 3054. (Req: 363.8, 3014, 279.6, 3502, 2365, 3854)		
Cross City	SMRAWZ	CY	269		33 A 125 N 213 A 316 N
(1) "	M-BVOR-DTV	CTY	112.0V1207,2430,2554,2727	(3)-30235; #	FSS-Gainesville
Daytona Beach	SBMLZ-DTV	DB	284;V;243.0, 255.4 120.7, 272.7	(3), #	17 A 102 N 197 A 282 N
(1) "	M-BVOR	DAB	112.5		DME
" Mun	AC(g)		353;119.1, 126.2, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	201		
Fleming Island(N)	MHW	NI-3	359		
Ft. Lauderdale	MHW	FLL	242		
Broward Co Intl	C(g.7)		272 119,32430,257.8,3486	#, 122.5	
Ft. Myers	BH-DTV	FMY	34LV1207,2430,255.4,272.7	(3)-30235,req,#	
(1) "	M-BVOR	FMY	114.7		

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville	H-BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7,272.7	(3)-3023.5;#	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JX	344;V;243.0, 255.4 120.7,272.7	(3), #	91 N 193 A 270 N 339 A
(1) "	H-BVORTAC	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.2, 243.0, 257.8,2504,2692,3486,1248, 317.7	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	VHF/DF		Gds: 118.3, 119.3, 122.5, 126.2, 124.9		
" NAS	MHZ	NIP	323		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	M-VORW	NZC	117.4		
" " "	MHW	NZC	332		
" " "	CM		396		
" Mayport NS	MHW	NI-I	251		
" " "	CM		251		
Key West	SBRAZ-DTV	EW	332V1207,2430,2554,2727	(3), #	23 N 87 A 168 N 254 A
(1) "	M-BVOR	EYW	115.3		DME
" NAS	CM		350;187,1268,1322,2636,3052	(2), #	
(1)LaBelle	M-BVOR-DTV	LEL	112.9V1207,2430,2554,2727	(3)-30235req,#	FSS-Ft Myers
(1)Lakeland	H-BVOR-DTV	LAL	1160V2554,1207,2727	(3), #	FSS-Tampa
Marathon	HW	MTH	260		
(1)Marianna	H-BVOR-DTV	MAI	114.0;V;243.0, 255.4; ;120.7,	(3)-3023.5 req, #	FSS-Dothan, Ala.
Melbourne	SBRAZ-DTV	MLB	257;V; 255.4, 120.7 ,2430,2727	(3)-30235req,#	69 A 159 N 249 A 343 N
	CM		118.4,13788	#, 122.7	Apch ctl avbl
Miami	BH-DTV	MIA	365;V;243.0, 255.4, 120.7 ,272.7 Trans wea best 365 kc,	(3), #	
(1) "	H-BVORTAC	MIA	115.9		DME
" Intl	AC(g)		278;118.1, 118.3,119.7,1237, 121.6 3386 1239,2630 126.2,2430,250.2,257.8,348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.5, 120.9, 123.6,124.1,124.5, 124.7, 125.1, 125.8, 127.3, 127.9, 128.0, 128.2, 132.60, 132.95, 133.75, 134.35, 134.95, 243.0, 269.0, 269.6, 271.2, 275.1, 278.3, 281.4, 281.5, 283.7, 285.4, 285.5, 285.6, 291.6, 301.4, 311.8, 319.9, 340.6, 351.9, 355.8, 380.3	#	
"	VHF/DF(Twr)		Gds: 118.1,118.3,119.7,122.7,123.7,123.9,126.2		
" Tamiami	C(g,7)		209;121.1	122.6, #	(0600-2200)
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
(1)Ocala FSS-Gainesville	M-BVORTAC-DTV	OCF	112.8;V;120.7, 243.0, 255.4, 272.7	(3)-3023.5;#	
(1)Orlando	H-BVOR-DTV	ORL	112.2V1207,2430,2554,2727	(3)-30235req	DME
" Mun	AC(g)		278;187,126.2,2430,2908,2578,1194,3486	(2), #	
"McCoy AFB	MHW	MCO	245		
(1)Pahokee	M-BVORTAC DTV	PHK	112.4V1207,2554,272.7	(3), #	FSS-W.Palm Beach
Panama City, Tyndall AFB	MRAWZ	PM	275	(2)	41 A 131 N
" "	HW	AAN	227		221 A 311 N
" " "	M-VOR	PAM	112.4		
	CM		275;119.1	122.5, #	
Pensacola	SBRAZ-DTV	NU-	326;V;243.0, 255.4, 120.7,272.7	(3)-30235req,#	78 A 161 N 232 A 341 N
" Mun	C(g)		305 119.9,126.2,2430,2578,3486	(2), #	(0700-2300)
Pensacola NAS					
" Chevalier NAS	CM			(1)	
" Saufley NAAS	M-VORW	NUN	117.2		
" "	MHW	NUN			
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAAS	CM			(1)	
Perrine IFSS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
(1)St. Petersburg FSS-Tampa	H-BVORTAC-DTV	PIE	116.4;V;255.4, 120.7 272.7	(3), #	DME
St. Petersburg Clearwater Intl	C(g,7)		317;118.3,257.8,3486,2430	#, 122.7,	
Sanford NAS	BH	NRJ	296		
Sarasota (P)	MH	SRQ	323		
"Bradenton	C(g)		272;1201,257.8,2430,3486	#, 122.5,	(0700-2300)
Tallahassee	SBRAZ-DTV	TH	379;V;243.0, 255.4 120.7,272.7	(3)-30235req,#	10 A 117 N 190 A 267 N
(1) "	H-BVORTAC	TLH	117.5		DME
" Dale Mabry	AC(g)		281;118.7, 126.2, 257.8, 243.0, 348.6, 118.1, 3182	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7 272.7	(3), #	31 A 176 N, 236 A 316 N
" Intl	C(g)		278;119.9, 126.2 , 257.8, 348.6, 243.0	(2), #	
(1)Taylor	L-BVOR-DTV	TAY	1096V2430,2554,2727	(3)-30235req#	FSS-Voldesta,Ga.
Vero Beach	BMH-TV	VRB	209V1207,2430, 2554,2727	(3)-30235,req,#	
(1) "	H-BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PI	356;V;255.4,120.7 272.7	(3), #	90 A 177 N 270 A 357 N
(1) "	H-BVORTAC	PBI	115.5		DME
" Palm Beach Intl	AC(g)		278;119.1, 126.2, 257.8, 243.0, 348.6, 3182, 1180	(1), #, 122.7	
Wetappo (A)	MHW	WAP	385		
GEORGIA					
Albany	SBMRAZ-DTV	AJ	254;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,req,#	10 A 91 N 190 A 271 N
(1) "	M-BVOR	ABY	112.9		
Alma	SBRAZ-DTV	AG	242;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	48 A 140 N 228 A 325 N
(1) "	H-BVOR	AMG	115.1		DME
(1)Athens FSS-Anderson,S.C	L-BVORTAC-DTV	AHN	109.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	
Atlanta	SBRAZ-DTXV	AL	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	51 A 155 N 236 A 325 N
"	H-BVORTAC	ATL	117.6		DME
"	AC(g)		278;118.1, 119.1, 119.3, 125.7, 126.2, 243.0,1237 257.8,271.2,290.8,3382, 3436, 348.6,121.6	(1), #, 122.7	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g,7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: Req: 118, 119.1, 119.3, 122.7, 125.7, 126.2 122.1, 122.5, 126.7, 135.9, 123.7,		
"	Center		118.8, 118.9, 119.2, 119.4 # 120.3, 120.9, 121.2, 123.6, 125.0, 125.2, 125.5, 126.4, 126.5 127.00, 127.15, 127.95, 128.00, 128.60, 132.10, 132.20, 132.75, 132.90, 133.10, 133.35 133.60, 134.40, 134.55, 243.0, 250.2, 250.4, 269.6, 278.3, 281.4, 285.6, 290.3, 291.6, 300.7, 301.4, 307.9, 311.8, 312.6, 317.6, 319.9, 324.7, 326.2, 327.1, 335.6, 342.2, 343.8, 353.7, 353.8, 360.6, 360.7, 379.2		
" Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8, 348.6	(2), #	(0700-2300)
" Dekalb-Peachtree	C(g.7)		121.3,	121.5, 122.5	(0700-2300)
Augusta	SBRAZ-DTV	AS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	H-BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.2, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	382; V; 120.7, 243.0, 255.4, 272.7	(3)-302.5 req. #	
(1) "	L-BVOR	SSI	109.8		
" Glynco NAS	MRLZ	NZ	520	(1), 121.5, 142.74	60 A 143 N 240 A 323 N
" "	HW	NEA	275		
(1) Columbus	H-BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
"	SBMRLZ	CG	335		22 A 132 N 202 A 312 N
" Muskogee Co.	AC(g)		287; 125.3, 257.8	(2), #	
" Lawson AAF	MH	LSF	407		
Doles (A)	MHW	DLE	400		
Hinesville-Ft. Stewart	MHW	HIN	407		
(1) La Grange	M-BVOR-DTV	LGC	115.6; V; 243.0, 255.4; 120.7, 272.7	(3)-3023.5, req#	DME
Lost Mountain AFB	HW	LSM	314		
Macon	SBMRAZ-DTV	MN	353; V; 243.0, 255.4, 120.7, 272.7	(3)-302.5 req. #	24 A 146 N 204 A 324 N
(1) "	M-BVORTAC	MCN	114.2		DME
Mun (Cochran Fld)	AC(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2)-3023.5. #	
" "	VHF/DF		Gds: 118.3, 122.1, 122.5, 126.2, 126.7, 132.05, 135.9		
(1) McDonough	M-BVOR-DTV	MDU	113.6; V; 243.0, 255.4, 272.7	(3)-302.5 req. #	FSS-Atlanta
Marietta-Dobbins AFB	MHW	MGE	296		
(1) Moultrie	L-BVOR-DTV	MGR	108.8; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req. #	FSS-Valdosta
(1) Norcross FSS-Atlanta	M-BVORTAC-DTV	OCR	116.6; V; 243.0, 255.4 120.7, 272.7	(3)-302.5 req. #	
Ray City (A)	HW	RCG	260		3 A 93 N
Rome	SMRLWZ	RMG	388		183 A 273 N
(1) Royston-FSS Anderson, S.C.	M-BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7, 272.7	(3)-302.5 req. #	DME
Savannah	SBMRLZ-DTV	SV	263; V; 243.0, 255.4, 120.7	(3), #	52 A 142 N 232 A 322 N
(1) "	H-BVOR	SAV	112.7		
" Travis	C(g)		278; 191, 126.2, 257.8, 348.6	(2), #	
" (Chatham)	UHF/DF		Gds: 257.8, 305.4, 348.6		
(1) Toccoa	L-BVOR-DTV	TOC	109.8; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req. #	FSS-Anderson, S.C.
(1) Valdosta	L-BVOR-DTV	VLD	110.4; V; 243.0, 255.4, 272.7	(3)-3023.5 req. #	
" Moody AFB	HW	VAD	338		
(1) Vienna	L-BVORTAC-DTV	VNA	116.1; V; 120.7, 243.0, 255.4, 272.7	(3)-3023.5 req. #	FSS-Macon
IDAHO					
Boise	SBRAZ-DTV	BX	359; V; 243.0, 255.4, 120.7, 272.7 Trans wea bcst 359 kc	(3), #	26 A 121 N 206 A 290 N
(1) "	H-BVORTAC	BOI	113.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise Air Term.	AC(g.7)		278; 118.1, 126.2, 120.5, 305.4, 348.6, 269.4, 257.8	(2), #	
" "	UHF/DF		Gds: 243.0, 255.4, 257.8, 305.4, 348.6		
Burley	SBRAZ-DTV	BY	272; V; 243.0, 255.4, 120.7, 272.7	(3), #	6 A 93 N 186 A 271 N
(1) "	M-BVORTAC	BYI	114.1		
Dubois	SBRAZ-DTV	DS	388; V; 243.0, 255.4 120.7, 272.7	(3)-302.5 req. #	73 A 152 N 253 A 332 N
(1) "	H-BVOR	DBS	116.9		DME
Gooding	BH-DV	GNG	2[illegible] V; 255.4 120.7	(3), #	FSS-Burley
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7, 272.7	(3)-302.5 req. #	12 A 102 N 192 A 282 N
(3) McCall	M-VORW	MYL	116.5		
Malad City	SBRAZ-DTV	MD	332; V; 243.0, 255.4, 120.7	(3)-302.5 req. #	93 A 148 N 270 A 331 N
(1) "	H-BVORTAC	MLD	117.4		
Mtn Home AFB	HWZ	MUO	335		
" " "	CM			122.5	
Mullan Pass	BMRLZ-DTV	MA	206; V; 243.0, 255.4, 120.7	(3)-302.5 #	#.5 A 95 N 185 A 275 N
(1) "	H-BVOR	MLP	116.3		DME
Pocatello	BMRLZ-DTV	PH	257; V; 243.0, 255.4, 120.7, 272.7	(3), #	56 A 146 N 236 A 326 N
(1) "	M-BVOR	PIH	114.4		DME
" Mun	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(1) Twin Falls	M-BVOR	TWF	115.8		Ctld-Burley
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BD	407	#	50 A 144 N 230 A 324 N
" "	L-VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(3) Bible Grove	L-VORW	BIB	109.0		
(1) Bradford	M-BVOR	BDF	114.7 (122.1 ctld Peoria CS/T)		DME
(3) Centralia	M-VORW	ENL	108.8		
(1) Champaign	L-BVORTAC-DTV	CMI	110.0, 122.2, 243.0, 126.7, 255.4, 272.7 #, 122.1		
" University of Ill.	C(g)		233; 118.9, 119.8, 257.8, 243.0 #, 122.5		
Chicago FSS-Joliet	SBRAZ-DTV	MDW	350; V; 120.7, 243.0, 255.4, 272.7 Trans wea bcst MDW 350 kc.	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C(g)		206, 121.3, 257.8, 243.0	(2), #	(0600-2200)
" Midway	AC(g.7)		278; 118.4, 118.7, 119.5, 119.9, 123.7, 126.2, 243.0, 257.8	(1), #, 122.7	311.8, 119.2
" "	VHF/DF (twr)		Gds: 118.4, 118.7, 119.5, 122.7, 123.7, 126.2, 119.9 (req 121.3, 126.7, 135.9, 126.5)		
"	Center		118.2, 119.4, 119.7, 120.2, # 120.5, 120.6, 120.9, 121.2, 123.6, 124.0, 124.2, 124.5, 124.6, 124.7, 125.1, 126.5, 132.60, 132.85, 133.70, 133.90, 243.0, 250.2, 285.5, 285.6, 290.8, 300.7, 301.4, 306.3, 307.2, 311.8, 317.6, 318.2, 323.2, 340.6, 353.5, 353.8, 354.1, 360.8, 362.3, 378.8, 379.1, 382.2		
" O'Hare Intl	AC(g)		332; 116.1, 119.0, 125.4, 125.7, 126.2, 126.9, 236.6, 1250 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	L-VORTAC	ORD	111.6		
" "	VHF/DF		Gds: 118.1, 119.0, 122.6, 124.5, 125.7, 126.2, (req 122.1, 126.7, 135.9		
	UHF/DF		Gds: 236.6, 305.4		

- 135.9 mc transmitted. # - Guards same VHF and UHF [illegible] (except 122.2, 120.7 mc. (1) - 3023.5 [illegible] (2) - [illegible]

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights FSS-Joliet	M-BVOR TAC-DTV	CGT	114.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Cordova FSS-Moline	M-BVOR-DTV	CVA	113.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(3)Danville	L-VORW	DNV	111.0		
(1)Decatur	L-BVOR-DTV	DEC	108.4V1207,2430,2554,2727	(3), #	FSS-Springfield
Effingham	MRLWZ	EFF	272		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JT	257V1207,2430,2554,2727 Trans wea bcst 257 kc.	(3), #	30 A 90 N 210 A 270 N
(1) "	M-BVORTAC	JOT	112.3		
"	VHF/DF		Gds: 121.3,122.5,122.7,126.2,126.7,135.9; req 100-160		
Moline	SBMRAZ-DTV	MI	224V1207,2430,2554,272.7	(3), #	85 A 174 N 265 A 354 N
(1) "	M-BVORTAC	MLI	112.8		
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville FSS-Joliet	M-BVOR-DTV	API	116.2;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Northbrook	H-BVORTAC-DTV	OBK	113.0V1207,2430,2554,2727	(3), #	FSS-Joliet
Peoria	SBMRAZ-DTV	PA	356;V;243.0, 255.4, 120.7, 272.7	(3), #	89 N 182 A 254 N 358 A
(1) "	M-BVORTAC	PIA	115.2		
" Greater Peoria	AC(g)		278;119,126.2,257.8,348.6	(2), #	
"	UHF/DF		Gds: 257.8,255.4,272.7,243.0; req: 305.4,353.5,285.6		
(1)Peotone	M-BVORTAC-DTV	EON	116.5V1207,2430,2554,272.7	(3), #	FSS-Joliet
(1)Polo	M-BVORTAC-DTV	PLL	113.8V2430,2554,1207,272.7	(3)-3023.5req,#	FSS-Rockford
(1)Pontiac FSS-Peoria	L-BVOR-DTV	PNT	109.6V2430,2554,1207,2727	(3), #	DME
(1)Quincy	M-BVORTAC-DIV	UIN	115.6V1207,2430,2554,272.7	(3)-3023.5,req,#	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	M-VORW	RAN	117.2		
(3)Roberts	M-VORTACW	RBS	116.8		
Rockford	MHW	RKF	275		
(1) "	L-BVORTAC-DIV	RFD	110.8V2430,2554,1207,2727	(3)-3023.5,req,#	DME
"Grtr.Rockford	AC(g)		362;118.3, 243.0, 257.8	#,122.5,2578	
(3)Samsville	M-VORW	SAM	113.6		
Springfield	SBMRAZ-DTV	SI	323;V;243.0, 255.4, 120.7, 272.7	(3), #	30 A 150 N 210 A 330 N
(1) "	M-BVOR	SPI	112.7		DME
" Capital	AC(g)		239;121.3,257.8,305.4,348.6	(2), #	
"	UHF/DF			243.0,305.4	
(1)Troy	M-BVORTAC-DTV	TOY	116.0V1207,2430,2554,2727	(3)-30235 req,#	FSS-St.Louis,Mo.
(1)Vandalia	M-BVOR-DTV	VLA	114.3;V;243.0;207,255.4,272.7	(3)-30235,req,#	DME
INDIANA					
Bunker Hill AFB	MHW	BHL	365		
" " "	CM		120.0	122.5	
Columbus-BakalarAFB	MHW	BAK	298		
(1)Evansville	M-BVORTAC-DIV	EVV	113.3V1207,2430,2554,272.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FA	251;V;243.0, 255.4 120.7	(3), #	51 A 146 N 231 A 326 N
(1) "	M-BVORTAC	FWA	113.9		
" Baer Fld	AC(g)		278;348;119,126.2,1255,2578,338.2	(2), #	
"	UHF/DF		Gds: 243.0,2554,257.8,338.2 348.6, On req:300.7, 305.4, 382.2		
Goshen	SBRAZ-DTV	GH	320;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	6 A 90 N 186 A 273 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Goshen	M-BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IL	266;V;120.7,2430,2554,2727 Trans wea bcst 266 kc.	(3)-3023.5,req,#	70 A 150 N 255 A 349 N
(1) "	M-BVORTAC	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9, 118.1, 116.5, 121.3, (1), 122.7, # 121.1, 126.2, 243.0, 257.8, 355.8; 290.3,348.6		
"	Center		118.2, 118.8, 119.7, 120.1, 120.9, 123.8, 124.1, 124.8, 124.9, 124.40,125.2,1253,1254, 125.6, 126.0, 126.3, 132.10, 132.60, 133.45, 133.75, 134.35, 269.6, 271.2, 275l,278.3,281.4,281.5 285.4, 290.4, 291.7, 301.4, 312.6, 318.2, 319.8, 338.6, 342.2, 352.0, 353.5, 353.7, 380.1, 385.4, 385.6		
"	VHF/DF(Twr)		Gds 118.1,118.5,119.9,121.1,122.5,126.2;req 122.1,125.3,126.7,1359		
	VHF/DF(Ctr)		Gds:119.3,120.85,120.1,124.9,125.3;req122.1,122.5,126.2,126.7,1359		
(1)Knox	M-BVOR-DTV	OXI	117.1V2430,2554,1207,272.7	(3)-30235req,#	FSS-South Bend
Kokomo	MHW	OKK	227		
(1) "	L-BVOR-DTV	OKK	109.2V1207,2430,2554,272.7	(3)-30235req,#	FSS-Indianapolis
(1)Lafayette	L-BVOR-DTV	LAF	111.4V1207,2430,2554,2727	(3)-30235req,#	
(1)Lewis	M-VORW	LEU	112.4		
McCool	MHW	MCL	359		
(1)Nabb FSS-LouisvilleKy	M-BVOR-DTV	ABB	113.5;V;243.0, 255.4, 120.7, 272.7	(3), #	
Richmond	MHW	RID	385		
(1) "	M-BVOR-DTV	RID	116.6V2430,2554,1207,2727	(3)-30235req,#	FSS-Dayton,Ohio
(1)Scotland	L-BVORTAC-DTV	SCJ	111.2V1207,2430,2554,2727	(3)-3023.5req,#	DME/FSS-Terre Haute
(1)Shelbyville	L-BVOR-DTV	SHB	108.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Indianapolis
South Bend	SBMRAZ-DTV	SN	215;V;243.0, 255.4,120.7, 272.7	(3)-3023.5,req,#	03 A 97 N 183 A 256 N
(1) "	M-BVORTAC	SBN	115.4		DME
" St. Joseph Co.	AC(g)		278;189,2430,2578,121.0	(2), #	
Terre Haute	BH-DTV	HUF	245;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1) "	M-BVOR	HUF	115.3		DME
" Hulman Fld	AC(g)		278;183,126.2,2578,2430,2 630	(2), #	
" "	UHF/DF		Gds: 243.0,2554,2578,2630,2727;req:275.2,3054		
(1)West Point	L-BVOR-DTV	EPT	110.4V1207,2430,2554,2727	(3)-30235req,#	FSS-Lafayette
(1) Wolflake	M-VORW	OLK	112.0		
IOWA					
(1)Burlington	L-BVOR-DTV	BRL	111.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Cedar Rapids	BMH-DTV	CID	248V1207,2430,2554,272.	(3)-30235,req#	
(1) "	L-BVORTAC	CID	111.8		
" Mun	AC(g)		278;199 118,257.8, ,2430	122.5 , #	
Des Moines	SBRAZ-DTV	DZ	212;V;243.0, 255.4,120.7 272.7	(3)-30235req,#	78 N 183 A 258 N 6 A
(1) "	M-BVORTAC-DTV	DSM	113.1		DME
" Mun	AC(g)		278;183,1249,126.2,2430,2578,3486,3368	(2), #	
(1)Dubuque FSS-Cedar Rapids	M-BVOR-DTV	DBQ	116.1;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1)Fort Dodge FSS-Mason City	M-BVOR-DTV	FOD	114.5;V;243.0, 255.4, 120.7, 272.7	(3)-30235req,#	
(1)Iowa City FSS-Cedar Rapids	L-BVOR-DTV	IOW	111.0;V;243.0, 255.4, 120.7, 272.7	(3), #	DME
(1)Lamoni	M-BVOR-DTV	LMN	116.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235,req,#	
(1)Mason City	M-BVORTAC-DTV	MCW	114.9;V;243.0, 255.4. 120.7,272.7	(3)-30235,req,#	DME
(1)Neola FSS-Omaha, Nebr	M-BVORTAC-DTV	EOL	117.1;V;243.0, 255.4 120.7,272.7	(3)-30235 req#	
(1)Newton	L-BVOR-DTV	TNU	112.2V1207,2430,2554,2727	(3)-30235 req,#	FSS-Des Moines
(1)Ottumwa	L-BVORTAC-DTV	OTM	111.6V1207,2430,2554,2727	(3), #	(3)-3023.5 prior req,#

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SX	335;V;255.4,120.7 272.7	(3), #	67 A 154 N 247 A 334 N
(1) "	M-BVOR	SUX	116.5		DME
" Mun	AC(g)		396;187,126.2,2430,2578,3054,3486	(2), #	
"	VHF/DF		Gds: 118.7, 122.1,122.5,126.2,1359		(100-156 on req)
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1)Waterloo	L-BVORTAC-DTV	ALO	108.2;V;243.0, 255.4, 120.7, 272.7	(3), #	
" Mun	AC(g)		278; 118.1 257.8	(2), #	
(1)Waukon	L-BVOR-DTV	UKN	109.6;V;1207,2430,2554,2727	(3)-30235req.#	FSS-LaCrosse,Wis
KANSAS					
(1)Anthony FSS-Wichita	M-BVOR DTV	ANY	112.9;V;243.0, 255.4, 120.7, 272.7	(3), #	
Chanute	SBRAZ-DTV	CU	284;V;243.0, 255.4, 120.7,272.7	(3)-30235 req.#	101 N 179 A 281 N 358 A
(1) "	M-BVOR	CNU	114.6		
(1)Dodge City	L-BVOR-DTV	DDC	108.2;V;243.0, 255.4, 120.7, 272.7	(3)-30235req#	DME
(1)Emporia	M-BVORTAC-DTV	EMP	112.8;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 prior req. #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GC	257;V;243.0, 255.4 120.7, 272.7	(3)-3023.5req.#	84 N 169 A 259 N 349 A
(1) "	H-BVORTAC	GCK	113.3		DME
(1)Goodland	H-BVORTAC-DTV	GLD	115.1;V;243.0, 255.4 120.7, 272.7	(3)-30235 req.#	DME
(1)Hill City	H-BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 120.7, 272.7	(3)-3023.5req.#	DME
Hutchinson	SBMRLZ-DTV	HT	356;V;243.0, 255.4 , 272.7	(3), #	80 N 170 A 260 N 350 A
(1) "	M-BVORTAC	HUT	116.8		
" Mun	AC(g)		278;118.5, 257.8	(2), #	
Kansas City Fairfax Mun	C(g.7)		278;119.1, 126.2, 243.0 257.8	(2), #	
(1)Liberal FSS-Garden City	M-BVOR-DTV	LBL	1166V2430,2554,12072727	(3)-30235req.#	
(3)Mankato	M-VORW	TKO	109.8		
Minneapolis (A)	HW	MPZ	344		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
(3)Oswego	M-VOFW	OSW	117.6		
Oxford	HW	OXS	382		
(1)Russell	M-BVOR-DTV	RSL	114.5;V;243.0, 255.4; 120.7,272.7	(3)-30235 req.#	DME
(1)Salina	M-BVORTAC-DTV	SLN	115.3;V;243.0, 255.4; 120.7,272.7	(3)-30235,req.#	DME
"Schilling AFB	MHW	SSH	396		
" "	CM		118.3	# ,122.5	Anch Ctl avail

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Topeka	MHW	TOP	304		
"Philip Billard Mun	C(g)		278;187,126.2,2430,2578	(2), #	
"Forbes AFB	MRAWZ	TE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	HT	332;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req.#	46 A 161 N 226 A 347 N
Transcribed wea best 332kc (1) "	M-BVOR	ICT	113.8		DME
" Mun	C(g)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	C(g)		239;119.9, 121.5, 126.18, 257.8	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri except holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BG	368;V;243.0, 255.4, 120.7, 272.7	(3), #	36 A 116 N 229 A 296 N
(1) "	M-BVOR	BWG	117.9		
(1)Central City	L-BVOR-DTV	CCT	109.8;V;120.7, 243.0, 255.4, 272.7	(3), #	FSS-Bowling Green
Covington	See Cincinnati, Ohio				
(1)Falmouth FSS-Cinn, Ohio	L-BVOR-DTV	FLM	109.0;V;120.7, 243.0, 255.4, 272.7	(3), #	
Ft.Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AAF	HW	HOP	293		
	M-VORW	HOP	113.1		
(1) Lexington	H-BVORTAC-DTV	LEX	115.9;V;243.0, 2554,1207	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;119.1,121.1,2430,2578,2690	(2), #	
London	BMH-DTV	LOZ	1263V120.7,2430,2554,2727	(3)-30235,req.#	
(1) "	M-BVORTAC	LOZ	116.9		
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, #	
(1) "	H-BVORTAC	LOU	114.8		
" Bowman Fld	C(g)		278;195,126.2,2430,2578	(2), #	
" Standiford Fld	AC(g.7)		317;119.0,124.5,126.2,120.3, 3486,243.0,257.8,326.2,381.6	#, 122.7	
" "	VHF/DF		Gds: 119.0,120.3,122.7,124.5		
" "	UHF/DF		Gds 243.0, 257.8, 326.2, 348.6, 381.6		
(1)Mystic	L-BVOR-DTV	MYS	108.2V1207,2430,2554,2727	(3)-30235, #	FSS-Louisville
(1)New Hope	L-BVOR-DTV	EWO	1108V2430,2554,12072727	(3)-30235,#	FSS-Louisville
Owensboro-Daviess Co.	L-VOR	OWB	108.6		(0800-2000
(1)Paducah	M-BVOR-DTV	PUK	1173V1207,2430,2554,2727	(3)-30235,req.#	
"	BMH	PUK	356		
(1)York	L-VORW	YRK	1162		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AX	251;V;243.0, 255.4,272.7	(3), #	29 A 113 N 209 A 293 N
(1) "	H-BVOR	AEX	116.1		
" England AFB	CM		118.2, 134.1	#, 122.5	
Baton Rouge	BMH-DTV	BR	348;V;243.0, 255.4,	(3),	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge-Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Esler	MHW	ESF	212		
Grand Isle	HHW	GNI	236		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4, 1207, 272.7	(3)-3023.5, #	
(1) "	L-BVOR	LFT	117.7		
"	AC(g.7)		281;118.5, 243.0, 257.8, 348.6	122.5, #	
Lake Charles	BH-DTV	LCH	242;V;243, 255.4, 120.7 272.7	(3)-3023.5 prior req. #	
"					
(1) "	H-BVOR	LCH	113.4		DME
" AFB (Gillis)	HW	GIL	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MU	359;V;243.0, 255.4, 120.7 272.7	(3)-3023.5 prior req. #	25 A 86 N 205 A 266 N
(1) "	M-BVORTAC	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MY	338;V;243.0, 255.4, 120.7 272.7	(3)-30235 req. #	92 A 173 N 253 A 351 N
(1) "	H-BVORTAC	MSY	112.7		DME
"	C(g.7)		382;119.5, 126.2, 243.0, 257.8, 348.6	(2), #	
	Center		118.4, 118.9, 120.3, 123.6 # 124.1, 125.1, 127.70, 127.80, 128.00, 128.10, 128.20, 128.40, 132.60, 133.00, 133.30, 133.65, 133.85, 134.75, 243.0, 269.4, 271.2, 274.3, 279.6, 281.5, 283.7, 290.8, 291.6, 291.7, 300.7, 301.4, 307.9, 313.4, 323.8, 327.1, 350.2, 380.1, 385.4		
" Callender NAS	CM		118.7	#	
" Moisant Intl	AC(g)		278;118.1, 119.9, 121.0, 126.2, 243.0, 362.3, 257.8, 269.2, 348.6	(1), #, 122.7	1255, 284.6
" "	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, 122.7, 126.2, 132.0, 135.9, 122.1, 122.5		
Shreveport	SBRAZ-DTV	SH	230;V;255.4, 120.7, 272.7	(3), #	89 A 146 N 267 A 352 N
(1) "	M-BVORTAC	SHV	112.9		DME
" Greater Shreveport	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6,	#, 122.5	
" Downtown	C(g.7)		272;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BB	379		54 A 144 N 234 A 342 N
" "	MHW	EMG	284		
Thibodaux	M-BVOR-DTV	TBD	112.0;V;243.0, 1207, 255.4, 272.7	(3)-30235 req. #	FSS-NewOrleans
MAINE					
Augusta	BMRLZ-DTV	AU	221;V;243.0, 255.4, 120.7 272.7	(3)-3023.5, #	46 A 139 N 230 A 319 N
(1) "	L-BVOR	AUG	111.4		DME
Bangor FSS-Old Town	SBRAZ-DTV	BW	239;V;243.0, 255.4, 120.7 272.7	(3)-30235 req. #	72 A 172 N 252 A 352 N
(1) Bangor	H-BVOR	BGR	114.8		DME
"	MHW	DAF	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	MRLZ	NZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HM	272;V;243.0, 255.4, 301.4, 120.7, 272.7	(3)-30235 req. #	15 N 129 A 195 N 309 A
(1) "	L-*BVOR-DTV	HUL	108.2		DME
(1) Kennebunk FSS-Portland	M-BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone-Loring AFB	M-VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MK	344;V;243.0, 255.4, 120.7, 272.7	(3), #	53 A 112 N 220 A 280 N
(1) "	M-BVOR	MLT	112.2		
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Mun	C(g)		278;119.5, 243.0, 257.8	(2), #	
Presque Isle FSS-Houlton	SBRAZ-DTV	PQ	388;V;243.0, 255.4, 301.4, 120.7, 272.7,	(3)-30235 req. #	42 N 112 A 199 N 292 A
(1) "	H-BVOR	PQI	116.4		DME
(3) Princeton	M-VORW	PNN	114.3		DME
Rockland (P)	MHW	RKD	353		
Sprague ville	SMLZW	SPR	371		9 N 99 A 189 N 279 A
MARYLAND					
Andrews FSS-Wash., D.C.	SBMRA-DTXV	AD	379;V;255.4, 1207, 272.7	(3), #	66 A 186 N 250 A 348 N
Baltimore FSS-Wash, D.C.	SBMRLZ-DTV	BL	257;V;122.2, 255.4 120.7	(3)-3023.5, #	15 A 110 N 195 A 290 N
(1) "	H-*BVORTAC	BAL	117.9		DME
" Harbor	C(g)		219;121.3, 126.18, 241.0, 243.0, 257.8	(2), #	(0800-2359)
" Friendship Intl	AC(g)		281;118.7, 119.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF		Gds: 118.7, 119.3, 120.4, 121.7, 122.5, 126.18		
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M, F, S & Sun
" " (P)	H	MTN	528		08-2330 T, W & Th)
(1) Grantsville	L-BVOR-DTV	GRV	111.6;V;1207, 2430, 2554, 272.7	(3)-30235 req. #	FSS-Morgantown, W.Va
Hagerstown Mun	CI		203;126.18, 257.8 req 118.5	(2), #	(0800-1600 Mon-Fri.)
Huntingtown	MHW	HNT	266		
(1) Nottingham	L-BVOR-DTV	OTT	110.8;V;2554, 1207, 272.7	(3), #	FSS-Wash., D.C.
Patuxent River, NAS	SMRLZW	NK	338		52 A 156 N 232 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	L-VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1) Salisbury	H-BVOR-DTVBJ	SBY	114.0;V;243.0, 255.4; 326, 120.7, 272.7	(3)-30235 req. #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1) Westminster FSS-Wash, D.C.	L-BVOR-DTV	EMI	109.4;V-122.2, 255.4 120.7	(3)-30235 #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Beverly (P)	MHW	TOF	269		
Boston	SBRAZ-DTXV	BS	382;V;243.0, 255.4, 120.7, 272.7 Trans wea bcst 382 kc.	(3)-30235 req. #	58 A 118 N 211 A 293 N
(1) "	H-*BVORTAC	BOS	117.7		
"	Center				

SEE PAGE 33 FOR CENTER FREQUENCIES

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, , 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.9 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS ((30 August 1960)

AIR NAVIGATION RADIO AIDS

((30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston–Bedford (Hanscom)	AC(g)		278; 118.9, 126.18, 243.0 244,2366,257.8, 305.4, 348.6	#, 122.5 3023.5 req	
" "	VHF/DF		Gds: 124.4, 121.9, 122.5, 126.18 [illegible] (100-156 req)		
" "	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6, 2366		
" Logan Intl	AC(g)		278; 118.1, 118.3, 119.1, 121.7, 126.2, 126.5, 137.88, 2430, 2578, 2630, 2712, 2908, 3436, 3486	(1) req, #, 1225	
" "	VHF/DF		Gds: 118.1, 118.3, 119.1, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1) Chester FSS-WindsorLocks, Conn	L-BVOR-DTV	CTR	108.6; V; 243.0, 255.4 272.7, 120.7	(3), #	
Chicopee Falls, AFB	SMRAZ	CF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		
Fitchburg (P)	MHW	FIT	206		
(1) Gardner FSS-Worcester	L-BVORTAC-DTV	GDM	110.6; V; , 255.4, 120.7	(3), #	DME
Hyannis	MHW-DV	HYA	239; V;	#, 122.1	Ctld from Nantucket
(1) "	L-VORW	HYA	110.8		Ctld from Otis AFB
Lawrence (P)	MHW	LWM	245		
Martha's Vineyard	MHW-DV	MVY	388; V;	#, 122.1	Ctld from Nantucket
(1) " "	MIVOR	MVY	108.2		Ctld from Otis AFB
(1) Nantucket	H-BVOR-DTVJ	ACK	112.7; V; 243.0, 255.4; 281; 120.7, 272.7	(3), #	DME
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford Mun	C(g)		254; 121.3, 257.8, 2430, 3486	(2), -3023.5, #	
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 0-1100
Westfield, FSS-WindsorLocks, Conn	SBMRLZ-DV	AF	230; V; 243.0, 255.4 272.7, 1207	(3), #	23 A 113 N 203 A 293 N
(1) Westfield	M-BVOR-DTV	BAF	1130 V 2430, 2554, 272.7, 1207	(3), #	FSS-Windsor Locks, Conn
" Barnes	C(g)		212, 121.3, 126.2, 2430, 257.8, 3486	(2), #	(0700-2300)
" "	UHF/DF		Gds: 243.0, 257.8, 348.6		
Worcester Mun	C(g)		281, 1205, 243.0, 257.8	(2), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BQ	272; V; 243.0, 255.4, 1207 272.7	(3), #	3 A 93 N 183 A 273 N
(1) " "	L-BVORTAC	BTL	109.4		
" Kellogg	AC(g)		396; 118.3, 118.5, 257.8	(2), #	
"	UHF/DF		Gds: 257.8, 2554, 272.7, 2430 (req 307.9, 2695, 3139, 3607, 3054		
(1) Carleton FSS-Detroit	M-BVORTAC-DTV	CRL	113.8; V; 243.0, 255.4 120.7, 272.7	(3)-30235 req, #	DME
Detroit	SBRAZ-DTV	DTW	388; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" "	AC(g)		278; 118.7, 120.0, 243.0, 257.8	(2), #	
" "	VHF/DF		Gds: 118.7, 122.5, 1200, 123.1 req 126.7, 135.9, 121.3, 126.2, 1227, 121.1, 125.3		
" Metropolitan Wayne Co.	C(g, 7)		245, 121, 126.2, 2430, 2578, 3486	(1), #, 122.7	
" "	VHF/DF		Gds: 119.3, 120.3, 123.9, 124.5, 125.6, 126.4; req 121.1, 122.1, 122.7, 126.7		
	UHF/DF		Gds: 243.0, 257.8, 348.6, req 2554, 2727, 263.0, 301.4, 3054, 3558,		
	Center		118.8, 119.8, 120.3, 120.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Detroit	AC(g)		332; 118.4, 1237, 121 3, 1249, 2430, 2578, 2630 [illegible]	(2), # 355.8	
" Willow Run					
" " "	VHF/DF		Gds: 121.3, 122.5, 1237, 124.9, 126.2, req: 121.1, 122.1, 118.7, 1267, 135.9		
(1) Flint	L-BVORTAC-DTV	FNT	111.6; V; 2554, 1207, 272.7	(3), #	
" Bishop	AC(g)		278; 119.3, 243.0, 257.8	(2), #	
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257 V 243.0, 2554, 1207, 272	(3)-30235 req, #	
Grand Marais	RLW	GMI	341		21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329; V; 255.4, 120.7, 272.7	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278, 193, 1252, 257.8, 307.9	(2), #	
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CX	227 V 2430, 2554, 1207, 272.7	(3), #	18 A 108 N 198 A 288 N
(1) "	M-BVOR	CMX	112.8		
Jackson	BMH-TV	JXN	284 V 243.0, 2554, 1207, 2727	(3)-30235 req, #	
(1) "	L-BVOR	JXN	109.6		
(1) Kalamazoo	L-BVOR-DTV	AZO	1090 V 1207, 2430, 2554, 2727	(3), #	FSS-BattleCreek
(1) Keeler FSS-South Bend, Ind.	M-BVOR-DTV	ELX	115.1; V; 243.0, 255.4, 120.7, 272.7	(3) 30235 req, #	
Lansing	SBMRAZ-DTV	LN	206; V; 243.0, 255.4 272.7, 120.7	(3)-30235 req, #	100 A 155 N 281 A 335 N
(1) "	L-BVOR	LAN	110.8		DME
" Capital City	AC(g)		245; 119.9, 243.0, 257.8	(2), #	
(1) Litchfield	L-BVORTAC-DTV	LFD	1118 V 1207, 2430, 2554, 2727	(3), #	FSS-Jackson DME
Marquette-Sawyer(A)	H	SAW	359		
" "	CM		1191	122.5	Apch ctl avbl.
Mount Clemens	SRAZ	MZ	230		4 A 116 N
Selfridge AFB	M-VORW	MTC	113.4		184 A 296 N
Muskegon	SBMRLZ-DTV	MJ	263; V; 243.0, 255.4, 120.7, 272.7	(3), #	80 A 137 N 260 A 317 N
(1) "	M-BVORTAC	MKG	115.6		DME
" County	AC(g)		362; 121.1, 257.8	(2), #	
(1) Peck	H-BVOR-DTV	PEK	1140 V 2554, 1207, 272.7	(3), #	FSS-Flint
Pellston	BMH-TV	PLN	332 V 1207, 2430, 2554, 272.7	(3)-30235 req, #	
(1) "	L-BVOR	PLN	111.8		
(1) Pullman	H-BVORTAC-DTV	PMM	112.1 V 2430, 2554, 1207, 2727	(3)-30235 req, #	DME FSS-So Bend Ind.
Reed City (P)	MHW	XRC	275		
Saginaw	BMH-TV	MBS	212 V 207, 2430, 2554, 272.7	(3), #	
(1) "	M-BVOR	MBS	112.9		
(1) Salem	H-BVORTAC-DTV	SVM	1178 V 2430, 2554, 1207, 2727	(3)-30235 req, #	FSS-Detroit
Sault Ste Marie	SBRAZ-DTV	SM	400 V 2430, 2554, 1207, 2727	(3), #	31 A 104 N
(1) " " "	M-BVOR	SSM	112.2		211 A 297 N
" "	MHW	INR	410		
Traverse City	SBRAZ-DTV	TV	365; V; 243.0, 255.4, 120.7, 272.7	(3), #	28 A 139 N 208 A 319 N
(1) "	M-BVOR	TVC	112.4		
(1) White Cloud	M-BVOR-DTV	HIC	114.5 V 2430, 2554, 1207 272.7	(3), #	FSS-Muskegon
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AN	239; V; 243.0, 255.4, 120.7, 272.7	(3)-30235 req, #	6 A 120 N 186 A 300 N
(1) "	M-BVOR	AXN	112.8		DME
(2) Austin (P)	L-VOR		108.4		

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DM	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	H-BVOR	DLH	112.6		
"Mun	AC(g)		278;118.3,126.2, 257.8,348.6	(2), #	
" "	VHF/DF		Gds: 118.3, 121.9,122.1,122.5,126.2, 126.7,135.9		
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
(3)Eveleth (S)	L-VOR	EVM	108.2	122.1	V-08-17
(1)Farmington	M-BVOR-DTV	FGT	115.7;V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-Minneapolis
(3)Grand Rapids (S)	L-VOR	GPZ	111.4	122.1	Voice 0800-SS
(3) Intl Falls (S)	L-VOR	INL	111.8	122.1	V-08-17 daily.
Minneapolis	SBRAZ-DTV	MP	266;V;243.0, 255.4, 120.7,272.7 Trans wea bcst 266 kc	(3)-30235 req.#	58 A 118 N 192 A 298 N
(1) "	H-*BVOR	MSP	117.3		DME
" St. Paul Intl	AC(g)		278;118.7, 119.3, 118.5 126.2,243.0,257.8,263.0,290.8,305.4,338.2,348.6	(1), #, 122.7	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
"	UHF/DF		Gds: 243.0,305.4		
"	VHF/DF		Gds:118.7,119.3,118.5,122.7,126.2, req 120.3,122.1,122.5,126.7,135.9		
(1)Nodine	H-BVOR-DTV	ODI	117.9;V;207,243.0,255.4,272.7	(3)-30235,req.#	DME FSS-La Crosse, Wisc.
(3)Park Rapids(S)	L-VOR	PKD	110.6	122.1	Voice 08-ss
(1)Redwood Falls	M-BVOR-DTV	RWF	113.3;V;207,243.0,255.4,272.7	(3)-30235,req.#	
Rochester	SBMRLZ-DTV	RT	404;V;243.0,255.4,120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	M-BVOR	RST	112.0		
" Lobb Fld Mun	AC(g)		278;118.3, 257.8	(2), #	
(3)St. Cloud (S)	L-VOR	STC	111.6	122.1	V-0430-2200
St. Paul, Hc'man Fld	CI		396;119.1, 126.2	(2), #	13-21 Mon-Fri 08-18 Sat-Sun
(3)Thief River Falls(S)	L-VOR	TVF	108.4	122.1	(V-0800-1900)
(3)Willmar (S)	L-VOR	ILL	108.4,	122.1	(voice 0800-Sunset)
(3)Winona (S)	L-VOR	ONA	111.4	122.1	V-0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
(1)Columbus FSS-Tuscaloosa, Ala.	M-BVOR-DTV	UBS	115.8;V;255.4, 243.0, 120.7, 272.7	(3)-30235,req.#	
Columbus AFB	CM		118.1	122.5,#	
Greenville AFB	HWZ	GVS	344		
" "	CM		121.1	122.5	
Greenwood	BMLZ-DTV	GW	281;V;243.0, 255.4, 120.7, 272.7	(3)-30235 prior req.#	85 N 180 A 265 N 355 A
(1) "	H-BVOR	GRW	114.7		DME
Gulfport	L-BVOR-DTV	GPT	108.8;V;207,243.0,255.4,272.7	(3)-30235,#	FSS-Mobile, Ala.
(1)Hattiesburg	L-BVOR-DTV	HBG	110.6;V;243.0,255.4,120.7,272.7	(3)-30235 req.#	FSS-McComb
(1)Holly Springs	M-BVOR-DTV	HLI	112.4;V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-Memphis
Jackson	SBRAZ-DTV	JN	260;V;243.0, 255.4 120.7	(3)-3023.5,#	87 N 176 A 265 N 353 A
(1) "	H-BVORTAC	JAN	112.6		DME
" Hawkins Fld	AC(g)		278;120.9,317.7,118.7,126.2,257.8,348.6	(2), #	
(1)McComb	M-BVOR-DTV	MCB	116.7;V;207,243.0,255.4,272.7	(3)-30235 req.#	DME
Meridian	SBMRAZ-DTV	MS	308;V;207,243.0,255.4,272.7	(3)-30235,#	83 A 154 N 263 A 334 N
"	HW	MDA	356		
(1) "	M-BVORTAC	MEI	115.4		DME
" Key Fld	CI		257.8,118.2,126.2,236.6,243.0	122.5	(0700-1800)
(1)Picayune	M-BVOR-DTV	PCU	112.2;V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-New Orleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(3)Blackwater	L-VORW	BWR	110.6		
(1)Blue Springs	M-BVOR-DTV	BSP	113.6;V;243.0,255.4,120.7,272.7	(3)-30235,req.#	FSS-Kansas City
(1)Butler	H-BVOR-DTV	BUM	115.9;V-122.2,120.7,255.4	(3)-30235req.#	DME FSS-Kansas City
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4,120.7 ,272.7	(3)-30235,req.#	96 A 169 N 269 A 349 N
(3)Dogwood	L-VORW	DGD	109.4		
Farley	MHW	FRY	290		
(1)Farmington	H-BVORTAC-DTV	FAM	115.7;V-122.2,120.7,255.4	(3)-30235, #	DME FSS-Cape Girardeau
(1) Hallsville	M-BVOR-DTV	HLV	115.4;V;207,243.0,255.4,272.7	(3)-30235 req.#	DME FSS-Columbia
Kansas City	SBRAZ-DTXV	KS	359;V;243.0, 255.4 120.7,272.7	(3)-30235,req.#	44 A 148 N 232 A 328 N
(1) "	H-*BVORTAC	MKC	112.6		DME
" Mun	AC(g)		299;118.1, 118.3, 126.2, 119.5,121.1,257.8,243.0	(1), #, 122.7 274.3,307.0	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
" "	VHF/DF		Gds: 118.1,118.3,119.1, 122.1, 122.5,126.7,126.2,	135.9,122.7	
(1)Kirksville	L-BVORTAC-DTV	IRK	108.4;V;207,243.0,255.4,272.7	(3)-30235,req.#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	M-BVOR-DTV	MCM	112.9;V;207,243.0,255.4,272.7	(3)-30235,req.#	FSS-Kirksville
(1)Malden	L-BVOR-DTV	MAW	111.2;V;207,243.0,255.4,272.7	(3)-3023.5req.#	
(3)Maples	L-VORW	MAP	114.2		
(1)Marshall	L-BVORTAC-DTV	MHL	109.6;V;207,243.0,255.4,272.7	(3)-30235req.#	FSS-Columbia
(1)Maryland Heights	L-BVORTAC-DTV	MTS	110.8;V;207,243.0,255.4,272.7	(3)-30235,req.#	FSS-St. Louis
(1)Neosho FSS-Joplin	M-BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	
(3)Readsville	M-VORW	REA	112.0		
(1)St. Joseph	L-BVORTAC DTV	STJ	108.2;V;243.0, 255.4, 120.7,272.7	(3)-30235req.#	DME
" "	HW	STJ	411		
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	
	UHF/DF		Gds: 243.0,255.4,257.8,(req 272.7,305.4,362.3)		
St. Louis	SBRAZ-DTXV	SL	338;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	93 N 175 A 249 N 345 A
(1) "	H-*BVORTAC	STL	117.4		DME
" Lambert-St Louis Mun	AC(g)		278;118.1, 118.5,119.9,121.1 126.2,243.0,257.8,342.2,338.2,348.6,360.6, 381.6	(2), #	
"	Center		118.8, 120.3, 120.4, 120.6, 120.8, 124.1, 124.3, 124.8, 124.9, 125.2, 125.5 125.7, 125.9,126.4, 126.6,127.30,128.0, 132.55,132.65,132.90, 133.40, 133.80,134.60 243.0, 269.0,269.4,269.6, 271.2, 275.1, 278.3, 281.5, 283.7, 290.4, 291.7, 301.4, 307.9, 313.4, 317.5, 319.2, 322.5, 324.7, 343.6, 343.8, 353.7, 358.8, 360.7, 363.1, 379.2, 379.9, 380.1	#	
"	VHF/DF		Gds:118.1,118.5,119.9,121.1,125.0,126.2,122.5,125.1req 122.1,126.7,135.9		
Springfield	SBRAZ-DTV	SF	254;V;243.0, 255.4, 120.7,272.7	(3), #	54 A 134 N 232 A 314 N
(1) "	H-BVORTAC	SGF	116.9		DME
" Mun	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	M-BVORTAC DTV	VIH	117.7;V;207,243.0,255.4,272.7	(3)-30235req.#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BZ	400;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	67 A 146 N 234 A 297 N
(1) "	M-BVOR	BIL	114.5		DME
" Logan Fld	AC(g)		278;118.3,243.0,257.8,348.6	(2), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BN	329;V;243.0, 255.4, 120.7, 272.7	(3), #	79 A 140 N 248 A 320 N
(1) "	M-*BVOR	BZN	112.2		DME
(1) Butte	L-BVOR-DTV	BTM	111.6;V;243.0, 255.4 120.7, 272.7	(3)-3023.5 prior req, #	DME
Cut Bank	SBMRAZ-DTV	CB	263;V;243.0, 255.4, 120.7, 272.7	(3), #	50 A 149 N 230 A 311 N
(1) "	M-BVOR	CTB	114.4		DME
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7, 272.7	(3), #	78 N 186 A 258 N 330 A
(1) "	H-BVORTAC	DLN	113.0		
Drummond	SBMRAZ-DTV	DU	296;V;243.0, 255.4, 120.7, 272.7	(3)-30235, prior req., #	6 A 96 N 186 A 253 N
(1) "	M-BVOR	DRU	117.1		DME
Glasgow (A)	HW	GSG	236		
Great Falls	SBRAZ-DTV	GF	371;V;243.0, 255.4, 120.7, 272.7	(3), #	23 A 131 N 198 A 270 N
(1) "	H-BVOR	GTF	115.1		
" Intl	C(g)		278 118.7 126.2 2430 2578 3486	(2), #	
"	Center		119.80, 127.10, 127.80, 128.00, 128.60, 132.65, 134.55, 243.0, 250.4, 281.4, 284.6, 291.7, 301.4, 307.2, 312.6, 323.0		
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HN	317;V;243.0, 255.4, 120.7, 272.7	(3), #	72 N 166 A 280 N 358 A
(1) "	M-BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LW	353;V;243.0, 255.4, 120.7, 272.7	(3), #	18 A 88 N 198 A 271 N
(1) "	H-BVOR	LWT	112.0		DME
Livingston	BH-DTV	LVM	224;V;207, 243.0, 255.4, 272.7	(3)-30235 req #	
(1) "	H-BVORTAC	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MC	320;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 prior req., #	56 A 143 N 239 A 327 N
(1) "	M-BVORTAC	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MO	308;V;243.0, 255.4, 120.7, 272.7	(3), #	96 A 154 N 276 A 334 N
(1) "	M-BVOR	MSO	112.8		DME
Whitehall FSS-Butte	SBRAZ-DTV	HA	284;V;122.2, 1207, 255.4	(3)-3023.5, #	4 A 96 N 173 A 257 N
(1) "	H-BVOR	HA	113.2		DME
Wolf Point	SBRAZ-DTV	OWP	347;V;243.0, 255.4, 120.7, 272.7	(3), #	6 A 96 N 186 A 253 N
(1) "	M-BVOR	OWP	112.6		DME
NEBRASKA					
Jackson	MHW	JKN	233		
Kearney (S)	L-VOR	EAR	111.2	126.7, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LK	385;V;1207, 2430, 2554, 272.7	(3), #	72 A 171 N 252 A 351 N
" AFB	CM		272; 118.5	(2), #	
McCook (S)	L-VOR	MCK	110.0	1267, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	275	(1)	(voice 0530-2130
" "	L-VOR	OFK	109.6,	121.5, 122.1, 1267	
(Monitoring category (1) 0530-2130 & (3) 2130-0530; Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LF	224;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	80 N 172 A 260 N 347 A
(1) "	H-BVORTAC	LBF	117.4		DME
Omaha	SBRAZ-DTV	OA	320;V;243.0, 255.4 120.7, 272.7	(3)-30235 req #	70 A 154 N 256 A 326 N
(1) "	M-BVORTAC	OMA	116.3		DME
" Eppley Airfld	C(g)		278 118, 126.2, 2430, 2578,	(2), #	
" Onutt AFB	MHW	OFF	296		
" "	CM		296	(1)	
(1) Oneill	M-BVORTAC-DTV	ONL	1139;V;1207, 2430, 2554, 272.7	(3)-30235 req #	FSS-Grand Is.
(1) Pawnee City	M-BVORTAC-DTV	PWE	112.4;V;1207, 2430, 2554, 272.7	(3), #	FSS-Lincoln
(1) Raymond	M-BVORTAC-DTV	RAY	116.0;V;1207, 2430, 2554, 272.7	(3), #	FSS-Lincoln
Scottsbluff	SBMRLZ-DTV	BJ	341;V;243.0, 255.4, 120.7 272.7	(3)-30235 req #	26 A 122 N 206 A 302 N
(1) "	M-BVORTAC	BFF	112.1		
(1) Sidney	M-BVOR-DTV	SNY	115.7;V;1207, 2430, 2554, 272.7	(3)-30235 req #	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
(1) Wolbach	H-BVOR-DTV	OBH	1164;V;2430, 2554, 1207, 272.7	(3)-30235 req #	FSS-Grand Is.
NEVADA					
Battle Mountain	BMRLZ-DTV	MV	281;V;243.0, 255.4, 272.7 120.7,	(3)-30235 req #	50 A 122 N 230 A 302 N
(1) "	L-BVOR	BAM	109.6		DME
(3) Beatty	M-VORW	BTY	114.7		
(1) Coaldale	M-BVORTAC-DTV	OAL	115;V;2430, 2554, 1207	(3)-30235 req #	FSS-Tonopah
(3) Currant	M-VORW	URR	113.4		
Elko	SBRAZ-DPTV	EK	391;V;243.0, 255.4, 120.7, 272.7	(3), #	51 A 141 N 220 A 321 N
(1) "	M-BVORTAC	EKO	114.5		DME
Fallon	SBRAZ	FFN	230		10 A 101 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House	L-BVOR-D	SDO	108.6		FSS-Lovelock
Tonopah	SBRAZ-DTV	TO	22LV2430.2554.120.7	(3)-30235 req#	93 N 168 A
(1) "	H-BVOR	TPH	117.2		273 N 348 A
(3)Wells	M-VORW	LWL	116.7		
(3)Wilson Creek	H-VORW	ILS	116.3		
Winnemucca	TVBJ-DTV		296;V;120.7, 255.4	(3)-30235 #	FSS-Lovelock
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CN	251;V;243.0, 255.4,120.7 ,272.7	(3)-30235 prior req, #	73 A 153 N 253 A 345 N
(1) "	M-BVOR	CON	116.6		DME
Keene (S)	MHW	EEN	224		
(1) "	L-BVOR-DTV	EEN	1094V1207,2430,2554,272.7	(3)-30235 prior req, #	FSS-Concord
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209V1207,2430, 2554,2727	(3)-30235 req, #	
(1) "	L-BVOR	LEB	111.6		
Manchester (S)	MHW	MHT	338		
(1) " FSS-Concord	M-BVOR-DTV	MHT	1139V1207,2430,2554, 272.7	(3)-30235 prior req., #	
" Grenier	CI		121.3,126.18,137.88,2 366,2430	#,122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
" "	CM			122.5	
Whitefield (S)	MHW	HIE	275		
NEW JERSEY					
Atlantic City	SMRLZ	AY	212		77 A 174 N
" "	HW	ATA	526		257 A 354 N
(1) "	L-VORTAC	ACY	110.2		
"(Pomona)NAFEC	AC(g)		278;195,126.2, 2366,2430,257.8,360.2,263.6	(2), # 3486	
" " "	VHF/DF		Gds: 100-156 mc on req		
" " "	UHF/DF		Gds: 225.0 - 399.9 mc on req.		
Beachwood	MHW	BWO	203		
Belmar-- (A)	CM		281;121.3,	#,122.5	
Ft. Monmouth	MH	BLM	281		
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck FSS-Idlewild	M-BVOR-DTXV	COL	115.1;V;255.4,120.7 2430	(3)-3023.5, #	DME
(1)Coyle	M-VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Manahawkins (A)	MHW	MWK	410		
Millville	SBRAZ-DTV	MIV	363;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, #	72 A 157 N 243 A 324 N
Morristown Mun	CI		121.3	(2)	(1000-sunset Sat, Sun & on req)
Newark FSS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7 243.0	(3)-3023.5,#	58 A 125 N 238 A 328 N
"	AC(g)		278;118.3,119.2,120.6,121.4, 126.2, 118.1, 257.8,243.0	(1)req, #,122.7	
Newark	VHF/DF		Gds: 118.3, 119.2, 120.6, 126.18, 118.1, 122.7		
Paterson	MHW	PNJ	347		
(1)Robbinsville	L-BVOR-DTV	RBV	1090V1207,2430,2554,272.7	(3), #	FSS-N.Phila.,Pa.
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Solberg FSS-Idlewild, NY	M-BVORTAC-DTV	SBJ	114.7;V;120.7, 243.0, 255.4	(3)-3023.5, #	DME
(1)Sparta	L-BVOR-DTV	SAX	1082V2554,120.7	(3), #	FSS-Allentown,Pa.

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.6 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCB, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
(1)Stillwater	M-BVORTAC-DTV	STW	115.4V255.4, 120.7	(3), #	FSS-Allentown,Pa.
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer Co.	CI(g)		119.3, 126.18	#, 122.5	
(1)Woodstown FSS-Millville	M-BVOR-DTV	OOD	113.1;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	375		
" Holloman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	AQ	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 252 A 355 N
(1) "	H-BVORTAC	ABQ	113.2		DME
" Kirtland AFB	C(g)		278;118.3,121.1,123.9,124.3, 1192,3856,2630,3054,126.2,134.1,1368,13788,14202,2430,2578,2705,2894,3486,3358,3638	(2), #	
"	Center		SEE PAGE 33 FOR CENTER FREQUENCIES		
	UHF/DF		Gds: 2430,2630,2706,2894,3054,3358,3638		
(1)Anton Chico	L-BVOR-DTV	ACH	1100V2430,2554,1207,2727	(3)-30235 req, #	FSS-Las Vegas
(1)Bacaville	L-BVOR-DTV	BCV	1092V1207,2430,2554,2727	(3), #	FSS-Albuquerque
Belen	MHW	BLN	201		
(1)Carlsbad	M-BVOR-DTV	CNM	1163V2430,2 554,1207,2727	(3) 30235 prior req, #	DME
(1)Cimarron	M-BVOR-DTV	CIM	1163V1207,2430,2554,2727	(3)-30235 req, #	FSS-Trinidad,Colo.
(3)Clayton	M-VORW	CAO	114.1		
Clovis-Cannon AFB	HW	CVS	272		
"	CM		118.7,126.18	#,122.5	
Columbus	SBMRAZ-DTV	CZ	284;V;243.0, 255.4, 120.7,272.7	(3)-30235 req, #	82 N 170 A 258 N 350 A
(1) "	M-BVOR	CUS	113.8		DME
(3)Corona	M-VORW	CNX	115.5		
(3)Crown Point	M-VORW	CPT	114.2		
(3)Deming	M-VORW	DMN	108.6		
El Morro FSS-Zuni	BMRLZ-DTV	EMO	353;V;243.0, 255.4, 120.7,272.7	(3)-30235 prior req, #	79 N 169 A 259 N 349 A
(1)Farmington	H-BVORTAC-DTV	FMN	1153V1207,2430,2554,2727	(3)-30235 req, #	
(1)Grants	H-BVOR-DTV	GNT	1165,V;1207,2430, 2554,2727	(3)-3023.5, #	DME
Hobbs	BMRLZ-DTV	HB	293;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	78 N 168 A 258 N 348 A
(1) "	M-BVOR	HOB	116.6		
" Lea Co.	C(g)		215;118.3,126.2,257.8,348.6	(2), #	
Las Vegas	SBMRAZ-DTV	LV	359;V;243.0, 255.4 120.7,272.7	(3)-30235 req, #	21 A 109 N 201 A 289 N
(1) "	H-BVORTAC	LVS	117.3		
Otto	BMRLZ-DTV	OO	290;V;243.0, 255.4, 120.7,272.7	(3)-3023.5 prior req, #	74 A 164 N 254 A 344 N
(1) "	M-BVOR	OTO	114.0		
(3)Pinon	L-VORW	PIO	110.4		
Roswell	SBMRAZ-DTV	RW	305;V;243.0, 255.4 120.7,272.7	(3) 3023.5 prior req, #	30 A 123 N 210 A 303 N
(1) "	H-BVOR	ROW	116.1		
" WalkerAFB	CM		120.2	122.5	
(1)Santa Fe	M-BVORTAC-DTV	SAF	1106V1207,2430,2554,2727	(3)-30235, #	DME
" Co. Mun	C(g)		245;119.5,126.18,257.8,348.6	122.5	
(1)Socorro	M-BVORTAC-DTV	ONM	112.5V2430,2554,1207,272.7	(3), #	FSS-Albuquerque
(1)Taos	M-VORW	TAS	117.6		
(3)Texico	M-VORW	TXO	112.9		
Truth or Consequences	SBRAZ-DTV	TT	344;V;243.0, 255.4 120.7,272.7	(3)-30235 prior req, #	78 N 176 A 258 N 341 A
(1) "	H-BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TC	212;V;243.0, 255.4 120.7,272.7	(3)-30235 req#	77 A 167 N 257 A 347 N
(1) "	M-BVOR	TCC	113.8		DME

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
(1) Zuni	L-BVORTAC-DTV	ZUN	108.4;V;207,243.0,255.4,272.7	(3)-30235 prior req.#	
NEW YORK					
Albany	SBRAZ-DTV	AB	263;V;243.0, 255.4,120.7 272.7	(3)-30235 req.#	15 A 113 N 208 A 293 N
(1) "	H-BVOR TAC	ALB	116.9		DME
" Mun	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 340.2	(2), #	(0800-1830 Mon-Fri)
(1) Binghamton	M-BVORTAC-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;119.3, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BF	260;V;243.0, 255.4,120.7 272.7	(3)-30235 req.#	50 A 91 N 230 A 272 N
(1) "	M-BVORTAC	BUF	116.5		DME
" Grtr Buffalo Intl	AC(g)		278;120.5, 126.2, 119.8, 3486,2578,1265,2430, 338.6	(2), #	
"	VHF/DF		Gds: 122.5, 120.5, 126.18, 126.5, 119.8		
Calverton - Peconic River	CI(g)		323;121.3, 126.2, 142.74 340.2	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1) DeLancey FSS-Binghamton	L-BVOR-DTV	DNY	109.6;V;243.0, 255.4 120.7	(3), #	
(1) Dunkirk	L-BVOR-DTV	DKK	111.8;V;207,243.0,255.4,272.7	(3)-30235 req.#	FSS-Buffalo
"	HW	DKK	239		
Elmira	SBRAZ-DTV	EM	375;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	43 A 135 N 236 A 308 N
(1) "	M-BVOR	ELM	117.3		DME
"Chemung Co.	AC(g)		278;121.1, 243.0, 257.8	(2), #	
Farmingdale Republic	CI		371;121.3;126.2, 257.8	1225,2578, 126.18	(0700-1530 Mon - Fri)
(1) Geneseo	L-BVORTAC-DTV	GEE	111.8;V;120.7,243.0,255.4,272.7	(3)-30235 req.#	FSS-Buffalo
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206V243.0,255.4,1207,272.7	(3)-30235 req.#	
(1) " "	L-BVORTAC	GFL	110.2		
Glenville (P)	MH	GVI	284	Voice from Schenectady Twr 0700-2300 & req.	
(1) Hampton	M-VORW	HTO	114.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
New York, Idlewild Intl	AC(g)		119.1, 121.1, 121.65, 123.7, 123.9, 119.7, 134.1, 136.8, 137.88, 14274, 243.0, 257.8, 269.2, 269.6, 290.3, 269.4 348.6	(1), #, 122.7	
" "	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7, 123.9, 132.3, 134.1, 142.74, 119.7, 134.64, 137.88		
"	Center		119.6, 119.8, 120.0, 120.1, 120.2, 123.6, 123.8, 124.1, 124.3, 124.8, [redacted] 125.1, 125.3, 125.4, 125.5, 125.6, 125.9, 126.0, 126.3, 126.4, 132.60, 132.95, 133.55, 133.80, 134.80, 137.88, 243.0, 250.4, 269.6, 278.3, 283.7, 285.5, 285.6, 290.4, 300.7, 301.4, 306.3, 313.4, 317.5, 317.6, 317.7, 319.9, 323.8, 327.1, 335.6, 343.8, 353.5, 355.8, 360.7, 362.3, 363.1, 381.6		
"	VHF/DF(Cntr)		Gds: 124.1, 132.3, 137.88, 2[illegible]		
" "La Guardia FSS-Idlewild	SBRAZ-DTXV	LGA	209V2430,2554,1207 Trans wea bcst 209 kc.	(3)-30235,#	43 A 132 N 223 A 274 N
New York, LaGuardia	AC(g.7)		362;1265, 118.7, 1189 120.4, 125.7, 243.0, 263.0, 274.3, 1261 381.4	(1), #, 122.7	
" " "	VHF/DF		Gds: 118.7, 1189, 1204, 122.7, 1257, 1265		
Niagara Falls Mun	C(g.7)		272;118.5, 126.2 243.0, 275.8, 236.6	(1), #, 122.7	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF		Gds: 243.0, 275.8, 305.4		
Peconic	SMRAWZ	PIC	339		53 A 129 N 234 A 321 N
(1) Plattsburgh FSS-Burlington, Vt	H-BVOR-DTV	PLB	116.7, V;255.4, 120.7	(3), #	DME
Poughkeepsie	SBRAZ-DTV	PU	368;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req.#	28 A 94 N 193 A 272 N
(1) "	M-BVOR	POU	112.2		DME
(1) Riverhead FSS-Idlewild	M-BVORTAC-DTV	RVH	117.2V1207,2430,2554	(3)-3023.5, #	DME
Rochester	SBMRLZ-DTV	RR	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	L-BVOR	ROC	114.5		DME
" Monroe Co.	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) Rockdale	M-VORW	RKA	112.4		

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(3)Watkins Glen	L-VORW	ATE	117.6		
(1)Wellsville FSS-Elmira	M-BVOR-DTV	ELZ	116.0;V;243.0.255.4, 120.7,272.7	(3)-30235.req.#	
White Plains Westchester Co.	AC(g)		260;185,1244,12618,14832,2630,2430,319.8	(2)-3023.5,req#	
	UHF/DF		Gds: 243.0,		
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7,272.7	(3),30235,req.#	
(1) "	M-BVORTAC	AVL	112.4		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2),30235, req.#	
Carolina Beach	HHW	CLB	216		
Charlotte FSS-Hickory	SBMRLZ-DTV	CT	307;V;120.7	(3)-30235,req# 255.4	89 A 179 N 269 A 359 N
"	L-VORTACW	CLT	110.6		
" Douglas Mun	AC(g)		263;118.1, 123.7, 126.2 124.0,307.0,381.4,120.5,243.0, 257.8, 3356,3486	(2), #	
Cherry Point	H	NKT	245		
" MCAS	M-BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	M-BVORTAC-DTV	CVI	113.7;V;207,2430,2554,2727	(3)-30235req.#	FSS-Eliz. City
(1)Elizabeth City	L-BVOR DTV	ECG	114.6;V;243.0, 255.4, 120.7,272.7	(3)-3023.5req.#	DME
Fayetteville	MHW	FAY	209		
"Grannis Fld	C(g.7)		278;183, 2430,2578,3486	(2), #	
Ft Bragg, Pope AFB	HW	FTB	338		
" " "	L-VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GO	365;V;255.4,120.7,272.7	(3), #	58 A 148 N 237 A 308 N
(1) "	M-BVOR	GSO	1158;		DME
" High Point	AC(g)		242;118.5, 119.1, 126.2 243.0, 257.8, 348.6	(2), #	
(1)Hickory	M-BVOR-TVJ	HKY	1100;V;323;120.7	(3)-30235 req # 255.4	
(1)Kinston	L-BVOR-DTV	ISO	109.6,V;120.7,2430,2554,2727	(3)-30235req#	FSS-New Bern
(1) Liberty	L-BVOR-DTV	LIB	111.2,V,2430,2554,1207,2727	(3)-3023.5req.,#	FSS-Raleigh-Durham
Lumberton	MHW	LBT	359		
New Bern	BMH-DTV	EWN	299;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	
(1) "	M-BVOR	EWN	114.1		DME
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
(1)Pinehurst	L-BVOR-DTV	SOP	111.8,V,2554,1207,272.7	(3), #	FSS-Fayetteville
Raleigh-Durham	SBRAZ-DTV	RU	350;V;243.0, 255.4 1207, 272.7	(3)-30235req.#	48 A 128 N 218 A 299 N
(1) "	M-BVOR	RDU	117.5		DME
"	AC(g)		266;119.3,126.2,243.0,2578, 1253,3486,133.2,13.68,2783,3104,1341,13788,3072,1206,3638 281.4	(2)-3023.5, #	
(1)Rocky Mount	M-BVOR-DTVJ	RMT	116.6;V;243.0, 255.4; 317;120.7,272.7	(3)-3023.5,#	
Weeksville NAF	MRLWZ	NFG	254		65 A 140 N 245 A 320 N
NORTH CAROLINA					
Wilmington	BMH-TV	ILM	368;V;243.0, 255.4, 301.4 , 120.7,272.7	(3), #	
(1) "	M-BVORTAC	ILM	117.0		DME
" New Hanover County	AC(g)		388;119.9, 243.0, 257.8, 348.6	(2), #	
Winston-Salem					
" Smith Reynolds	AC(g)		278;187,1198,126.2,2430,2578,3486	(1),122.7, #	(0700-2300)
NORTH DAKOTA					
Bismarck	SBRAZ-DTV	BK	230;V;243.0, 255.4, 120.7,272.7	(3), #	81 A 159 N 251 A 334 N
(1) "	M-BVOR	BIS	115.7		DME
Dickinson	SBMRAZ-DTV	DK	308;V;243.0, 255.4, 120.7,272.7	(3)-30235,req.#	70 N 168 A 257 N 348 A
(1) "	M-BVORTAC	DIK	112.9		DME
Fargo	SBRAZ-DTV	FG	365;V;243.0, 255.4, 120.7	(3), #	83 A 160 N 260 A 307 N
(1) "	H-BVORTAC	FAR	116.2		DME
" Hector Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
Grand Forks	BMLZ-DTV	GK	353;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
(1) "	L-BVOR	GFK	109.4		
Jamestown	SBMRAZ-DTV	JS	344;V;243.0, 255.4	(3)-30235.req.#	74 A 166 N 258 A 346 N
(1) "	M-BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MT	209;V;243.0, 255.4, 1207,272.7	(3), #	32 A 122 N 212 A 302 N
(1) "	M-BVOR	MOT	117.1		DME
Pembina	MRAWZ	PMB	260		78 N 171 A 258 N 345 A
(1)Williston	M-BVOR-DTV	ISN	116.3;V;120.7,2430,255.4,2727	(3), #	FSS-Minot
OHIO					
Akron	HW	AKR	362		
(1) "	L-BVOR-DTV	ACO	1084;V;120.7,2554,2727	(3), #	
" Mun	C(g.7)		2721,201,2430,2578	(1),#, 122.7	
" Canton	AC(g)		278;118.3, 126.2 ,2430, 257.8 ,1255	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton FSS-Columbus	H-BVORTAC-DTV	APE	116.7;V;255.4,243.0, 120.7,272.7	(3), #	DME
(1)Attica	L-BVOR-DTV	ATO	114.4;V;120.7,2430,2554	(3)-30235req.#	FSS-Mansfield
(1)Bellaire	L-BVOR-DTV	AIR	115.6;V;120.7,255.4	(3), #	FSS-Wheeling, W.Va.
Bexley	MHW	BXL	257		
Brecksville	MHW	CEE	326		
(1)Chardon	L-BVORTAC-DIXV	CXR	109.8;V;2430,2554,1207,272.7	(3)-30235,req.#	FSS-Cleveland
Cincinnati Trans wea bcst 335	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7,272.7	(3)-3023.5req.#	47 A 122 N 224 A 296 N
(1) "	M-BVORTAC	CVG	112.9		DME
" Greater Cincinnati	AC(g.7)		317;118.3,1210,126.2,124.7, 257.8,2430, 3238,3606	(1), #, 122.7	
"	VHF/DF		Gds: 118.3, 124.7, 126.2		
" Lunken	C(g)		227;118.7, 126.2, 243.0, 257.8	(2), #	

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CE	344;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	95 A 144 N 279 A 324 N
(1) " Trans wea bcst on 344kc	M-BVORTAC	CLE	113.6		DME
" Hopkins	AC(g)		269; 119.3 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0 291.6 307.0, 348.6	(2), #	
"	VHF/DF		Gds: 1183 1185 1193 121.0 122.5 126.18		
"	Center		118.6, 119.2, 119.6, 120.2 # 120.8, 124.0, 124.1, 124.2, 124.3, 124.4, 124.6, 125.0, 125.2, 125.7, 127.9, 132.20, 132.45, 133.95, 134.25, 243.0, 269.4, 283.7, 284.6, 285.5, 301.4, 306.3, 307.2, 311.8, 317.7, 318.2, 319.8, 323.0, 340.6, 350.2, 353.7, 379.2, 379.9, 380.3		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7 272.7	(3)-30235 req,#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278 109.5, 121.1, 121.3, 126.18, 123.7, 136.8, 142.02, 243.0, 257.8, 262.0, 327.1, 348.6	(2), #	
" "	VHF/DF		Gds: 121.1 121.3, 122.5, 123.7, 126.18, 136.8, 142.02		
" "	UHF/DF		Gds: 243.0, 263.0, 327.1, 306.4		
Cuyahoga	MHW	CGF	275		
(1) Dayton	M-BVORTAC-DTV	DAY	115.0V;243.0,255.4,1207,272.7	(3)-30235 req,#	DME
" Mun	C(g)		278 119.5, 126.2, 243.0, 257.8	(2), #	
" Wright-Patterson AFB	SMRAZ	FP	379		16 A 85 N 201 A 272 N
(1) Defiance	L-BVOR-DTV	DFI	111.2V1207,2430,2554,2727	(3), #	FSS-Findlay
Findlay	BMH-TV	FDY	209V120.7, 2430, 2554, 272.7	(3), #	
(1) "	L-BVOR	FDY	1082		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	M-BVORTAC-DTV	JFN	115.2V2430,2554,1207,2727	(3)-30235 req,#	FSS-Youngstown
Mansfield	MHW	MFD	374		
(1) "	L-BVORTAC-DTV	MFD	108.8;V1207,2430,2554	(3)-30235 req,#	
" Mun	AC(g)		381.6 124.7 126.5 257.8 275.8	(2)-30235 req,#	
"	UHF/DF		Gds: 243.0, 257.8		
Middletown (P)	MHW	MWO	239		
(1) Navarre	M-BVORTAC-DTV	AVR	112.4V255.4,1207	(3), #	FSS-Akron
(1) Newcomerstown	L-BVOR-DTV	CTW	111.8;V1207,2430,2554,2727	(3)-30235 req,#	FSS-Zanesville
Perry	MHW	PEX	333		
(1) Sandusky	L-BVORTAC-DTV	SKY	109.2V1207,2430,2554,2727	(3)-30235 req,#	FSS-Cleveland
(1) Rosewood FSS-Dayton	M-BVORTAC-DTV	RSD	112.8 ;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	310		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
(1) Zanesville	L-BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	410		
Ardmore	BMH-DTV	ADM	400V1207,2430,2554,272.7	(3)-30235 req,#	
(1) "	M-BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388 ;118.5, 126.18, 122.2	(1), #; 122.2/132.1 ctld Tulsa	
(1) "	M-BVOR-DTV	BVO	117.2V;2554,1207,272.7	(3)-30235 req,#	FSS-Tulsa
Enid, Vance AFB	HW	END	212		
"	M-VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GA	266;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req,#	39 A 134 N 224 A 314 N
(1) "	M-BVORTAC	GAG	115.6		
(1) Hobart	M-BVOR-DTV	HBR	114.7;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req,#	
(1) Kingfisher	M-BVORTAC-DTV	IFI	114.2V1207,2430,2554,2727	(3), #	FSS-Okla City
(1) Lawton	M-VOR-DTV	LAW	112.2V1207,2430,2554,272.7	(3)-30235 req,#	FSS-Wichita Falls, Tex.
" Post AAF	MHZ	PFL	306		
" " "	CM		308 118.6 121.3 126.2	122.5, #	(0600-2200)
(1) McAlester	M-BVORTAC-DTV	MLC	112.0;V;243.0, 255.4; 120.7, 272.7	(3)-30235 req,#	
Muskogee Davis Fld AFB	H	MKO	306		
Norman Westheimer	CI		123.9	122.5, 126.18 req	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OC	350;V;243.0, 255.4 120.7, 272.7	(3), #	75 N 180 A 271 N 344 A
(1) "	H-BVORTAC	OKC	115.0		DME
"Tulakes	C(g,7)		391;118.1, 348.6, 378.9, 2430	122.5, #	(0600-2200)
"Will Rogers Fld	C(g)		272 126.2 118.3, 137.8, 2430, 257.8, 348.6	(1), #, 122.7	
" Tinker AFB	HW	TIK	293		
(1) Okmulgee	L-BVOR-DTV	OKM	108.2V1207,2430,2554,272.7	(3)-30235 req,#	FSS-Tulsa
Owasso	MHW	OWS	317		
(1) Page	M-BVOR-DTV	PGO	113.5V1207,2554,2430,2727	(3)-3023.5,#	FSS-Ft Smith, Ark
Ponca City	BMH-DTV	PNC	368V1207,2430,255.4,272.7	(3)-30235 req,#	
(1) "	M-BVORTAC	PNC	113.2		
(1) Sayre	M-BVOR-DTV	SYO	115.2V2430,2554,1207,272.7	(3)-30235 req,#	FSS-Hobart
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TL	245;V;255.4, 120.7 272.7	(3)-30235, req,#	39 A 123 N 232 A 292 N
(1) "	M-BVORTAC	TUL	114.4		DME
" Mun	AC(g)		278 118.7 119.1, 126.2, 243.0, 257.8, 338.8, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Mun	AC(g)		278;118.3, 126.2, 243.0 257.8, 3486	(2), #	
" "	VHF/DF			100-156	
(1)Newberg	M-BVOR-DTV	UBG	114.4;V;120.7,255.4,243.0	(3), #	FSS-Portland
(1)Newport	H-BVOR-D	ONP	117[illegible]	122.1	Cld Eugene FSS
(1)North Bend	M-BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235 req.#	
Ontario	MHW	ONO	305		
Pendleton	SBRAZ-DTV	PN	341;V;243.0, 255.4, 120.7, 272.7	(3), #	57 A 107 N 237 A 302 N
(1) "	H-BVORTAC	PDT	114.7		DME
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PO	332;V;243.0, 255.4, 120.7	(3), #	61 A 152 N 244 A 357 N
(1) "	M-BVORTAC	PDX	115.7		DME
" Intl	AC(g)		278;118.1,118.7,1249,126.2, 3054,119.8,243.0,284.6,2578,2903,3486,3856	#,122.5	
" "	VHF/DF			126.2	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RM	368;V;243.0, 255.4 120.7, 272.7	(3)-30235 req#	102 N 164 A 282 N 357 A
(1) "	M-BVOR	RDM	113.5		DME
(3)Rome	M-VORW	REO	112.5		DME
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DL	230;V;243.0, 255.4 120.7, 272.7	(3), #	76 N 185 A 255 N 343 A
(1) "	H-BVORTAC	DLS	117.2		DME
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	AE	321;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	M-BVORTAC	ABE	117.5		DME
" Bethlehem Easton	AC(g)		278;120.5, 243.0, 257.8, 118.2	(2), #, 126.18req only	
Altoona	SBMAZ-DTV	AO	338;V;243.0, 255.4. 120.7, 272.7	(3)-30235req.#	23 A 88 N 203 A 281 N
(1) "	L-BVOR	AOO	108.8		
(1)Bradford	M-BVOR-DTV	BFD	116.6;V;207,2430,2554,2727	(3)-30235 req.#	DME
"	BMH	BFD	224		
Butler	MHW	BTP	206		
Cecil	MHW	CEU	219		
(3)Clarion	L-VORW	CIP	109.0		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Du Bois	BH-DTV	DUJ	356;V;207,2430,2554,2727	(3)-30235req.#	FSS-Brookville
(1)East Texas	M-BVORTAC-DTV	ETX	115.8;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Ellwood City FSS-Pittsburgh	L-BVORTAC DTV	EWC	109.6;V;120.7 ,243.0 255.4 , 272.7	(3)-30235req.#	
Erie	SBMRAZ-DTV	EI	371;V;243.0, 255.4,120.7 ,272.7	(3), #	69 A 184 N 243 A 357 N
(1) "	H-BVORTAC-DTV	ERI	115.7		DME
" Port Erie	AC(g)		278;190,3539;118.1,2430,257.8,3486	(2), #	
(3)Fitzgerald	M-VORW	FTZ	112.0		
Harrisburg	SBRAZ-DTV	HR	242;V;243.0, 255.4 120.7,272.7	(3)-3023.5, #	07 A 104 N 194 A 298 N
(1) "	L-BVORTAC	HAR	109.8		DME
"York State	AC(g)		278;195,1209,126.2,2430,2578,281.4	(2), #	
Hazleton (P)	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Imperial	L-BVORTAC-DTV	IRL	1100V2430,2554,1207,272.7	(3)-30235req. #	FSS-Pittsburgh
(3)Indianhead	L-VORW	IHD	108.6		
(1)Johnstown	M-BVOR-DTV	JST	1130V2430,2554,12072727	(3)-30235req.#	FSS-Altoona
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
(1)Keating	M-BVOR-DTV	ETG	113.7V1207,2430,2554,2727	(3)-30235 req.#	FSS-Philipsburg
Lancaster	MHW	LRP	326		
(1) "	L-BVOR-DTV	LRP	111.4V1207,2430,2554,2727	(3)-30235, #	FSS-Harrisburg
McKeesport	MHW	MKP	287		
(1)Milton	L-BVORTAC-DTV	MIP	109.2V1207,2430,2554,2727	(3)-30235req.#	FSS-Williamsport
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PF	343V2430,2554,1207,272.7	(3), #	58 A 148 N 238 A 328 N
(1) "	L-VOR	PNE	110.0		
"	C(g)		326;121.3,126.18,2430,2578	(2), #	
Philadelphia FSS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7, 272.7	(3), #	80 A 160 N 253 A 350 N
" Intl	AC(g)		372;118.5, 119.0, 125.0, 124.6,126.18,142.74,2430,2917,2630,3072,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds: 118.5,1190 ,125.0, 122.7,124.6,126.18142.74		
Philadelphia - Mustin Fld ALF	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PP	236;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	110 A 163 N 287 A 349 N
(1) "	M-BVORTAC	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PT	254;V;243.0, 255.4, 120.7, 272.7 Trans wea best 254 kc.	(3)-30235req.#	44 A 138 N 224 A 304 N
(1) "	H-BVORTAC	PIT	117.4		DME
" Allegheny Co.	C(g)		278;121.1,126.2,2430,2578	(2), #	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7,119.1,123.8,124.9, 121.3,126.3, 134.1, 236.6, 243.0, 257.8, 305.4,348.6,3638,3608	(1), #, 122.7	
"	Center		118.4, 118.9, 119.2, 120.4 # 120.6, 120.9, 125.1, 126.0, 126.1, 126.6, 126.8, 132.25, 137.88, 243.0, 275.1, 281.5, 285.6, 290.8, 301.4, 307.9, 312.6, 319.2, 322.5, 324.7. 343.6, 353.8, 379.1		
" "	VHF/DF-1		Gds: 1187,1193,121.1, 122.5,126.2		
" "	VHF/DF		Gds: 100-156 mcs (req)		
" (Parkway)	UHF/DF		Gds: 236.6, 243.0, 305.4		
(1)Pottstown FSS- N. Phila.	MHW	GMM	302		
Reading, General Spaatz Fld	L-BVOR-DTV	PTW	1117;V;243.0, 255.4, 120.7 ,272.7	(3), #	
"	AC(g)		281;126.2, 1199., 243.0, 257.8	#, 122.5	
	VHF/DF		Gds: 100-156 mcs (req)		
(1)St.Thomas	M-BVOR-DIV	THS	1150V2430,2554,1207,2727	(3)-30235.#	FSS-Harrisburg
Selinsgrove	BMH -DTV	SEG	353V1207,2430,2554,272.7	(3)-30235 req. #	FSS-Williamsport
(1) "	M-BVORTAC	SEG	113.3		DME
(3)Slate Run	M-VORW	SLT	113.2		
(3)Stony Fork	L-VORW	SFK	111.2		
(1)Stroudsburg	M-BVORTAC-DIV	SSB	114.2;V;120.7, 255.4	(3), #	FSS-Allentown
(1)Thornhurst	M-BVOR-DTV	THT	116V2554,1207,2727	(3), #	FSS-Wilkes-Barre
(1)Tidioute	L-BVOR-DTV	TDT	1176V1207,2430,2554,2727	(3)-30235req#	FSS-Bradford
(1)Tower City	L-BVOR-DTV	TWC	1148V1207,2430,2554,2727	(3)-3023.5, #	FSS-Harrisburg
(1)Tyrone	M-BVORTAC-DIV	TON	1139V2430,2554,1207,272.7	(3)-30235 req#	FSS-Philipsburg

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
(1)West Chester FSS-N. Phila.	M-BVORTAC DTV	ESR	116.4;V;243.0, 255.4 120.7, 272.7	(3), #	DME
Wilkes-Barre-Scranton	SBMAZ-DTV	AP	272;V;255.4,120.7 , 272.7	(3), #	68 A 174 N 271 A 360 N
(1) "	M-BVOR	AVP	117.8		DME
"	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IP	385;V;207,2430,2554,2727	(3)-30235,req,#	11 N 101 A
(1) "	M-BVORTAC	IPT	114.4		176 N 280 A
" Lycoming Co.	AC(g)		281;119.1,1249,2430,2578,3104,3486	122.5, #	
Willow Grove NAS	SMRLZ	NXX	388;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "	CM		356	(1)	
(1)Yardley	M-BVOR-DTV	ARD	116;V;207,2430,2554,272.7	(3), #	FSS-N.Phila.
RHODE ISLAND					
Providence	SBMRLZ-DTV	PE	347;V;1207,243.0,2554	(3), #	47 A 106 N
(1) "	M-BVOR	PVD	115.6		205 A 291 N
" Green	C(g)		278;118.7, 126.2, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	M-BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	H-VORW	ALD	116.7		
Anderson	BMH-TV	AND	353;V;207,243.0,2554,2727	(3)-30235,req#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CC	329;V;243.0, 255.4, 120.7, 272.7	(3), #	47 A 121 N 198 A 291 N
	M-BVORTAC		116.8		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	AR	329;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	110 A 162 N 290 A 342 N
(1) "	H-BVOR	ABR	113.0		
(1)Dupree	H-BVOR-DTV	DPR	116;V;243.0,2554,207,272.7	(3), #	FSS-Pierre
Huron	BMRLZ-DTV	HK	391;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	45 A 114 N 225 A 294 N
(1) "	M-BVOR	HON	117.6		
Lemmon (S)	L-VOR	LEM	111.4	122.1	(0700-1900)
(1)Philip	L-BVOR-TV	PHP	108.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Pierre	SBRAZ-DTV	PD	347;V;243.0, 255.4, 120.7, 272.7	(3), #	60 N 168 A 263 N 348 A
(1) "	M-BVOR	PIR	112.5		DME
Rapid City	SBRAZ-DTV	RP	254;V;243.0, 255.4, 120.7, 272.7, 301.4	(3), #	67 A 166 N 256 A 347 N
(1) "	M-BVORTAC	RAP	116.5		DME
Sioux Falls	SBRAZ-DTV	FD	245;V;243.0, 255.4, 120.7, 272.7	(3), #	54 A 118 N 234 A 337 N
(1) "	H-BVORTAC	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Smithwick	M-BVOR-DTV	SWK	117;V;243.0,2554,207,272.7	(3)-30235,req,#	FSS-Chadron
(1)Watertown	M-BVORTAC-DTV	ATY	116;V;243.0,2554,207,272.7	(3)-30235,req,#	
(1)Winner	M-VORW	ISD	116.7		
Winner (S)	L-VOR	INE	108.6	122.1	(0700-1900)
Yankton (S)	L-VOR	YKN	111.4	122.1	(0700-1900)
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	M-BVORTAC-DTV	CHA	112;V;122.2,207,2554	(3)-30235,req,#	FSS-Crossville
" Lovell Fld	AC(g)		278;118.3, 125.1, 126.2, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	M-BVORTAC-DTV	CSV	113.4;V;243.0, 255.4 120.7, 272.7	(3)-3023.5req,#	DME

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.2,134.1, 236.6,243.0,340.6,360.2,382.8	(1), #	63 A 145 N 243 A 325 N
" "	CM		293	(1)	
Nashville	SBRAZ-DTV	BA	304;V;243.0, 255.4,120.7 272.7	(3)-3023.5 req, #	66 A 156 N 246 A 309 N
(1) "	H-BVORTAC	BNA	114.1		DME
" Berry Fld	AC(g)		278;123.7, 126.2 , 243.0 257.8, 383.8, 119.9 , 119.1 , 348.6, 284.6	(2), #	
"	VHF/DF		Gds:118.5,119.1,120.3,122.1,123.7,122.5,126.8,126.7,132.3,135.9		
North Chattanooga	MHW	CQN	341		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TI	221;V;243.0, 255.4, 120.7 , 272.7	(3), #	66 A 156 N 246 A 336 N
(1) "	M-BVOR	TRI	114.6		DME
"	AC(g)		278,119.5,125.7,126.2, 257.8,348.6	(2), #	
TEXAS					
Abbott (A)	MHW	RDF	215		
Abilene	SBMRAZ-DTV	AI	379;V;243.0, 255.4, 120.7 , 272.7	(3), #	01 A 71 N 181 A 248 N
(1) "	H-BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;120.1, 126.2, 257.8, 348.6, 284.6	(2), #	
" Dyess AFB	MHW	DYS	201		
(1) Addison	L-BVOR-DTV	ADS	111.4;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Dallas
Alice	SBRAZ-DTV	AH	224;V;255.4,120.7 243.0,272.7	(3)-3023.5 req, #	73 A 154 N 253 A 334 N
(1) "	H-*BVOR	ALI	112.3		DME
Alvin (A)	MHW	ALV	362		
Amarillo See Tradewind	SBRAZ-DTV	AM	251;V;120.7, 243.0,255.4 272.7	(3)-3023.5, req, #	78 N 180 A 258 N 360 A
(1) "	M-BVORTAC	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.2 , 243.0,257.8,348.6,307.0,290.3,119.5,121.1	(2), #	
Andrau (P)	MHW	AAP	269		
Austin	BH-DTV	AUS	281;V;243.0, 255.4, 120.7	(3)-3023.5, req, #	
(1) "	H-BVORTAC	AUS	112.5		DME
" Mueller Mun	C(g)		272;118.3, 126.2, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	HW	BSM	293		
Baffin (N)	MHW	NF-5	410		
Beaumont	SBMRLZ-DTV	BT	368;V;243.0, 255.4, 120.7 ,272.7	(3), #	70 A 160 N 250 A 340 N
(1) "	M-BVOR	BPT	114.9		
"Jefferson Co Mun	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring FSS-Midland	SBRAZ-DTV	BI	326;V;243.0, 255.4, 120.7 ,272.7	(3), #	60 A 145 N 250 A 307 N
(1) "	M-BVOR	BGS	114.3		DME
Big Spring-Webb AFB	CM		122.2 (Apch ctl avail.)	122.1	(0700-2300)
(1) Bridgeport	M-BVORTAC DTV	BPR	116.5;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Ft Worth
(1) Britton	M-BVOR-DTV	BRT	117.0;V;120.7,243.0,255.4,272.7	(3)-3023.5 req, #	FSS-Ft. Worth
Brownsville	SBRAZ-DTV	BO	388;V;243.0, 255.4, 120.7	(3), #	102 A 154 N 247 A 359 N
(1) "	H-BVORTAC	BRO	116.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Brownsville Rio Grande Valley Intl	AC(g)		278;118.9 , 126.2 , 119.5 , 250.2, 257.8 , 348.6	(2), #	
(1) Carter FSS-Ft. Worth	L-BVORTAC-DTV	ACF	110.6;V;243.0,255.4,120.7 272.7	(3)-3023.5 req, #	
Cedar Hill	*MHW	CDI	227		
Chase (N)	VOR	NIR	115.2		
(1) Childress	M-BVOR-DTV	CDS	117.6;V;243.0,255.4,120.7,272.7	(3)-3023.5, #	
Clint	HW	CNT	365		
(1) FSS-El Paso	M-BVOR-DTV	CNT	117.6;V;243.0,255.4,120.7,272.7	(3)-3023.5 req, #	
(1) College Station	M-BVOR-DTV	CLL	113.3;V;243.0, 255.4. 120.7,272.7	(3)-3023.5 req, #	DME
" Easterwood Fld	C(g)		272;118.5, 126.2 243.0, 257.8	(2), #	(0630-2230)
Corpus Christi FSS-Alice	SBMRLZ-DTV	CP	382;V;243.0, 255.4 , 120.7 ,272.7	(3)-3023.5 req, #	51 A 139 N 219 A 319 N
(1) "	M-BVORTAC	CRP	115.5		
" Intl	AC(g)		278;118.1, 118.3, 126.2 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	M-VORW	NGP	114.0		
Cotulla	BMH	COT	215		
(1) "	M-BVOR-DTV	COT	115.8;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, #	
(1) Culberson	M-VORW	CXN	113.4		DME
(1) Dalhart	M-BVORTAC-DTV	DHT	112.0; V;243.0, 255.4 120.7 , 272.7	(3)-3023.5 req, #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5, req, #	
(1) "	M-*BVORTAC	DAL	114.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.2 , 243.0, 257.8, 290.3, 307. 2, 312.6, 348.6 , 119.3,123.7	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.2 , 132.0		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	H	DLF	287		
Duncanville	MHW	DCV	287		
(1) Eagle Lake FSS-Houston	M-*BVOR-DTV	ELA	113.6;V;243.0, 255.4 272.7 ,120.7	(3), #	
El Paso	SBRAZ-DTV	EP	242;V;243.0, 255.4, 120.7,272.7	(3)-3023.5, req, #	78 N 178 A 258 N 331 A
(1) "	H-BVOR	ELP	114.5		DME
" Intl	C(g)		278;118.3, 126.2 , 243.0 257.8, 348.6	(2), #	
"	Center		118.9 , 119.3 , 120.1 , 120.4 , 124.1 , 124.2 , 125.4 , 127.10 , 127.30 , 133.10 , 133.95 , 134.45 , 243.0 , 250.4 , 269.0 , 269.2 , 271.2 , 274.3 , 275.1 , 278.3 , 281.4 , 301.4 , 313.4 , 323.0 , 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1) Ft. Stockton FSS-Wink	M-BVORTAC DTV	FST	112.8;V;243.0, 255.4, 120.7 , 272.7	(3)-3023.5 req, #	

V = 122.2, 126.7, , 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0,255.4,120.7,272.7	(3)-30235 req.#	71 A 165 N
	Trans wea bcst 365				249 A 354 N
Ft. Worth Carter Fld	AC(g.7)		317;118.1,118.9,123.9, 126.2 2636, 243.0, 257.8, 119.6, 263.0, 270.6 307.9, 363.8	3023.5 req., #, 122.7	
" "	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 22.5, 126.2, 132.0, 142.74, 119.6, 123.9		
" Meacham Fld	C(g)		272;118.3, 126.2, 243.0 257.8, 348.6	(1), #, 122.7	(0600-2200)
"	Center 119.4, 120.3, 120.9, 124.6, 124.7, 125.5, 125.6, 126.0, 127.55, 128.30, 132.10, 132.40, 132.45, 132.75, 133.00, 133.30, 134.55, 134.65, 243.0, 250.2, 250.4, 269.2, 269.4, 283.7, 285.5, 285.6, 291.7, 300.7, 301.4, 306.3, 323.2, 326.2, 343.6, 351.9, 353.7, 360.6, 363.1, 379.1			#	
" Carswell AFB	CM		120.2	122.5 #	
Galveston	BHH-DTV	GLS	206;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
(1) "	M-BVOR	GLS	112.8		DME
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1) Gregg Co.	M-BVOR-DTV	GGG	117.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5 req. #	
" Longview Mun	AC(g)		347 118.1 257.8 348.6	#, 122.5	
Guthrie	M-VORW	GTH	112.4		
(1) Harlingen	L-BVOR-DV	HRL	1088;V;243.0, 255.4, 120.7	(3), #	FSS-Brownsville
" AFB	MHWZ	HGF	341		
Hood AAF	MH	HLR	347		
Houston	SBRAZ-DTV	HU	332;V;243.0, 255.4, 120.7, 272.7	(3), #	39 A 130 N 242 A 310 N
(1) "	H-BVORTAC	HOU	115.9		DME
" Intl	AC(g)		278;118.1, 118.3, 118.7, 123.7, 126.2, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #	
"	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 22.5, 126.2, 132.0, 142.74, 119.6, 123.9		
Houston Ellington AFB	MHW	EFD	362		
Houston Hobby	MHW	HOB	308		
Huntsville	MHW	HVW	247		
Jacksonville	MHW	JVL	362		
Kerrville	MHW	ERV	247		
Kilgore	MHW	KGR	247		
Kingsville NAS	MHW	NQI	362		
Laredo	BMRLZ-DTV	LRD	350;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	39 A 118 N 219 A 298 N
(1) "	H-BVOR	LRD	117.3		
Laredo AFB	MHW	LRE	362		
Llano	MHW	LNO	362		
(1) Lubbock	H-BVORTAC	LBB	116.4		
" Mun	AC(g)		278;118.9, 126.2, 257.8, 348.6, 118.1	3356 (2), #	
(1) Lometa	M-BVORTAC-DTV	MTA	117.9;V;207, 243.0, 255.4, 272.7	(3)-3235 req.#	FSS-Austin
Lufkin	BMH	LFK	356		
(1) "	M-BVOR-DTV	LFK	112.1;V;207, 243.0, 255.4, 272.7	(3)-30235 req.#	DME
(1) McAllen	L-BVOR-DTV	MFE	109.8;V;207, 243.0, 255.4	(3), #	FSS-Brownsville
(3) Marfa	M-VORW	MRF	115.9		
Matagordo (A)	MH	MGI	215		
Midland	BMRLZ-DTV	MF	311;V;243.0, 255.4, 120.7, 272.7	(3), #	49 A 139 N 229 A 319 N
(1) "	M-BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.2, 243.0 257.8, 348.6, 290.4, 121.1	(2), #	
"	VHF/DF		Gds: 118.7, 121.1, 122.1, 122.5, 126.7, 132.0, 135.9		
Mineral Wells	BMH-TV	MWL	284;V;207, 243.0, 255.4, 272.7	(3)-30235 prior req.#	
(1) "	M-BVORTAC	MWL	115.5		DME
Newark	HW	EWX	407		
(1) Newman FSS-El Paso	M-BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7, 272.7	(3)-30235 req.#	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PS	350;V;243.0, 255.4, 120.7, 272.7	(3)-30235.#	39 A 118 N 219 A 298 N
(1) "	H-BVOR	PSX	117.3		
Pasadena	MHW	PDA	245		
Pearland (A)	MHWZ	EFD	362		
Prairie Hill AFB	MHW	HHR	308		
(1) Quitman	M-VORW	UIM	114.0		DME
Rio	MHW	HCO	317		
(1) Rocksprings	M-BVOR-DTV	RSG	109.0;V;207, 243.0, 255.4, 272.7	(3), #	FSS-Junction

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Somerset	M-BVOR-DTV	SOT	112.6;V;243.0,255.4,1207,272.7	(3)-3023.5, prior req, #	FSS-San Antonio
(1)Sulphur Springs	M-BVOR-DTV	SLR	116.3;V;243.0,255.4,1207,272.7	(3)-30235,req,#	DME FSS-Dallas
(1)Temple	L-BVOR-DTV	TPL	1104;V;1207,2430,2554,2727	(3), #	FSS-Waco
Tradewind	MHW	TDW	338		
Tyler	BH-DTV	TYR	320;V;1207,2554,2727	(3), #	
" Pounds Fld	AC(g)		272;119.1,2430,2578,3486	(2), #	
(1) Victoria	L-BVOR-DTV	AOE	109.2;V;1207,2430,2554,2727	(3)-30235,req, #	FSS-Palacios
Waco	SBRAZ-DTV	AT	385;V;243.0, 255.4, 120.7, 272.7	(3), #	9 A 134 N 192 A 314 N
(1) "	M-BVORTAC	ACT	115.3		DME
" Mun	C(g)		278;199,126.2,2578,3486	(2), #	
"Connally AFB	MH	CNW	400		
Wichita Falls	H-BVORTAC-DTV	SPS	1127;V;243.0, 255.4,120.7 272.7	(3)-30235,req,#	
(1) "	HW	SPS	296 3486		
Sheppard AFB/Mun	AC(g)	278;182,119,1126.2,2430,2578,3271,274.3		#, 122.5	
Wink	SBRAZ-DTV	IK	260;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	82 N 169 A 241 N 333 A
(1) "	M-BVOR	INK	112.1		
Yoakum	MHW	YOA	320		
UTAH					
(1)Bonneville FSS-Salt Lake City	H-BVOR-DTV	BVL	112.3;V; 255.4, 120.7,	(3)-3023.5, #.	DME
(1)Bryce Canyon	M-BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235,req,#	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DT	212;V;243.0, 255.4,120.7 272.7	(3)-30235,req,#	8 A 98 N 188 A 278 N
(1) "	M-BVOR	DTA	117.6		DME
Dugway Proving Gnd	MH	DPG	284		
Enterprise FSS-Cedar City	SBRAZ DTV	ENP	341;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	18 A 110 N 200 A 290 N
(1)Hanksville	M-BVORTAC-DPVJ	HVE	115.5;V;243.0, 255.4; 278;120.7, 272.7	(3)-30235,req,#	DME
(1) LaSal	M-BVOR-DTV	LXL	1129;V;1207,2430,2554,2727	(3)-3023.5,req, #	FSS-Grand Jct., Colo.
Lucin	MRLWZ	LU	302		62 A 157 N
(3) "	M-*VORW	LCU	115.6		261 A 337 N
(1)Milford	H-*BVORTAC-DTV	MLF	112.1;V;1207,2430,2554,2727	(3)-3023.5,req, #	FSS-Cedar City
(1) Myton	M-BVOR-DTV	MTU	117;V;1207,2430,2554,2727	(3), #	FSS-Salt Lake City
Ogden FSS-Salt Lake City	SBRAZ-DTV	OD	263;V;243.0, 255.4. 120.7, 272.7	(3), #	79 A 152 N 244 A 332 N
(1) "	H-BVOR	OGD	113.6		DME
Promotory Pt	HW	PPU	375		
(1)Provo	H-BVOR-DTV	PVU	1166;V;2430,2554,1207,2727	(3), #	FSS-Salt Lake City
Salt Lake City	SBRAZ-DTXV	SC	227;V;243.0, 255.4. 120.7, 272.7	(3), #	66 A 149 N 246 A 343 N
(1) "	H-*BVORTAC	SLC	116.8		DME
" Mun #1	AC(g)		278;118.3, 119.5, 120.9 126.2,243.0,250.2,2578,3054,3486	(2), #	
" "	VHF/DF	Gds: 119.5 (req)209.1,20.1,120.3,121.9,122.1,1225,126.2,1267,1359)			
"	Center	120.30, 123.60, 125.30, 126.60, 128.40, 128.50, 132.25, 132.50, 132.75, 133.10, 133.15, 133.25, 134.25, 134.60, 134.90, 243.0, 269.0, 269.2, 269.6, 274.3, 275.1, 278.3, 285.6, 290.4, 291.6, 301.4, 310.4, 311.8, 312.6, 317.5, 219.8, 351.9		#	
" " "	UHF/DF			305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Wendover FSS-Salt Lake City	SRAZ-DTV	ENV	248;V;120.7, 255.4,	(3)-3023.5, #	78 A 162 N 250 A 342 N
VERMONT					
(1)Benson	L-BVOR-DTV	BXN	111.8;V;2430,2554,1207,272.7	(3)-30235,req,#.	FSS-GFL
Burlington	SBRAZ-DTV	BU	323;V;255.4, 120.7	(3), #	30 A 169 N
(1) "	L-BVOR	BTV	111.2		210 A 331 N
" Mun	AC(g)		278;118.3, 1262, 243.0 348.6,353.8,121.1,1192,3608,257.8,363.8	(2), #	
"	VHF/DF		Gds: 100-156 mcs (req)		
"	UHF/DF			257.8, 305.4	
Huntington	MHW	HTG	344		
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	49 A 139 N 229 A 319 N
Newport (S)	MHW	EFK	242		
Rutland (S)	MHWZ	RUT	391		
VIRGINIA					
Bacon Castle	MHW	BCL	347		
(3)Blackford	L-VORW	BFO	111.6		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	64 A 178 N 272 A 358 N
(1)Brooke	L-BVORTAC-DTXV	BRV	111.8;V;1207,2554,272.7	(3), #	FSS-Wash., D.C.
(1)Cape Charles	M-BVORTAC-DTV	CCV	112.2;V;2430,2554,1207,272.7	(3)-30235,#	FSS-Newport News
(1)Casanova	L-BVORTAC-DTXV	CSN	109.6;V;1207,2554,272.7	(3), #	FSS-Wash, DC
Chincoteague	MRLWZ	CTE	221		36 A 99 N 216 A 279 N
Cloverdale	MHW	CLV	359		
Dahlgren NAF	CM		375	(1)	
Danville	BMH-DTV	DAN	344;V;1207,2430,2554,272.7	(3)-30235,req,#	
(1) "	L-BVOR	DAN	111.0		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock FSS-Richmond	H-BVORTAC-DTV	FAK	112.1;V;243.0, 255.4. 120.7,272.7	(3)-3023.5, #	DME
Fentress ALF	HW	NTU	404		
Belvoir-DavisonAAF	MHW	DAA	385		
(1)Franklin	L-BVOR-DTV	FKN	1 ,,V1207,2430,2554,272.7	(3)-3023.5, #	FSS-Newport News
Front Royal FSS-Martinsburg, W.Va.	SBMRAZ-DTV	FR	233;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	94 A 175 N 291 A 336 N
(1) "	M-BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GE	388;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	67 A 136 N 247 A 316 N
(1) "	H-BVORTAC	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ	LI	227		103 A 178 N 283 A 353 N
(1)Herndon FSS-Wash., D.C.	M-*BVORTAC-DTXV	HRN	1163;V;2554, 120.7,272.7	(3), #	DME
(1)Hollins FSS-Roanoke	L-BVORTAC-DTV	HIS	111.4;V;120.7, 255.4 272.7	(3)-30235,req#	
(1) Hopewell FSS-Richmond	M-BVORTAC-DTV	HPW	117.3;V;243.0, 255.4. 120.7, 272.7	(3)-3023.5, #	
(1)Lawrenceville	M-BVOR-DTV	LVL	112.9;V;2430,2554,1207,2727	(3)-3023.5, #	DME/FSS-Blackstone
Leslie	MHW	LLE	393		
(1)Linden	M-BVOR-DTV	LDN	114.3;V;2554,1207,2727	(3), #	FSS-Wash., D.C.
Lynchburg	SBRAZ-DTV	LH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N
(1) "	L-BVORTAC	LYH	109.2		234 A 345 N
" Preston Glenn	C(g)		287;118.1, 243.0, 2578	(2), #	
Manakin	MHW	MNV	341		

V = 122.2, 126.7, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
(1)Montebello FSS -Lynchburg	M-BVOR-DTV	MOL	112.6;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317;118.7;243.0, 257.8 348.6	(2), #	
Norfolk FSS-Newport News	SBMRLZ-DTV	OF	281;V;243.0, 255.4, 120.7, 272.7	(3)-30235, #	45 A 135 N 225 A 315 N
(1) "	M-BVORTAC	ORF	116.8		
" Mun	AC(g)		396;121.1,137.88, 257.8, 348.6	(2), #	
"	Center		118.5, 118.6, 118.9, 120.3, 124.1, 124.9, 125.5, 125.7, 132.55, 137.88, 250.2, 269.4, 284.6, 301.4, 319.8, 323.0, 342.2, 350.2, 353.7, 354.1, 360.6, 383.8	#	
"	VHF/DF		Gds: 125.1, 118.5, 119.9, 121.1, 124.1, 126.7, 132.3, 135.9, 137.88		
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	M-VOR	NTU	114.9		
Pulaski FSS-Bluefield, W.Va.	SBMRAZ-DTV	PK	272;V;243.0, 255.4, 120.7, 272.7	(122.1, #	68 A 160 N 253 A 340 N
(1) "	H-BVOR	PSK	117.7		
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	21 A 111 N 201 A 291 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RC	260;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5, #	38 A 124 N 196 A 303 N
(1) "	L-BVOR	RIC	110.0		
" Byrd Fld	AC(g)		396;190.1195;126.2,257.8,348.6,355.8,351.2	(2), #	
" "	UHF/DF		Gds: 243.0,257.8,348.6,355.8		
Roanoke	SBRAZ-DTV	RA	371;V;255.4,120.7,272.7	(3)-30235,req#	73 A 170 N 244 A 350 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Everett Paine AFB	HW	PAE	396		
"	CM		347	122.5req,(1)	
(1)Hoquiam	M-BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7,272.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	LR	408		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	L*BVOR-D	OLM	108.2		Ctld Seattle FSS
(1)Pasco	LVOR	PSC	108.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton Mun	CI(g)		335;121.3 2758;	(2), #	(0700-2300)
Richland, AEC	CI		126.18, 121.5121.3,364.2req	(1),2430req,#	
Seattle	SBRAZ-DTXV	SJ	260;V;243.0, 255.4, 120.7, 2727	(3), #	117 N 186 A 269 N 356 A
" Boeing Fld	C(g)		278;118.3, 126.2, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.90, 120.30, 121.20, 125.00, 127.00, 127.20, 128.10, 132.10, 132.60, 132.80, 133.00, 133.65, 133.90, 134.24, 134.65, 134.95, 243.0, 274.3, 278.3, 281.5, 283.7, 285.4, 285.5, 290.4, 291.7, 300.7, 301.4, 306.3, 307.9, 310.4, 311.8, 313.4, 317.6, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.5, 119.5, 119.9, 126.2, 125.9, 243.0, 257.8, 122.7, 348.6, 271.2, 290.8, 338.2		
(1) " Tacoma	H-BVORTAC	SEA	114.5		DME
" " Intl	AC(g.7)		323;1236, 119.5, 119.9, 126.2, 243.0, 2578, 3486 1180 271.2, 290.8, 338.2, 125.9	(1), #, 122.6	
" Navy Sand Pt.	MRLZ	NEJ	212		54 A 144 N 234 A 324 N
" NAS	MHW	WN	532		

AIR NAVIGATION RADIO AIDS

(30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YM	320;V;243.0, 255.4 120.7,272.7	(3), #	8 A 98 N 188 A 286 N
(1) "	H-BVOR	YKM	116.0		
" Mun	AC(g)		278;119.1,120.2,2690,2578,3486	(2), #	
WEST VIRGINIA					
(1)Beckley	L-BVOR-DTV	BKW	1098;V;207,2430,2554,272.7	(3)-30235prior req#	FSS-CRW
(1)Bluefield	M-BVOR-DTV	BLF	113.3;V;207,2430,2554,2727	122.1, #	135.9unavbl.
Charleston	SBRAZ-DTV	CW	400;V;207,2430,2554,272.7	(3)-30235prior req #	101 A 179 N 277 A 359 N
(1) "	M-BVORTAC	CRW	115.4 3486		
" Kanawha Co.	AC(g)		317;203,198,125.9,126.2,2578,3838	(2), #	
" "	VHF/DF		Gds: 1185,1198,122.5,1259,12618		
Clarksburg	HW	CKB	353		
(3) "	L-VORW	CKB	115.1		
Elkins	SBMRAZ-DTV	EN	245;V;243.0, 255.4, 120.7,2727	(3)-30235,req,#	83 A 174 N 270 A 354 N
(1) "	M-BVORTAC	EKN	114.5		DME
(1)Henderson	L-BVORTAC-DIV	HNN	111.2;V;207,2430,2554,2727	(3)-30235prior req #	FSS-Huntington
Huntington	BH-DTV	HTW	323;V;207,2430,2554,272.7	(3)-30235prior req, #	
Martinsburg	SBMRLZ-DTV	MB	209;V;243.0, 255.4, 120.7,272.7	(3)-30235 req,#	36 A 102 N 216 A 282 N
(1) "	M-BVORTAC	MRB	113.8		DME
" Mun	CI		1205 126.18,2366,2430,1215req #,122.5		(08-18 Tu-Sun)
"	UHF/DF		Gds: 243.0, 255.4, 272.7		
Morgantown	SBMRLZ-DTV	MG	269;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5req, #	36 A 140 N 216 A 320 N
(1) "	H-BVORTAC	MGW	112.7		DME
(1)Parkersburg	M-BVOR-DTVBJ	PKB	114.2;V;243.0, 255.4; 359;120.7,272.7	(3)-30235,req,#	DME
(1)Rainelle	L-BVOR-DIV	RNL	108;V;2430,2554,1207,2727	(3)-30235prior req,#	FSS-CRW
(1)Wheeling	M-BVOR-TV	HLG	112.2;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;118.1, 257.8, 243.0	(2), #	
White Sulphur Sprgs(P)	H	SSU	406	(2), 122.1	(0800-sunset)
(3) " "	L-BVOR-DIV	SSU	1084;V;2554,1207,272.7	(3)-30235 req#	FSS-Roanoke,Va
WISCONSIN					
(1)Eau Claire	M-BVOR-DTV	EAU	112.9;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	
(1)Grantsburg	L-BVOR-DTV	GTG	109.4;V;243.0, 255.4, 120.7, 272.7	(3)-3023.5,req,#	
(1)Green Bay	H-BVORTAC-DIV	GRB	170;V;2430,2554,1207,2727	(3)-30235,req,#	
" "	MHW	XGB	396		FSS-Rockford,Ill
(1)Janesville	L-BVOR-DTV	JVL	111.2;V;1207,2430,2554,272.7	(3),30235,req,#	
La Crosse	SBRAZ-DTV	LE	371;V;243.0, 255.4, 120.7,2727	(3),30235,req,#	57 A 121 N 237 A 310 N
(1) "	L-VOR	LSE	108.4		
(1)Lone Rock	M-BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7 272.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;193,126.2,120,2430,2578,3638,3238	(2), #	
" "	VHF/DF		Gds: 119.3,121.9,122.1,122.5 126.2,135.0,135.9, others 100-156 req.		
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MW	242;V;243.0, 255.4 2727, 120.7 Trans wea bcst 242 kc	(3)-30235,req,#	100 A 173 N 258 A 359 N
(1) "	H-BVORTAC	MKE	116.4		DME
" General Mitchell Fld	AC(g)		278;119.1,118.0, 124.9, 126.2,2430,2578,2630,2854,1238,291.7	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
Milwaukee Gen Mitchell Fld	VHF/DF		Gds: 119.1,122.5, 255 124.9, 126.2 (Req 119.3, 121.1,122.1,126.7,135.9		
	UHF/DF		Gds: 243.0, 305.4		
(1)Oshkosh	L-BVOR-DTV	OSH	111.8;V;2430,2554,1207,2727	(3)-3023.5,req,#	FSS-Green Bay
(3)Rewey	M-VORW	RWV	1158		
(1)Rhinelander	L-BVOR-DTV	RHI	109.2;2430,2554,1207,2727	(3)-30235,req,#	FSS-Wausau
(1)Stevens Point	L-BVOR-DTV	STE	110.6;V;2430,2554,1207,272.7	(3)-30235,req#	FSS-Wausau
(1)Wausau	L-BVOR-DTV	AUW	111.6;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	DME
Woodruff-Lakeland (P)	H	AVW	221	(1), 122.1	
WYOMING					
(1)Big Piney	M-BVOR-DTV	BPI	116.5;V;207,2430,2554,2727	(3)-30235,req#	FSS-Rocks Springs
(1)Boysen Reservoir	M-BVORTAC	BOY	114.9;V;2430,2554,1207,2727	(3)-30235#	FSS-Worland
Casper	SBRAZ-DTV	CR	269;V;-122.2;243.0 255.4;120.7,272.7	(3)-30235,req,#	76 A 159 N 256 A 335 N
(1) "	H-BVORTAC	CPR	116.2		
" Air Term.	AC(g)		278;183,126.2,2578,3486	(2), #	
(1)Cherokee FSS-Rawlins	M-BVOR-DTV	CKW	112.2;V;243.0, 255.4, 120.7,2727	(3)-30235,req#	DME
Cheyenne	SBRAZ-DTV	CS	326;V;243.0, 255.4, 120.7,272.7	(3) #	102 A 161 N 256 A 347 N
(1) "	H-BVORTAC	CYS	113.1		DME
" Mun	AC(g)		201;1187,1199,126.2,2578,2630,3486	(2), #	
(1)Crazy Woman	M-BVOR-DTV	CZI	1142;V;207,2430,2554,2727	(3)-3023.5,req,#	DME/FSS-Sheridan
(1)Douglas FSS-Casper	L-BVOR-DTV	DGW	1088;V-122.2; 255.4,120.7	(3)-3023.5, #	
(3)Dunoir	M-VORW	DNW	113.4		
Ft. Bridger FSS-Rock Springs	SBRAZ-DTV	FB	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	L-BVOR	FBR	108.6		DME
Laramie	SBMRAZ-DTV	LR	245;V;243.0, 255.4, 120.7,2727	(3)-30235,req,#	48 A 138 N 228 A 318 N
(1) "	M-BVOR	LAR	117.6		DME
(1)Rock River FSS-Laramie	M-BVOR-DTV	RKR	114.1;V;243.0, 255.4, 120.7,272.7	(3)-30235,req#	DME
Rock Springs	SBRAZ-DTV	RK	290;V;243.0, 255.4, 120.7,272.7	(3)-30235,req,#	66 A 156 N 246 A 336 N
(1) "	H-BVORTAC	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SD	239;V;243.0, 255.4, 120.7, 272.7	(3)-30235,req,#	28 A 118 N 208 A 298 N
(1) "	H-BVORTAC	SHR	115.3		
Sinclair FSS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7,272.7	(3)-30235,req,#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	BHH-V	SJU	391;V;243.0, 255.4, 120.7,272.7	(3)-3023.5,# 6567	
(1) "	M-BVOR	SJU	114.0		
"	MHW	SJP	326		
" Puerto Rico Intl	AC(g)		272;118.3, 243.0, 257.8 348.6,1190,269.2,	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;187,126.2,2338,257.8	(2), #	(0700-1900)
" Ramey AFB	M-VOR	BQN	114.3		
" "	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	

V = 122.2, 126.7, [illegible], 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, [illegible], 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (30 August 1960)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SWAN ISLAND					
Swan Island	HHW	SWA	407;121.5	#, 243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Christiansted Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567, 272.7	#, 122.1, 6567, 8364	
" "	M-BVOR	STX	108.2		
St. Thomas, Charlotte Amalie [illegible] Truman	TPV		122.2, 126.7; 6567; 120.7 272.7, 2430 2554	(3)-30235req #	
" "	M-BVOR	STT	108.6		

LOCATION	FREQUENCIES TRANSMITS & GUARDS
Denver, Colo Center	119.30, 124.10, 126.50, 127.20, 127.25, 127.80, 128.20, 128.60, 132.15, 132.20, 132.50, 132.70, 132.80, 133.00, 133.55, 133.75, 133.85, 134.60, 243.0, 250.2, 269.6, 278.3, 281.4, 281.5, 285.4, 285.5, 285.6, 290.8, 300.7, 301.4, 307.9, 319.2, 322.5, 324.7, 326.2, 338.2, 353.7 379.1
Jacksonville, Fla Center	119.7, 120.1, 120.4, 121.2, 123.6, 124.0, 124.3, 124.7, 125.5, 127.20, 128.10, 128.15, 132.30, 132.50, 132.80, 133.40, 133.95, 134.25, 134.30, 134.70, 134.85, 243.0, 269.0, 269.4, 269.6, 274.3, 275.1, 281.5, 283.7, 284.6, 290.4, 291.7, 301.4, 306.3, 307.2, 317.5, 318.2, 322.5, 323.8, 326.2, 353.5, 353.8, 360.7, 378.8, 381.4
Boston, Mass. Center	118.2, 118.4, 119.0, 119.8, 120.3, 120.6, 124.2, 124.5, [illegible] 124.9, 125.0, 125.2, 125.8, 1259, 1260, 1278. , 132.10, 132.50, 133.75, 134.45, 134.85, 134.95, 243.0, 250.2, 250.4, 269.2, 269.6, 275.1, 291.6, 301.4, 307.9, 319.2, 324.7, 340.6, 342.2, 352.0, 353.7, 353.9, 354.1, 378.8, 379.1, 379.2, 380.3
Minneapolis, Mn Center	118.4, 119.4, 120.3, 121.0, 124.2, 124.4, 124.6, 124.7, 125.3, 125.4, 125.5, 125.9, 132.10, 132.40, 132.60, 133.40, 133.65, 134.25, 134.45, 134.55, 134.65, 134.75, 243.0, 250.2, 250.4, 269.2, 269.4, 269.6, 274.3, 275.1, 278.3, 281.4, 281.5, 283.7, 284.6, 291.7, 300.7, 301.4, 319.2, 324.7, 343.6, 352.0, 360.7, 363.0
Kansas City, Mo Center	118.2, 118.8, 118.9, 119.0, 119.2, 119.4, 119.6, 119.7, 120.2, 120.4, 121.0, 123.6, 123.8, 124.2, 125.0, 125.1, 125.2, 125.3, 125.4, 125.6, 125.9, 126.4, 132.25, 132.50, 132.80, 132.95, 133.45, 133.50, 134.30, 134.70, 243.0, 250.2, 269.0, 269.4, 278.3, 279.6, 281.4, 283.7, 285.4, 290.3, 290.4, 290.8, 291.6, 301.4, 307.2, 306.3, 310.4, 311.8, 312.6, 317.7, 318.2, 323.2, 323.8, 326.2, 335.6, 350.2, 354.1, 355.8, 380.3, 381.4, 382.2, 385.4, 385.6

NOTAMS

LEGEND

(7-21) -- Month and day the information was reported.

** -- New or revised airport or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ -- New or revised radio or radar data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such "permanent" data will usually be cited only once. Temporary data, however, will be continuously cited until no longer in effect.

ALABAMA: BIRMINGHAM MUN ARPT: Due to comsng apch lgt system rnwy 5, ILS min day and ngt lowered to 200-1/2.
BIRMINGHAM RADIO: Caution - E course LF rng has severe multiples.
ELBA ARPT: New arpt reported. Lctn: 1.5 mi W; lat 31-25, long. 86-05; No. of rnwys: 2; Lngst rnwy and facils: h30-B*L4-; Rmks: Unattended. Trees E. (4-7)
FORT MORGAN ARPT: Clsd, constr of paved rnwy. (6-27)
**MOBILE, BATES FLD: 209'(459'MSL) lgtd twr being erected 22 nmi WNW(309°T) at lat 30-55-59, long. 88-36-14. (8-1) Sequence flashers serving rnwy 14, stns 10 thru 30 comsnd & flt checked. (6-22)
MOBILE, BROOKLEY AFB SPECIAL NOTICE: Due to concentrated opern of hi-performance jet acft, all tfc other than that for Brookley, should remain clear of the Brookley Ctl Zone during VFR flt below 2700', unless otherwise cleared by the Brookley Ctl Twr. (1-12)
MOBILE, BROOKLEY AFB RADIO: USAF VOR radials 212° thru 222° clockwise unusable-acct severe scalloping. (7-10)
MOBILE RADIO: VOR radials 018° clockwise thru 028° unusable. (6-29) DMET operg test basis; channel 80.
MONTGOMERY SPECIAL NOTICE: Due to extsv jet tfc, all acft are cautioned to maintain cont rdo ctc with appropriate ctl twr when operg in Danelly Fld or Maxwell AFB ctl zone.
MONTGOMERY, ALLENPORT ARPT: N/S rnwy clsd until further notice. (7-24)
**MONTGOMERY, DANNELLY FLD: Sequence flashers serving rnwy 9, operg on stns 1 thru 22 flt checked & comsnd.
MUSCLE SHOALS RADIO: DMET operg test basis; channel 112. (5-25)
ONEONTA ARPT: New arpt reported. Lat 33-58-00, long. 86-23-30; elev: 1123'; one sod strip 3500', no svcs, no fuel. (7-27)
OZARK, BLACKWELL FLD: Clsd, constr rnwy paving. (6-15)
ROANOKE MUN ARPT: Clsd, reconstr & paving. (6-14)
ST. ELMO ARPT: 250'(258'MSL) lgtd tmpry twr being erected 24 nmi ESE(132°T) at lat 30-13-54, long. 87-55-41. (4-18)
SELMA, SELFIELD ARPT: Rnwy 12-30 being extended to 5,300', extsn on NW end apch rnwy 12. (8-6)
TUSCALOOSA, VAN de GRAAFF ARPT: About Oct 26, 342.2'(762' MSL) lgtd twr will be erected 6.5 nmi E(107°T) at lat 33-11-52, long 87-29-05. (8-4)
TUSCALOOSA RADIO: DMET operg test basis; channel 82. (7-1)
TUSCUMBIA, TRI CITIES ARPT: 503' (962'MSL) lgtd stack being erected 6.5 nmi W (282°T) at lat 34-44-35, long 87-50-58. (12-10)
TUSKEGEE RADIO: DMET operg on test basis; channel 120. (11-5)
ARIZONA: BENSON SPECIAL NOTICE: Caution; avoid flying over or near Apache Powder Co., nitroglycerin plant aprx 4 mi SSW of St. David due to potential explosion hazard. (11-6)
CLIFTON, GREENLEE COUNTY ARPT: N/S rnwy useable with caution, weeds. (5-4)
COCHISE RADIO: DMET operg on test basis; channel 41. (10-11)
DOUGLAS, BISBEE-DOUGLAS INTL ARPT: Rnwy 17-35 clsd, reconstr; intersecting rnwys except rnwy 8-26 will be progressively clsd durg period of reconstr. (7-6)
DOUGLAS RADIO: Soon VOR will be shut down until aprx Sept. 1 - reconstr and freq chg to 110.0 mc. (6-8) Durg this period, following route structure and MEA in efct:

ARIZONA: Unusable Awys: V66, DUG Animas Ints. Unusable Reporting Points: Heath and Rinoon Ints. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V66 Mescal Int-Douglas Int via TUS R-108°, 12,000' MEA. Usable Reporting Points: Douglas Int: TUS R-108° & CIE R-158°; MRA 12,000'. Animas Int: CUS R-264° & SSO R-111°; MRA 10,000'.
GILA BEND ARPT: New arpt reported. Lctd 2.0 SE. 2 rnwys, longest rnwy & facils 40-S5. Fuel: F3.
GILA BEND-YUMA SPECIAL NOTICE: U.S. Army conducting hi-speed, jet powered, pilotless acft (DRONE) flts within Caution Area C-308 and on a line from Yuma, Ariz. to Fort Huachuca, Ariz. Flts will average three per month and will be conducted under VFR conditions only. Alts in use will be variable and speeds will be sub and supersonic. Actual flt info will be disseminated by Notam from Yuma, Ariz., 72 hrs prior to each flt. (6-13)
GILA BEND RADIO: DMET operg test basis; channel 113. (1-27)
**MARICOPA SPECIAL NOTICE: CAUTION- DO NOT MISTAKE FOR L NDG AREA. Space Surveillance Stn at lat 33-06-31, long 112-01-46, aprx 4 mi N. 1200' W and parallel to hwy. Site is strip 300' x 1800' with paved portion lengthwise thru cntr 100' in width and studded with 6' steel posts. This permanent hazard lctd 22 nmi S Phoenix-Sky Harbor Arpt
PHOENIX SPECIAL NOTICE: Hi Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Luke AFB hi-density tfc is operg. Normal trng hrs are from 0600-1800 MST Mon thru Fri. Hi-density tfc will be operg VFR on R83, V94, V66 and R9 within a 10 mi radius of the Gila Bend VOR & btn the Gila Bend VOR & a point 52 nmi W on R9 and V66 at alts below 2000' and at 5000', 6000', 7000', 15,000', 16,000' and above 25,000' MSL. On R83 and V94 btn a point 10 nmi S of the Hassayampa VOR & the Gila Bend VOR at & below 4000' MSL & 25,000' and above. All provisions of Special Air Regulation #421 apply within the following area: G5 & V16 W of Phoenix btn 112° - 10'W and 112° - 35'W. (6-1)
PHOENIX, AIRHAVEN ARPT: Caution rnwy ruf, soft spots. (6-3) Clsd all acft over 6000 lbs gross wt. (6-9)
PHOENIX, DEER VALLEY ARPT: 5000' extsn E end E/W rnwy clsd. (5-5)
**PHOENIX, SKY HARBOR MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: Extreme E end txwy 4 including the runup area rnwy 26L; 100' of txwy 1 SW of ctl twr; and parking areas N and NW of bldg line on N and NW area of arpt. All use of these areas is at pilot's discretion. (8-2) Rnwy 3-21 perm clsd, used as txwy 17. Txwy 5 and txwy 1 btn txwy 4 & txwy 6 perm clsd. Txwy btn txwy 1 and the ramp open. (8-1) Acft barrier on rnwys 8R & 26L.
**PRESCOTT MUN ARPT: Taxi strips to rnwys 21 and 12 not to be used by acft with total gross load of 20,000 lbs or greater single wheel gear, 40,000 lbs or greater dual wheel gear, 60,000 lbs or greater dual tandem gear. Heavier acft taxi on rnwy.
SCOTTSDALE, THUNDERBIRD ACADEMY ARPT: N/S & NW/SE rnwys clsd. (4-7)
TUCSON SPECIAL NOTICE: Sahaurita Restricted Area R-310 being used for unlgtd moored balloon opern Aug 6-Oct 31, 1960. Hrs of opern - 0300-1300Z surface to 2000' above surface. Ctc Tucson FSS prior to penetrating R-310 durg aforementioned period & times. Hi-Density Jet Tfc: Pilots on other than IFR clearance should avoid or use extreme caution when traversing folg area at alt above 19,000' MSL. Hi-density jet tfc operg at & above 20,000' MSL within area from Douglas VOR to Cochise VOR to Cortaro Int. to Robles Int to Kinsley Int. to Douglas VOR; hrs of opern cont daily.
TUCSON ARPT SPECIAL NOTICE: Target towing by jet acft during dalgt hrs under VFR conditions on wk-ends and intermittently thru week on a direct route from Ajo, Ariz. descending from 20,000' so as to reach 5500' prior to joining ctl area vicinity San Pedro, Ariz thence direct to San Xavier mission, thence direct to Tucson arpt. Ctc Tucson rdo or ctl twr for info concerning towing activity. (2-10)
TUCSON, RYAN ARPT: E/W rnwy under constr, N/S rnwy avbl durg periods when E/W rnwy clsd. Extreme caution when using substitute rnwy. (6/17)
TUCSON RADIO: VORTAC unusable beyond 25 mi, 320° clockwise thru 080° at MOCA. (2-24)
YUMA-MCAAS/YUMA CO. ARPT: Rnwy 17-35 clsd, use as txwy only. Rnwy 3R-21L clsd. Hi-density jet tfc vcnty of arpt. Hvy constr in progress apch of rnwy 21R lctd int rnwys 21R and 17 - 35. 11,000' of rnwy 3L-21R usable. Caution on taxiways. Navy chain-type arresting gear located 9200' from apch end of rnwy 21R and 11,000' from approach end of 3 L. Tetrahedron uncontrollable not to be used as rnwy-in-use indicator. (6-1) Rnwy lgts installed rnwy 8-26. (7-2)
ARKANSAS: BENTON, SALINE CO. ARPT: Rnwy lgts and unicom inop. No fuel avbl. (2-23)
BRINKLEY, FEDERER MEMORIAL ARPT: Clsd for constr. (5-16)

ARKANSAS: EL DORADO RADIO: DMET operg test basis; channel 19. VOR 034 radial rough & scalloping above 10,000'; Brampton Int on V1522 formed by El Dorado 034° and

CALIFORNIA: ...rnwy 32.
DORRIS, BUTTE VALLEY ARPT: Clsd, constr until further notice. (7-20)
EL CENTRO RADIO: July 28, VOR/TAC shut down until aprx Sept 2, -freq change to 108.2 ...(channel 19 & class chgd to L-B VOR/TAC. Durg this period, following route structure &

ARKANSAS: EL DORADO RADIO: DMET operg test basis; channel 19. VOR 034° radial rough & scalloping above 10,000'; Hampton Int on V1522 formed by El Dorado 034° and Texarkana VORTAC unusable above 10,000'. (1-27)

FAYETTEVILLE, DRAKE ARPT: Constr work in progress on txwy and ramps, N/S txwy W side hard surface rnwy; use hard surface rnwy only; open trenches within 50' both ends hard surface rnwy. (5-10)

FAYETTEVILLE RADIO: DMET operg on test basis; channel 96.

FORREST CITY, HUTCHERSON FLYING SERVICE: 233' (666'MSL) lgtd twr being erected 9.2 nmi N(16°T) at lat 35-05-34, long. 90-43-06. (6-30)

FORREST CITY, HUTCHERSON FLYING SERVICE: New arpt reported, lctd 3.0 mi S; one 3000' N/S hard surfaced rnwy, elev: 248', rnwy lgts, green & white rotg bcn. 80 & 100 oct fuel avbl. Unicom 122.8 mc. (2-16)

**FT.SMITH MUN ARPT: 479'(1049'MSL) lgtd twr erected 3.1 nmi WNW (293°) at lat 35-21-02, long. 94-25-55. (8-24)

FT.SMTH RADIO: July 19, TACAN shut down, -eqpmt installation. (7-29)

MARIANNA ARPT: New arpt reported. Lctd 1.0 mi W; elev: 240'; one sod rnwy-2600'; storage; minor A & P rprs; 80 oct fuel avbl. (3-24)

NORTH LITTLE ROCK MUN ARPT: Clsd, constr. (5-20)

PINE BLUFF, GRIDER ARPT: Rnwy end identification lgt system decmsnd-modification.

TEXARKANA MUN ARPT SPECIAL NOTICE: Daily demolition activity, lctd approximately 18 mi W, Mon thru Fri from 1200 CST to 1330 CST and 1500 CST to 1615 CST. Shrapnel and shock waves up to 3,000'. (6-2)

TEXARKANA MUN ARPT : Men & eqpmt on fld; flagmen stationed where vehicles cross rnwys.

CALIFORNIA: AGNEW RADIO: VOR MRA V110 between Mission and Livermore Ints increased to 6000'-acct scalloping. (4-9)

ARCATA RADIO: VHF/DF coverage 40 nmi at MEA excp 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BAKERSFIELD SPECIAL NOTICE: Coincident with the commissioning of the Bakersfield, Calif. ILS, the Bakersfield ILS-30 instr apch procedure, amdt 10, will be effective. (8-10)

**BAKERSFIELD, MEADOWS FLD: Rnwy 7-25 clsd all operns, excpt tkofs rnwy 25 for acft 12,500 lbs and under. (4-19) Due nonvisibility twr unable to determine if the following area of arpt is clear of obstns and/ or acft: taxi and parking area S and E of hangar line bgng aprx 1000' E of end of rnwy 30. All use of these areas is at pilot's discretion.

BAKERSFIELD, MEADOWS FLD TOWER: ILS lclzr, glide slope and LMM shut down - relctn. Lclzr will be moved 3370' NW of present site. Glide slope will be moved 2400' NW and 800' SW to opposite side NW/SE rnwy; LMM will be 3347' SE of end NW/SE rnwy. OM will be 5.16 smi from SE end NW/SE rnwy. (8-15)

**BRASS LAKE, WILSON ARPT: Closed. (7-15)

CALIFORNIA: rnwy 32.

DORRIS, BUTTE VALLEY ARPT: Clsd, constr until further notice. (7-20)

EL CENTRO RADIO: July 28, VORTAC shut down until aprx Sept 2, -freq change to 108.2 mc/channel 19 & class chgd to L-B VORTAC. Durg this period, following route structure & & MEAs in efct: Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated): V66 Campo Int via 068° brg to EC LF rng to EC LF rng, (then via 256° brg to EC LF rng and YUM VOR R255° to YUM; V117 EC LF rng via EC LF rng) N course & TRM VOR R107° to TRM. Usable Reporting Points: Brawley-YUM R266° &165° brg to EC LF rng. Campo Int-068° brg to EC LF rng & 330° brg to JLI H facil. Coyote Wells Int-TRM R156° & 068° to EC LF rng. Wister Int-TRM R107° & EC LF rng N course. (8-25)

FAIRFIELD-TRAVIS AFB RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

★FELLOWS RADIO: Aug 26, VOR comsnd. Freq: 117.5 mc. Ident: FLW. Lctd lat 35-05-35, long. 119-51-53. Mag. var.: 16°01'E. Elev: 3870'MSL. Montrg category (3). Class: M-VORW. Revd too late for inclusion ANRA page.

FILLMORE RADIO: VOR usable 285°-315° 25 nmi, from 315° 30 nmi. TACAN montrg category (3).

FORTUNA RADIO: VOR has lgt to moderate scalloping beyond 26 nmi.

FORT JONES RADIO: About Sept 12, VOR will be shut down until aprx Sept 27, freq chg to 109.6 mc and class chg to L-VORW. Durg this period, following route structure & MEAs in efct: Unusable Awys: V23 RBL -Talent Int; V23E FJS-Klamath Junction Int. Usable Reporting Points: Montague and Pinehurst Ints. (8-13)

FRESNO AIR TERMINAL: 90' structure lctd 2000'SW of rnwy 11-29, unlgtd. (8-26)

★FRESNO AIR TERMINAL TOWER: ILS LMM unusable beyond 10 mi. (2-24) ILS lclzr course chgd to 4°. (8-11)

FRESNO RADIO: DMET operg test basis; channel 76. (4-25)

FULLERTON MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and /or acft: Extreme NW corner of arpt beyond hangar, area in and beyond T-hangars on N side of arpt and that area 200' either E or W and 100' N of ctl twr. Caution acft parked close proximity all txwys, caution when operg VFR conditions S and SW Fullerton in vcnty Los Alamitos NAS acct mil jet and reciprocating acft tfc. Irrigation pipe on grass area btn rnwy and S parallel txwy durg summer months, acft restricted to rnwy and txwy. (8-25)

GAVIOTA RADIO: DMET operg on test basis; channel 70. (10-1)

**GRASS VALLEY, LOMA RICA ARPT: First 3200' of rnwy paved and remaining 800' dirt. Acft land to the E and tkof to the W. Maj servicing available, no storage. (7-14)

HAYWARD MUN ARPT: All VFR flgts exercise extreme caution when arriving, departing or operg in vcnty. Extsv simulated and actual IFR apchs on all apch navaids to Oakland Intl Arpt pass in the proximity of Hayward Mun Arpt. NW/SE taxi strip on E side of arpt

CALIFORNIA: LOS ANGELES SPECIAL NOTICE: July 28-Sept 30, 1960 a high power flashing white lgt will be operating on a hilltop aprx 3-1/4 mi NE of the LAX city hall at an elev of 780'MSL. The flasher is omni-directional and visible from 5 to 10 mi depending on prevailing visibility. On operating ngts the lgt will flash aprx once every 2 mins. In addition two clusters of 3 amber colored spot lgts will be directed below horizontal, operating continuously when the flasher is operating. (7-19)

LOS ANGELES INTL ARPT: Rnwy 25L open to all tfc, lndg length 11,400' threshold 600' W of E end, tkoff length 12,000'. Rnwy 7R open to all tfc, lndg & tk-off length 12,000'. Rnwy 25L equipped with hi-intensity apch lgt lane with sequences flashers. Cntrline lgt standards up to 14' hi aprx 600' E of rnwy threshold. Apch lgt lane illuminated durg IFR conditions and hrs of darkness only. Rnwy 6-24 length 8925 clsd, avbl in emgcy upon 15 min notice dalgt hrs only, no overrun aprx W end this rnwy. All operns at pilots' discretion due to non-visibility from ctl twr. Unmrkd 40' poles 776' from E end and 8-foot fence 206' from E end. Rnwy 7L-25R clsd, open 10 min notice in emgcy; Rnwy 7L has rnwy end identifier strobe lgts lctd both sides threshold operated upon req thru ctl twr upon 15 min prior notification. All acft making low passes over or taking off on rnwy 25R or lndg on rnwy 7L shall maintain a crs along the extended cntrline these rnwys to the shoreline. All acft are to remain S of the flashing green bcn site lctd on the dunes aprx 1.0 mi beyond W end this rnwy. 8' blast fence erected E of threshold both 25 rnwys. Rnwy 16-34 avbl dalgt hrs upon 20 min notice when N or S wind component exceeds 15 knots, rnwy width 102'. Rnwy 34 avbl lndg length 5075' tkof length 6754'. Rnwy 16 avbl lndg length 6754' tk-off length 5075' southerly portion of 34 unavbl for lndg and southerly portion 16 unavbl for tk-off due to high terrain and power line along S arpt bndry. Use extreme caution. Unmrkd ditches and ruf gnd along rnwy edges. No rnwy mrkgs. Men, eqpmt working in vcnty of rnwy dalgt hrs. 40' derrick working btn rnwy 25R and txwy K dalgt excp Sat. & Sun. Extsv constr btn txwy K and rnwy 7L-25R with 10' ditches and 12' mounds of dirt. Exstv constr adjt to txwy U with 10'ditches and 10' mounds of dirt. Some areas mrkd & lgtd. (8-13) 10' ditch edge of txwy K W of rnwy 16-34, lgtd. Caution, taxiing. (8-27)

LOS ANGELES INTL ARPT TOWER: PAR operg 25R; unavbl W of LMM. Minimum ceiling 300' visibility 3/4 mi. ILS lclzr & glide slope operg on rnwy 25R. Other components remain alighned rnwy 25L, 750' to left of extended centerline of rnwy 25R. (6-3) ILS lclzr freq 109.1 mc operg test basis on rnwy 25L. (8-18)

LOS ANGELES RADIO: VOR has moderate to hvy scalloping below 4000' MSL. Unusable for apchs and below 6000' MSL between Bonita and Catalina Ints. Manual bcsts cont on LAX VOR; also BUR LF rng, LB LF rng and VOR, FIM VOR and SXC VOR. (2-24)

LOS ANGELES, VAN NUYS ARPT: Farm eqpmt operg btn rnwys & txwys. Rnwy 8-26 clsd, work in progress. Caution depression W 50' off W N/S txwy, taxi with caution.

LOS BANOS RADIO: About Aug 29, VOR shut down until aprx Sept 9 - freq chg to 112.6 mc & class chg to M-VORW. Durg this period, following route structure & MEAs in efct: Unusable Reporting Points: Berenda, Fowler & Dinuba Ints. Usable Awys: (Tmpry redesignated with published MEAs & MCAs unless otherwise indicated) V107 IAK to Cathedral Int 8000'; Catherdral Int to LSN Int 12,000'; LSN Int to AVE 9000' MCA at SNS Int, 12,000' NW-bnd. V-137 SNS to Bucket Int, 6000'; Bucket Int to LSN Int, 12,000'; LSN Int to AVE, 9,000'; MCA LSN Int 11,200' W-bnd. V-230 SNS to Bucket Int, 6000'; Bucket Int to LSN Int, 12,000'; LSN Int to Mendota In via FAT R-243°, 5000'; Mendota Int to FAT via FAT R-243°, 2000' E-bnd, 5000' W-bnd. MCA at LSN Int, 11,200' W-bnd. V23W SCK to Volta Int, 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int, 5000' ; LSN Int to Mendota Int via FAT R-243°, 5000' Mendota Int to FAT via FAT R-243°, 2000' E-bnd, 5000' W-bnd. V113 SCK to Volta Int 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int., 5000'; LSN Int to ROM 8000' V109 SCK to Volta Int, 5000' S-bnd, 3000' N-bnd; Volta Int to LSN Int 5000'. Usable Reporting Points: LSN Int - FAT R243° & SCK R147°; Mendota Int - FAT R243° & MER R-170°; Volta Int - SCK R-147° and FAT R-273°; Catherdal Int - OAK R-114° and SNS R-024°.

MADERA MUN ARPT: Rnwy 7-25 will be clsd due to auto drag races on Sept 11, Oct 9, Nov 13 and Dec 11. Rnwy 12-30 will remain open. (3-7)

MERCED, CASTLE AFB SPECIAL NOTICE: Extreme caution, hvy multi-jet trng operns in vcnty, 1400Z-0800Z wkdays. Jet climbing & descending W of awys Amber 1 & V-23 within 40 nmi radius. Castle apch ctl oper 118.9 mc for civil tfc. (4-9)

MOJAVE-KERN COUNTY ARPT #7: Reported reactived. Lat 35-03, long. 118-09; lctn: 0.4 mi E; elev: 2787'; 3 rnwys: Lngst h95-BL4-S5-U; Fuel: F4; Rmks: Wt restriction 60,000 lbs single wheel loading. (7-27)

MONTEREY, PENINSULA ARPT: Rnwy 28 downgrade one and one-half percent. Lndg acft non-reversible props caution durg hrs of darkness. (3-2)

MONTEREY, PENINSULA ARPT RADIO: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

CALIFORNIA: MONTEREY-PENINSULA NAF RADIO: Soon, Navy H facil & Z mrkr will be decommissioned. (6-17)

MOUNTAIN VIEW, MOFFETT FLD SPECIAL NOTICE: Tfc patn 1500'. Due to hvy jet tfc, acft operg vcnty Moffett Fld Ctl Zone in VFR or VFR-on-top conditions exercise extreme caution passing thru control zone at alts below 2000' VFR and below 4000' durg stratus conditions. (10-27)

MOUNTAIN VIEW-MOFFETT FLD NAS RADIO: Navy LF rng courses displaced beyond tolerance. Use for homing only. (5-1) About Sept 24, Navy LF rng will be decmsnd.

OAKLAND ARTCC: VHF/DF coverage 40 nmi at MEA excp 020°-050°, 8000'. (1-17) About Sept 10, ARSR svc & IFF bcn will be shut down until aprx Oct 10 - modernization. (8-27)

OAKLAND SPECIAL NOTICE: Pilots proposing transbay flt should ascertain that VFR wea exists within both San Francisco and Oakland ctl zones, or should obtain ATC clearance for flt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two trmls. Rotg beam ceilometer in operns. Hereafter, ceiling observations of less than 1500' will usually pertain to the MM lctn. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Exstv tfc including jets oper in tfc patn up to 2000'; within 1.7 nmi radius of fld. Exercise extreme caution in these areas. (10-27) To avoid excessive dealys, pilots operg in VFR conditions are reqd to file IFR flt plans with the appropriate center or comm stn prior to entering the Oakland area when wea is less than VFR. All VFR flts exercise extreme caution when operg in vcnty of Hayward Arpt. Exstv simulated and actual IFR apchs on all apch navigational aids to Oakland Intl Arpt passing in the proximity of Hayward Arpt. (4-26)

**OAKLAND, METROPOLITAN-OAKLAND INTL ARPT: Due non-visibility, twr unable to determine if the following area of the arpt is clear of obstns and/or acft: main txwy btn rnwy 15 & the cantilever hangar W of ctl twr. All use of these area is at pilot's discretion. New rnwy 11-29 under constr. Pilots practicing apch use extreme caution, unlgtd and unmrkd conveyor belt 50' on apch end of rnwy 29. (8-10)

OAKLAND, METROPOLITAN-OAKLAND INTL ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 340°-030°, 6500'; 030-040°, 7000'. UHF/DF coverage 350°-040°, 7000' at MEA. (5-30) About Oct 1, freq 121.7 mc will be chgd to 121.9 mc. (6-14)

OAKLAND RADIO SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing 126.2 mc unless 118.1 mc or 118.5 mc is not avbl. Due to extreme congestion, 126.2 mc is not considered a suitable communications channel for IFR flt into Oakland, Alameda NAS, Hayward or San Francisco. (8-20)

OAKLAND RADIO: TACAN ident not synchronized with VOR ident; coverage: 045°-330°, 3700'; 330°-045°, 4500' at 20 nmi; 060°-320°, 5000'; 320°-340°, 6000'; 340°-355°, 7000', 355°-005°, 8000'; 005°-060°, 9000' at 40 nmi. (8-26)

**ONTARIO INTL ARPT: Caution turning on or off rnwy excp txwy ints. Unlgtd distance mrkr 4-1/2' hi-erected 75' from both sides rnwy 7-25 at aprx 1000' intervals. (2-24) Configuration A apch lgts system comsnd, consisting of 30 units at 100' intervals starting at apch end of system. (7-13) Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ANG ramp and txwy leading to ANG hangar area. All use of this area is at pilot's discretion. (7-28)

OXNARD, VENTURA CO. ARPT: Rgt tfc rnwy 7. Inbound VFR acft are encouraged to make initial ctc with Ventura apch ctl on 124.7 mc or 319.2 mc. 20 mi out or as soon as practical thereafter. Apch ctl will provide lndg info, issue tfc advisories and advise pilot when to change to twr freq. Caution, extsv hi-performance jet acft operns conducted from NAS Pt. Mugu and Oxnard AFB. Exercise extreme caution when flying through the Oxnard area due to simulated and actual instrument apchs from seaward to Oxnard AFB and tfc patn at NAS Pt. Mugu, Oxnard AFB, and Ventura Co arpt. (6-20) Parallel sod strip clsd. Caution, hvy constr eqpmt operg dalgt hrs on E end of sod strip and S of paved rnwy. (8-11)

OXNARD RADIO: DMET operg on test basis; channel 19. (4-22)

PALM DESERT ARPK: Closed, repairs of rnwys until aprx Oct 15. (5-6)

Pt. REYES RADIO: Aug 29, VOR shut down until aprx Sept 10. Durg shutdown, following route structure & MEAs in efct: Unusable Awys: V-27, Half Moon Bay Int. UKI; V27W SNS-PYE. Unusable Reporting Points: Crab, Shrimp, Pedro, Marin, Duxbury, Francis, Balboa, Rainbow, San Ramon, Sunset, Davenport, Geyserville, and Moss Landing Int. Usable Awys (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V-137 OAK Bodega Int via OAK R-288°; MEA OAK Commodore

(See Arpt Table)

CALIFORNIA: 5000', Commodore-Bodega 6000'; V199 Stinson Beach Int. to Bodega Int, MEA 6000'. Usable Reporting Points: Bodega Int-OAK R-288° and UKI R-154°-MRA 6000'; Briney Int-AGW R258° and SAU R186°-MRA 4000'. (7-21)

RED BLUFF RADIO: July 12, TACAN shut down until aprx Aug 31-reconstr. (8-24)

RIALTO, MORROW FLD: Clsd to all operns Sat 1630-2300P until further notice. Open Sundays. (4-4) Clsd acct drag races Sept 3, 1600-2300P; 4th & 5th 0900-1800P. (8-12)

RIVERSIDE-MARCH AFB RADIO: USAF VOR unreliable beyond 20 mi btn radials 013°-033° and 064-077°. (3-18)

**SACRAMENTO, CAPITAL SKY PARK ARPT: Abandoned. (7-2)

SACRAMENTO, McCLELLAN AFB SPECIAL NOTICE: Hi-density jet tfc: Pilots on other than IFR clearances should either avoid or use extreme caution when traversing the following area within which reciprocating & jet tfc is operg: hrs of opern cont daily at & below 12,000'MSL, at & above 26,000' MSL from McClellan AFB to N of V-200 btn E edge of V-23 & W of the 121° W meridian. (6-5) Caution, when using G3 and V6N at 2000' and below - extsv jet operns in tfc patn within 10 mi radius. (7-31)

**SACRAMENTO MUN ARPT: Sequence flashers on apch lane comsnd, 16 lgts starting 1000' from the end of the rnwy and extending to 2500' from end of rnwy. (6-27)

SAN CARLOS ARPT: Open ditch 5' from edge of txwy NE side aprx 1000' long, lgtd ngts, barricaded days. Men, eqpmt on fld. (4-7)

SAN DIEGO AREA SPECIAL NOTICE: All pilots urged to exercise extreme caution while operg btn Del Mar & La Jolla due to westbnd fighter jet dptrs from NAS Miramar. With few exceptions these dptrs maintain 1500' MSL both VFR & IFR until 1 mi W of coastline. Recommended routing for N and S bnd acft is to confine flt path btn the shoreline and 2 mi E until S of La Jolla or N of Del Mar. Recommended alts are 2000' MSL and above or 1000' & below while in this area. Other VFR jet dptrs taking off to the W will be turning to northerly & easterly headings immediately after tkof & maintaining 1500' MSL until brg 360° T from NAS Miramar before commencing climb. Recommended routing for N & S bnd VFR acft passing E of NAS Miramar is to remain slightly E of a line drawn btn Gillespie Fld, Poway, Calif. & Lake Hodges. Recommended alt is 2000' MSL or below until abeam Mt. Woodson. VFR acft who must pass over or in close proximity to NAS Miramar should be at not less than 4000' MSL. (7-29) Intsv mil jet acrobatic and familiarzation trng being conducted off awys btn 24,000' and 45,000' in area bnded on W by Blue 14 projected upward to 45,000' btn Julian LF Rbn S to int with J2V, on N by Red 65 and Victor 64 btn Julian LF Rbn and Blythe VOR projected upward to 45,000' on E by Victor 135 btn Blythe VOR and Yuma VOR projected to 45,000', and on S by J2V btn Yuma VOR and its int. with Blue 14 projected upward to 45,000'. (6-8)

SAN DIEGO, LINBERGH FLD: In the interest of noise abatement, VFR straight-in apchs to rnwy 9 must maint min 700' MSL until past Loma Portal "H".

CALIFORNIA: ★SAN FRANCISCO INTL ARPT TOWER: ILS touchdown letd 2240' from apch end rnwy 28R. About Oct1, twr gnd ctl freq will be chgd to 121.8 mc. (6-13) Aug 30, ILS MM/LMM relctd to lat 37-36-44, long. 122-21-11.

SAN JOSE MUN ARPT: Rnwy 12L-30R clsd, caution men & hvy eqpmt working near txwys & rnwys due arpt expansion. (7-21) Txwy clsd from NW end rnwy 30L to int cntr txwy.

SAN JOSE-MOFFETT FLD NAS RADAR AIR TRAFFIC CONTROL: IFF bcn lmtd to 10,000' and 30 mi. (8-31)

SANTA ANA-EL TORO MCAS RADIO: Navy VOR coverage restricted at and below 10,000' beyond 25 nmi from 360° clockwise to 070°. (12-13)

SANTA ANA, ORANGE COUNTR ARPT: Men & eqpmt working on apch end rnwy 21. (8-25) Caution durg VFR conditions, extensive mil helicopter operns NW through E of arpt. (8-22)

SANTA MONICA MUN ARPT: Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and or acft: All of txwy area S of rnwy 3-21 SW of FAA hangar. All use of these areas is at pilot's discretion. Acft use txwy only. (7-21)

SANTA MONICA RADIO: VOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SAN RAFAEL, HAMILTON AFB SPECIAL NOTICE: Random jet VFR & tactical flying high performance acft from gnd level to 18,000' in the Hamilton Fld ctl area and area bounded by Point Reyes VOR - Napa VOR and Richmond rbn. All pilots are advised to use extreme caution flying this area.

SAUSALITO RADIO: About Sept 19, VOR will be shut down until aprx Sept 31 - reconstr.

SHINGLETOWN ARPT: New arpt reported. Lat 40-31, long. 121-49. Lctn, near Shingletown; one oil surfaced rnwy, 2400'. No lgts or other facils avbl; Remarks: Warning a rise at the NE end of the rnwy. (9-14)

SUNSET BEACH ARPT: E/W rnwy usable only by prior authorization of arpt mgr. (4-19)

THERMAL RADIO: VOR unusable 350° clockwise to 085° beyond 25 nmi; 170°-250° beyond 20 nmi at MOCA. (5-13)

**THOUSAND OAKS, CONEJO VALLEY ARPT: Abandoned. (7-14)

UKIAH RADIO: DMET operg on test basis; channel 70. (2-11)

UPLAND, CABLE ARPT: Extreme caution, constr in progress W end of E/W rnwy.

VAN NUYS ARPT TOWER: UHF/DF coverage lmtd to above 11,000' at 290° thru 320°.(7-6)

VICTORVILLE SPECIAL NOTICE: Extsv jet tfc is being conducted by George AFB in the following areas durg dalgt & hrs of darkness: (1) at or below 8,000' MSL btn the Barstow and Mirage Int on V-12 and G-4 arwys: (2) at or below 12,000' MSL btn the Barstow and Phelan Int on V-8N arwy; (3) at or below 9,000' MSL btn V-137 and V-117 on V-8 awy; (4) at or below 12,000' MSL on V-137 awy btn Phelan Int and a point 10 nmi SE of Palmdale VOR, and (5) on all Federal awys above 24,000'. (10-24)

**VISALIA, GREEN ACRES ARPT: Perm clsd. (8-4)

WOODSIDE RADIO: DMET operg test bas.s; channel 51. (2-1) VOR coverage limitations 256° radial restricted below 5200' - acct scalloping. (4-6)

COLORADO: DENVER, STAPLETON AIRFLD TOWER: VHF/DF comm unreliable at 40 nmi below 14,500', 154°-180° and below 16,000'; 181° thru 243°. VHF/DF brgs reliable in these areas. (12-4) July 8, ILS glide slope shut down until aprx Oct 15- reconstr. (7-13)
GARDEN RANCH RADIO: H facil bearings unreliable from 220° clockwise thru 260°.(9-9)
GRAND JUNCTION, WALKER FLD: Acft 12,500 lbs and over restricted to rnwys & txwys.
GRAND JUNCTION RADIO: About Sept 19, VOR will be shut down until aprx Oct 1. Durg this period, following substitute route structure & MEAs in efct: Unusable Awys: V484, 484S GJT-GUC. V187 GJT-Rangely Int.; V187, GJT-Nucla Int; V108 GJT-Manti Int; V8S GJT-HVE; V8S, GJT-RLG; J80V MLF-DEN, J15V ABQ-LSC. Unusable Reporting Point: Cerro Int. Usable Awys: (Tmpry redesignated as follows with published MEA/MCAs unless otherwise indicated) V8, V1510, HVE-GJT ILS LMM, MEA 14,000'; RLG-GJT ILS LMM, MEA 14,000'. V484, MTU-GJT Int(Temp.) MEA 12,000'. V187 FMN-Nucla Int MEA 18,000'; V187, Rangely Int to Yampa Int MEA 16,000'; V187W, DVC-Bedrock Int, MEA 12,000'; Bedrock Int-GJT Int(Temp) MEA 16,000'. J60V HVE-DEN. Usable Reporting Points: GJT Int-MTU R121° and LXL R-009°, MRA 12,000'; Rangely Int-EKR R259° & RKS R160° MRA 16,000'; Delores River Int-LXL R-043° & DVC R-350°; Nucla Int-LXL R-068° & DVC R-015°; Loma Int-Front course GJT ILS & EKR R-206°; MRA 12,000'.
HANOVER RADIO: H facil bearings unreliable beyond 25 nmi in shadow area of Pikes Peak.
LA JUNTA SPECIAL NOTICE: Civil jet trng conducted periodically 7 days/wk in following unctld airspace: bounded on N by V-1512 btn La Junta, Colo Int and Lamar VOR, V-10 btn Lamar and Garden City VOR; on E by V17W btn Garden City and Liberal,Kans VOR; on S by V-1516 btn Liberal and Tobe, Colo VOR; on W by V169 btn Tobe and La Junta, Colo Int except for that part in the 25 smi ctl area extsn at Garden City, Kans which lies within this area at alts 10,000' MSL to and including 23,000' MSL. All acft contemplating VFR flt thru this area are rqrd to monitor wea bcst from one of following FSS: La Junta, Colo; Garden City, Kans; Liberal, Kans; Dalhart, Tex; Trinidad, Colo. Durg periods this area is in use these FSSs will include advisory at end of each wea bcst. (7-3)
LA VETA ARPT: New arpt reported. Lctd: 1 mi N. Elev: 7107' 1 sod rnwy, 6000' 80 oct fuel avbl. Unattended, circle town for svc. (8-17)
MANZANOLA ARPT: Caution cattle grazing on arpt. (8-12)
PUEBLO SPECIAL NOTICE: Controlled Firing(demolition) area for use of the Pueblo Ordnance Depot estab within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (5-25)
PUEBLO MEMORIAL ARPT: 3500' overrun N end rnwy 17-35 usable for taxi or emgcy. Due non visibility, twr unable to determine if the following area of the arpt is clear of obstns and/or acft: mid one-third of rnwy 12-30. All use of this area is at pilot's discretion. Caution in apch lane and first 1,000' rnwy 8, apch lgts system constr, men & equipment in apch lane. Threshold of rnwy mrkd by flags days and lgts ngts. (8-9)
TRINIDAD, DILLINGHAM RANCH ARPT: New arpt reported; 23 smi ENE from Trinidad, Las Animas County arpt; one NE/SW dirt rnwy, 4200'; no lgtg. (4-7)
**WRAY MUN ARPT: Rnwy lgts installed and operating off a photo-cell. (6-24)
CONNECTICUT: BRIDGEPORT MUN ARPT: Constr of admin bldg & ctl twr btn rnwys 6-11, 68' obstn lgtd. (8-12)
BRIDGEPORT RADIO: VOR unusable beyond 10 nmi from 265° clockwise to 280°; beyond 6 nmi 290°-305° beyond 20 nmi 315°-340° at MOCA. (5-3)
GROTON, TRUMBULL ARPT: Rnwy 10-28 clsd ngts. Preferential rnwy 5-23; rnwy lgts will remain lgtd ngts, low intensity.
GROTON RADIO: State owned MH facil unusable beyond 15 nmi all azimuths at MOCA.
MADISON, GRISWOLD ARPT: Constr and grading on SW end of rnwy. (10-15)
WILTON RADIO: DME unusable beyond 35 nmi 360° clockwise to 015°, 2500'; 35 nmi 270° -285° at 3000'; 35 nmi 320°-360° at 3000' MSL. (10-28)
WINDSOR LOCKS, BRADLEY FLD: Unlgtd obstns from 20' protruding above apch lgts within apch zone rnwy. Arresting barriers on rnwys 6 and 24 for mil use only.
WINDSOR LOCKS, BRADLEY FLD TOWER: About Aug 30, 120.3 mc will be comsnd. (7-25)
DELAWARE: DOVER ARPK: Caution, rutted road crosses NW/SE rnwy 600' from NW end.
GEORGETOWN, SUSSEX CO ARPT: Caution, rnwys 4-22 & 16-34 ruf. Men & eqpmt on fld dawn to 2400. 30' lgtd twrs W quad int 4 and 16. Rnwy 16-34 int 4-22, N txwy and cntr txwy from rnwy 4 to ramp clsd. Test operns underway surface to 2000' over arpt. (8-24) Rnwy 16-34 clsd. (3-11)
MIDDLETOWN, BAKER'S FLD: Parachute jumping vcnty wk-ends durg dalgt hrs from 8000' to gnd. Observe white cross closing fld durg jumping activities. (2-12)
NEW CASTLE, PIASECKI ARPT: All sod strips dsd-dangerously ruf, soft.

DELAWARE: **WILMINGTON, NEW CASTLE COUNTY ARPT: Mil jet operns and practice inst apchs tfc vcnty of fld. All acft operg VFR are requested to avoid the New Castle Ctl Zone or remain above 2600' unless in ctc with New Castle Twr. Additional caution should be exercised due to jet acft making practice lndgs to all rnwys from 7000'. Caution advised within 22 nmi of New Castle L/MF in SW quad due to jet inst apch and dptrs IFR/VFR conducted btn 1600' and 18,000'. (7-11) Due non visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: all parking ramps. All use of these areas is at pilot's discretion. (7-26)
DIST. OF COLUMBIA: WASHINGTON AREA SPECIAL NOTICE: See Special Notice page 61
★WASHINGTON ARTCC: Radar svc will be provided UHF equipped acft on 382.2, 326.2, 318.2, 278.8, 385.4 mc only in Washington Metropolitan Area. (6-27) Freq 363.0 mc at Rocky Mount, N.C. peripheral site inop. (7-6) Aug 15, additional enroute radar air tfc ctl svc comsnd utilizing radar separation standards for the purpose of expediting traffic. Service provided daily over the following route segments: V-16 btn the Price, Md Int & the Roanoke, Va LFR. Victor Awy 140 btn Springfield, Va Int & Rock Camp, Va int- Additional enroute service & limited trml service also avbl within the coverage of the expanded Washington Center Radar System. (7-25) About Sept 6, ARSR & ATCRBS will be shutdown until aprx Oct 10-modernization. (8-26) About Sept 19, freq 124.3 mc will be decmsnd & 127.1 mc will be comsnd at New Bern, N.C. peripheral site. (8-11) About Sept 14, freq 385.6 mc will be decmsnd; freq 379.9 will be comsnd Green Bay, Va peripheral site. (8-11)
WASHINGTON(CHANTILLY, VA) DULLES INTL ARPT: All lndgs prohibited, arpt under constr. (10-21)
WASHINGTON, MT VERNON SPECIAL NOTICE: Low flying acft reqd to avoid immediate vcnty Mt. Vernon estate lctd W bank Potomac Riv., 10 mi S Washington Nat'l Arpt.
WASHINGTON-NATIONAL ARPT: Unlgtd acft parked along all sides of trml ramp area. Flashing rnwy end identifier strobe bcns operg rnwy 15 comsnd. (1-21) 49' lgtd & flagged perm twr being erected 715' E of rnwy 18-36, & btn txwys 3 and 4. (7-28)
WASHINGTON-NATIONAL ARPT TOWER: Audio interference with ILS lclzr ident from undisclosed source. (12-5) VOR (freq 112.3 mc) unusable beyond 14 nmi 265° clockwise to 325°; 26 nmi 325°-040°; 10 nmi 040°-150°, 9 nmi 150°-170°; 17 nmi 170°-265° at MOCA. (9-10) About Sept 14, rcvr 122.7 mc will be decmsnd; freq 122.5 mc will be comsnd. (8-12) About Sept 14, freq 291.6 mc will be decmsnd; freq 274.3 mc will be comsnd.
WASHINGTON RADIO: TACAN operg test basis; unmonitored in vcnty Wash. Monument. Ident: FAA; channel 17. (1-20)
FLORIDA: BELLE GLADE-STATE ARPT: 250'(262'MSL) lgtd twr being erected 4.8 nmi ESE(119°T) at lat 26-38-47, long. 80-34-14. (8-4)
BROOKSVILLE MUN ARPT: 250'(253'MSL) lgtd tmpry twr being erected 10 nmi W(282°T) at lat 28-30-10, long. 82-39-10. (4-18)
CAPE CANAVERAL, PATRICK AFB SPECIAL NOTICE: There have been numerous reports of civil acft making emerg lndgs at Patrick AFB down-range aux bases; Grand Bahama, Eleuthera, San Salvador, Mayaguana, Mayagüez, Grand Turk. These reports indicate improper flt planning and fuel management. Lndg at military bases without prior approval is in violation of CAR and Air Force regulations (Reference AFR 55-20). Also, frequent reports of civil acft flying into Restricted Area R-162 and Warning Areas 497-A, B and C ldd in the vicinity and seaward of Patrick AFB. Operns in these areas consist of missile firing, bombing, and aerial gunnery which are extremely hazardous to intruding acft. Unless prior approval has been obtained, all acft are warned to keep clear of these areas. Unauthorized flts thru restricted areas constitute violation of CAR. (5-26)
COCOA, CENTRAL BREVARD ARPT: NE/SW rnwy clsd. Use caution E end of NW/SE rnwy.
**CRYSTAL RIVER-HOMOSASSA ARPT: Name change formerly carried as Crystal River, West Citrus County Arpt. (7-12)
DE LAND MUN ARPT: 241'(339.5'MSL) lgtd twr being erected 4.2 nmi NW(325°T) at lat 29-07-12, long. 81-19-07. (7-25)
FT LAUDERDALE, BROWARD COUNTY INTL ARPT: Constr, E/W txwy 400' S of rnwy 9-27, men & eqpmt crossing rnwys subject to twr ctl; eqpmt obstn mrkd & lgtd. (8-22)
FT PIERCE, ST LUCIE COUNTY ARPT: 300'(316'MSL) lgtd twr being erected 2.5 nmi S (199°T) at lat 27-26-28, long. 80-23-17. (7-14)
**GAINESVILLE ARPT: 304'(404'MSL) lgtd twr erected 7.3 nmi SE(144°T) at lat 29-35-10, long. 82-11-50. (8-18)
GAINESVILLE ARPT: Trucks & eqpmt all areas dalgt hrs. (7-19)
GAINESVILLE, STENGEL FLD: 85'(160'MSL) lgtd rdo twr being erected adj to S bndry of fld at lat 29-36-59, long. 82-22-58.
HOLOPAW EMERGENCY ARPT: Clsd due hazardous ruts & holes. (4-15)

FLORIDA: HOLLYWOOD, NORTH PERRY ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 26-40-30, long. 80-45-30; W to 26-40-30, 81-06-30; SE to 26-15-00, 80-37-

FLORIDA: PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V 22 at 11,000' MSL btn Navy Saufley (NUN) VOR and SE crs

FLORIDA: HOLLYWOOD, NORTH PERRY ARPT SPECIAL NOTICE: Flt Test Area described as follows: lat 26-40-30, long. 80-45-30; W to 26-40-30, 81-06-30; SE to 26-15-00, 80-37-30; NW to 26-15-00, 81-06-00. Hours: dalgt VFR. Altitudes: 0 to 10,000'. User: C.W Lasher, 190 E. 45th Street, Hialeah, Florida. Expires 29 Sept 1960. (6-30)

JACKSONVILLE ARTCC: Acft operg IFR flt plan in or across Control 1150 are requested to make Gateway and Azalea positions to JAX Center on following freqs: Gateway: 121.2 mr or 326.2 mc. Azalea 121.2 mc or 318.2 mc. About Sept 20, freq 125.1 mc will be chgd to 120.1 mc Charleston, S.C. peripheral site. (8-10) About Sept 15, freq 120.10 mc will be chgd to 128.50 mc at Columbia, S.C. peripheral site; About Sept 15, freq 124.70 mc will be chgd to 127.60 mc at Tallahassee peripheral site. (8-17)

JACKSONVILLE, IMESON ARPT: Caution, all pilots making ILS apchs, a bridge lctd aprx 1-1/4 mi SW of apch end rnwy 5, lgtd very brightly at ngt, could give pilots false identification as being a rnwy especially durg low ceilings or poor visibility conditions. Jet trng at arpt and vcnty 0700-2400 daily; caution advised apchg this area. (1-26)

**KISSIMMEE MUN ARPT: Unicom 122.8 mc comsnd. (8-4)

**LAKE CITY, SKY HAVEN ARPT: Name change formerly carried as Lake City Arpt. 304' (504'MSL) lgtd twr erected 10.3 nmi W (292 °T) at lat 30-19-50, long. 82-45-50. (8-18)

LAKELAND, DRANE FLD: 193'(353'MSL) lgtd twr being erected 19.5 nmi NNE (28°T) at lat 28-17-38, long. 81-50-07. (8-5) 253'(352'MSL) lgtd twr being erected 10 nmi NW (317°T) at lat 28-06-56, long. 82-08-52. (8-5) 35' unlgtd power lines erected 2200' NW of rnwy 13-31. (2-15)

LONGWOOD, SLADES ARPT: Clsd, rnwy repairs. (4-21)

MELBOURNE, EAU GALLIE ARPT: 135' (153'MSL) water tank being erected 1.5 nmi NNW (348°T) at lat 28-07, long. 80-38. (6-30)

MIAMI-INTL ARPT SPECIAL NOTICE: All flgts operg within an area of 10 nmi radius at ngt, alt alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having charcs requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots req cooperative compliance by itinerant flgts. Due to extra freq congestion apch ctl svc unavbl 126.2 mc, acft conducting IFR opern in this area should be equip. with additional freq: apch ctl 118.1 mc, 123.7 or 123.9 mc departure ctl 119.7 mc, gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freq apch ctl 263.0, 338.6mc dptr ctl 250.2 mc, twr 257.8 mc, gnd ctl 348.6 mc. (4-27)

MIAMI-INTL ARPT: Caution extsv txwy & rnwy constr in progress. Rnwy 9L-27R being extended 1100' W, first 800' rnwy 9L clsd, lgts adjusted. Men & hvy eqpmt in apch zone W of apch end 9L. Txwys being widened & resurfaced. Extsv ditching paving & constr; men, eqpmt off NE corner run up pad 27L. All constr dalgt hrs. All acft keep well clear of excavation area mrkd day & ngt. Refueling units parked western edge trml ramp btn two

FLORIDA: PENSACOLA SPECIAL NOTICE: Extsv VFR student trng activity prop and jet crossing awys R-30 and V-22 at 11,000' MSL btn Navy Saufley (NUN) VOR and SE crs Whiting LFR. Pilots urged to avoid this alt level within this area; VFR trng activitities be being conducted within 3 nmi radius of Whiting and Saufley flds below R-30 and V-22. Suggest pilots operg VFR, fly around or over these areas at 2500' MSL or above. VFR tfc advisory svc avbl from apch ctl freq 119.0, 134.1, 263.6 mc. (7-8) Pensacola Mun Arpt practice ILS apch tfc crosses Ellyson Fld at aprx 760'MSL. Extsv helicopter trng operns at Ellyson Fld to 650'MSL. EXERCISE EXTREME CAUTION.

**PENSACOLA MUN ARPT: Exercise caution on apchs and lndgs on rnwys 8 and 12. 30' hangar 130' S of apch end of rnwy 8 and 200' SSE of apch end rnwy 12. Sliding scale not applicable for air carriers when lndg on rnwys 8 and 12. (9-24) Configuration A apch lgts with flasher comgnd rnwy 17. (8-12)

PIERSON MUN ARPT: 228.5' (302'MSL) lgtd twr being erected 12.5 nmi NNW (340°T) at lat 29-26-22, long. 81-32-25. (7-25)

RIVERIA, HARTUNG LODGE SEAPLANE BASE: 227'(240'MSL) lgtd concrete bldg being constrd 0.4 nmi SW at lat 26-45-55, long. 80-03-20. (10-20)

ST. PETERSBURG-CLEARWATER INTL ARPT: Rnwy 13-31 open dalgt hrs only. Txwy leading from rnwy 17-35 to 4-22 clsd, constr. Rnwy 9-27 open. Rnwy 17 is not painted with threshold markings. (3-28)

SARASOTA-BRADENTON ARPT: Caution in apchg durg dalgt hrs, sea gulls on rnwys.

**SEBASTIN MUN ARPT: Unicom 122.8 mc; major servicing available.

SEBRING AIR TERMINAL: 235' (377'MSL) lgtd twr being erected 10 nmi S (187°T) at lat 27-17-45, long. 81-21-14. (5-12)

STUART, WITHAM FLD: 155' (160'MSL) lgtd twr erected 3 nmi NW (317°T) at lat 27-12-58, long. 80-15-19, hgt now being increased to 228'(233'MSL). (8-20)

**TALLAHASSEE, DALE MABRY ARPT: 777'(897'MSL) lgtd twr being erected 14.5 nmi WSW (251°T) at lat 30-21-29, long. 84-36-39. 669'(909' MSL) lgtd twr erected 14.5 nmi NNE (27°T) at lat 30-39-46, long. 84-12-36 now increased to 1010'(1249'MSL) (4-26) Rnwy 18-36 clsd ngts; 35' unlgtd bldg erected 1300' N of rnwy 18.

TALLAHASSEE MUN ARPT: New arpt under constr; aprx 2.5 SSW lat 30-23, long. 84-21. elev: 60' unusable.

TAMPA INTL ARPT: Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: NE/SW perimeter txwy btn rnwys 18 & 14 and perimeter txwy on W side of arpt N of rnwy 9 to rnwy 14; N/S txwy btn end of rnwy 14 & end of rnwy 9. All use of these areas is a pilot's discretion. Grass area N of trml ramp approved for parking Twin Beechcraft and smaller acft, dalgt hrs only Caution, when wet. Caution when taxing on ramp, vehicular tfc daily. S txwy from E side of rnwy 32 to rnwy 27 tmprly clsd to air carrier tfc, rnwy 14-32 clsd to air carrier operns. SE

GEORGIA: **ATLANTA ARPT: Arvg acft make initial ctc with ATL apch ctl regardless of wea. Apch ctl will provide acft with wind direction, rnwy in use, tfc advisories and routing when necessary for proper sequencing. (1) Acft from W through NE use 123.7 or 338.2 mc. (2) Acft from E through SW use 118.1 or 271.2 mc. (3) Acft not equipped for 2-way communication on the above freqs, tsmt 122.7 mc and listen on appropriate freqs for direction of flt. (4) Calls should be made at least 25 mi out. (6-30) Sequence flasher No. 2 serving rnwy 33 and operg btn stn 5 and 30 comsnd. (6-20)

ATLANTA ARPT TOWER SPECIAL NOTICE: Madison Int and that portion of V18 E of Madison Int utilizing ATL lclzr unusable at 10,000'MSL or above due interference btn ATL and AGS lclzrs. (2-17)

ATLANTA ARPT TOWER: ILS (ident AZA) unusable above 8000'MSL. (7-24)

ATLANTA, DeKALB-PEACHTREE ARPT: Shallow drains both sides of rnwys; small acft use txwys only. First 400' of rnwy 9 and txwy on N side adjoining, not visible from twr acct constr of perm bldg. (5-5)

ATLANTA, FULTON CO. ARPT: Due to bldg partially obstng visibility twr unable to ctl taxiing tfc using the access txwy leading to and from T hangars E of Hills ramp and that portion of NW/SE txwy immediately adjt to first hangar W of trml bldg. (6-17)

BAINBRIDGE, COMMODORE-DECATUR ARPT: Sod ruf, use rnwys and txwys only. (6-30)

CARTERSVILLE, CLINE FLD: New 4000' E/W rnwy under constr; eqpmt crossing S end N/S rnwy. (11-10)

COLUMBUS MUSKOGEE CO. ARPT TOWER: About Sept 1, freq 125.3 mc will be chgd to 120.1 mc. (8-9)

**GAINESVILLE MUN ARPT: Unicom 122.8 mc operg durg dalgt hrs; 80/100 oct fuel avbl. (7-13)

**MACON MUN (COCHRAN) FLD) Sequence flashers associated with apch lgt system, 28 lgts stn 3 thru 30 flt checked and comsnd. (7-15)

McDONOUGH RADIO: DMET operg test basis; channel 83. (7-11)

MARIETTA, McCOLLUM ARPT SPECIAL NOTICE: Extsv air activities, sailplanes and light planes gnd-10,000'MSL; Sept 3, 4 and 5; 5 mi NW Marietta; 2 mi NW Kennesaw Int on V4W and V51W. (8-5)

MARIETTA, McCOLLUM ARPT: New arpt reported; lctn 5.0 mi NW; elev 1030'; one hard surfaced rnwy E/W, 4000'; 80/100 oct fuel avbl, light maint. Will be open to public Sept 5 (8-15)

MOULTRIE, SPENCE AIR BASE SPECIAL NOTICE: Intsv student trng 50 mi radius below 24,000'. Clsd to civilian acft xcpt by prior approval. Clsd to mil transient acft from 2245-1200Z wkdays, also weekends and holidays xcpt by prior approval. (4-21)

ROME RADIO: LFR operg as unmontrd facil. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor facil during such use. (11-20)

SAVANNAH HUNTER AFB RADAR APPROACH CONTROL: About Sept 25, dptr ctl will be implemented. (8-24)

SAVANNAH, TRAVIS (CHATHAM) FLD SPECIAL NOTICE: Acft operg VFR be alert for F-86 type jet acft operg from Travis Fld. Ctc Savannah twr for flt advisory service. (1-21)

**SAVANNAH, TRAVIS (CHATHAM) FLD: Due non-visibility twr unable to ctl gnd tfc on airline trml loading ramp. Transmissometer comsnd. (3-11) Ceilometer vcnty ILS LMM. (5-16)

SAVANNAH, TRAVIS (CHATHAM) FLD TOWER: ILS lclzr not to be used above 5000', interference. (9-27) Soon, ILS lclzr and glide slope will be shut down, lclzr modernization. (8-6)

SYLVANIA ARPT SITE 6, AGS-SAV: Rnwy 9-27 clsd, lgts inop. (6-12)

TOCCOA RADIO: DMET operg test basis; channel 35. (11-27)

VALDOSTA MUN ARPT: 65'AGL (268'MSL) lgtd tmpry rdo twr erected 5 mi SSE, lat 30-45-17, long 83-15-25. (8-19)

IDAHO: **BOISE-AIR TERMINAL: Ceilometer comsnd vcnty ILS MM. (12-1) Rnwy 28L-10R clsd, various excavations along any or all rnwys and taxiways during construction. (8-29)

BOISE AIR TERMINAL TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 nmi. SW and SE quads unreliable below 10,500' beyond 40 nmi.

BOISE, GEM HELIPORT: Lctn 4.0 NW; elev 2620'; one 2600' strip; major rapairs, unicom, 122.8 mc; fuel F4; remarks: tfc patn — alternating left and rgt, keep N of river. (7-12)

**HAILEY, FRIEDMAN MEML/SUN VALLEY ARPT: Formerly carried Hailey, Friedman Meml Arpt.

IDAHO FALLS RADIO: Soon, VOR will be comsnd; freq 108.2 mc; ident IDA; lctd lat 43-31-09, long 112-03-47; elev 4727'MSL; montrg category (1); class LFBVOR. (8-5)

MULLAN PASS RADIO: Aug 15, VOR/DME shut down until aprx Aug 30, reconstr and freq chgs to 116.2 mc/channel 83. (8-15) Durg this period, following route structure and MEA in efct: Unusable Reporting Points: Wellpinit and Clagstone Int. Usable Arwys: (Tmpry

IDAHO: redesignated as follows with published MEAs and MCAs unless otherwise indicated): V1533, PDT-U.S./Canadian Border via MLP Rbn. V120, MLP Rbn direct GTF VOR. V2, GEG VOR direct MLP Rbn direct MSO. V2N, Hayden Lake Int direct MLP Rbn. V2S, Tekoa Int direct MLP Rbn. V448, PCD Rbn to MLP Rbn via 061° brg. V444, Vernwood Int direct MLP Rbn. J90V, EPH direct GEG direct HLN direct BIL. Usable Reporting Points: Tekoa Int: GEG R104°, 060° brg to MLP Rbn. Fernwood Int: GEG R104°, 033 brg to MLP Rbn. Hayden Lake Int: GEG R049°, 091° brg to MLP Rbn. Charlo Int: MSO R334°, 249° brg to MLP Rbn. Newport Int: GEG VOR R012°, 100° brg to MLP Rbn. LF rng courses have many multiples and spread outward with distance.

POCATELLO MUN ARPT: Rnwy 7-25 clsd ngts, caution depressed asphalt midway N side. Use S side of rnwy. (3-24)

ILLINOIS: AURORA ARPT: A line of lgt standards along northern Illinois toll highway interchange 32 lctd 600' NE at lat 41-47-40, long. 88-19-40. Standards extend 35' AGL (745' MSL)-not mrkd or lighted. (12-6) 80' AGL (785'MSL) lgtd steel rdo twr being erected 0.8 mi SSE, lat 41-46-54, long. 88-19-52. (6-13)

BELLEVILLE, SCOTT AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1700'. Extsv jet & conventional tfc in SE and SW quads from 4000 thru 22,500' within 40 mi of rdo rng. (6-2)

CHAMPAIGN, UNIV OF ILLINOIS ARPT: Four lgtd steel twrs & one ant pole extending 30' AGL(775'MSL) 930' SE of rnwy 22 at lat 40-02-40, long. 88-16-00. Glider operns Sat & Sun in VFR wea using N/S rnwy and 600' tfc patn with rgt or left turns depending on tfc. Use caution while in area, hvy lcl tfc Mon thru Sat. Men & eqpmt operg on SE portion of fld including SE txwy, dalgt hrs. Due non-visibility twr unable to ctl tfc on portion of ramp and parking areas N of twr; and portions of taxi routes from hangars to main ramp. (3-30)

CHICAGO SPECIAL NOTICE: Caution-V100 tfc be particularly alert for jet acft descending VFR to 20,000' vcnty Northbrook VOR. (5-1)

CHICAGO ARTCC: About Aug 30, freq 123.6 mc will be chgd to 127.45 mc at Goshen, Ind. peripheral site; freq 118.2 mc will be chgd to 128.45 mc at Bradford peripheral site. (8-10) About Aug 31, freq 133.90 mc will be chgd to 132.50 mc Dubuque, Iowa peripheral site. (8-11) About Sept 13, freq 124.60 mc will be chgd to 128.20 mc at Goshen, Ind. peripheral site; freq 119.40 will be chgd to 128.65 mc at Milford, peripheral site; freq 121.20 mc will be chgd to 127.00 mc at Dubuque, Iowa peripheral site; freq 120.50 mc will be chgd to 127.60 mc at Bradford peripheral site. (8-24)

CHICAGO, HOWELL ARPT: Caution, constr eqpmt with derrick booms up to 90' operg along Calumet-Sag Channel immediately adjt to N apch N/S rnwy and E apch E/W rnwy 612'MSL lgtd rdo twr being erected 0.7 mi SSE lat 41-38-26, long 87-44-16. (7-13)

**CHICAGO, MEIGS FLD: Caution, S end rnwy distance from threshold lgts to seawall 90' Fld will be clsd under following 90° to rnwy wind conditions: (1) 15 knots or more, to acft 1500 lbs or less. (2) 20 knots or more, to single eng acft excp tricycle or caster gear acft. (3) 25 knots or more to all acft.

**CHICAGO-MIDWAY ARPT: Rnwy 9L-27R perm clsd for lndg and tkof. Open for taxiing. (6-29) Rnwy 18R to rnwy 13L and 22R used for parking acft 2100-0700. Area on rnwy 36L S of 9R used for parking acft. Areas can be cleared in one hr if necessary. (6-27)

CHICAGO-MIDWAY ARPT TOWER: ILS glide slope (rnwy 13R) unusable from MM to touchdown. (1-11) Aug 1, ILS glide slope (rnwy 13R) shut down, major maintenance. (8-25)

**CHICAGO-O'HARE INTL ARPT: Use caution all times acct extsv constr all areas. Threshold lgts rnwy 32L tmpry relctd 838'NW, efctv length of rnwy 8000'. (6-13) Cntrline apch lgts configuration A and sequence flashers on rnwy 14R comsnd. (8-19) Rnwy 4-22 clsd.

CHICAGO-O'HARE INTL ARPT TOWER: April 25, ILS lclzr and glide slope, (rnwy 14R) shut down until aprx Sept 24, relctn power and control cables. (7-1)

CHICAGO RADIO: Multiples all courses LFR. (10-30)

CHICAGO HEIGHTS RADIO: About Sept 19, VOR/DME will be shut down until aprx Oct 10, modernization and retuning. See page 65 for substitute route structures and tmpry MEAs durg shutdown. (8-4)

COMPTON, BRESSON ARPT: 180' (1139'MSL) lgtd twr being erected 5.9 nmi ENE (68°T) lat 41-48-13, long 88-58-32. (6-14)

DANVILLE, VERMILION CO ARPT: Caution -- constr equipment on NE/SW rnwy. (7-22)

DeKALB MUN ARPT: 200' (1082'MSL) lgtd twr being erected 5.5 nmi ESE (132°T) lat 41-52-48, long 88-37-48. (6-14)

DIXON MUN ARPT: 200' (1013'MSL) lgtd twr being erected 5 nmi WNW (310°T) lat 41-53-12, long 89-31-58. (6-14)

ILLINOIS: FLORA MUN ARPT: Rnwy under construction. (7-14)

INDIANA: FORT WAYNE, BAER FLD: Caution, land beyond the acft arresting installed 75' NE threshold lgts, clsd portion of rnwy 4-22, painted with chevrons. Overrun apch lgts 5W end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc

ILLINOIS: FLORA MUN ARPT: Rnwy under construction. (7-18)
GILBERTS SPECIAL NOTICE: Aug 2-Sept 15, Flight Test Area described as follows: bgng at town Gilberts to 6 mi NW of Elgin; NW along RR tracks to Marengo; S along hwy 23 to hwy 72, E of Genoa, then E along hwy 72 to Gilberts. VFR conditions only from surface to and including 5000'.
**HAVANA SPECIAL NOTICE: Hazardous RF radiation within restricted area R-547. (10-5)
JOLIET MUN ARPT: Tkofs & lndgs will be made to the NW on hard surface rnwy when wind is 5 knots or less; otherwise on rnwy most nearly lined up with wind tee. (3-13)
LAKE MICHIGAN SPECIAL NOTICE: Until Jan 1, 1961, Ft. Sheridan AAF, Ill conducting hi-angle firing over Lake Michigan, max alt 6200' MSL for dist 3 to 5 mi angle 45° to the E. Hrs opern: 1530-2230Z Mon thru Fri. (8-22)
**MOLINE, QUAD CITY ARPT: Sequence flashers cmsnd in conjunction with apch lgts rnwy 9.
MOLINE RADIO: TACAN 180° radial unusable. (5-18)
NORTHBROOK SPECIAL NOTICE: Caution, V-100 tfc be particularly alert for jet penetration acft descending to 20,000' in this vcnty. (4-7)
PEORIA, GREATER PEORIA ARPT: 5' unlgtd fence apch end rnwy 22. Constr, rnwy 12-30 being extended to the NW 835'. (8-9)
PEORIA, GREATER PEORIA ARPT TOWER: ILS LMM and LOM unusable beyond 10 mi. July 25, ILS lclzr & glide slope shut down until Nov 15 - rnwy extension. (8-9)
PEORIA RADIO: TACAN ident not synchronized with VOR ident. (6-23)
QUINCY-MUN BALDWIN FLD RADIO: ILS glide slope unusable from MM to touchdown point. (5-12)
**ROCKFORD, GREATER ROCKFORD ARPT: Cntrline apch lgt configuration A rnwy 36 comsnd. (8-6)
SAVANNA, STRANSDALE ARPK: Closed, construction until further notice. (8-4)
SPRINGFIELD SPECIAL NOTICE: Flt Test Area described as follows: from town of Berry SE to Taylorville, NE to Blue Mound, NW to Mt. Auburn, WSW bordered by railroad to Berry. Time: VFR conditions day & ngt. Altitudes: 500' above gnd to 10,000' MSL. Used by: Capital Aviation, Inc., Springfield, Ill. Expires 22 September 1960. (7-29) ANG jet fighters will conduct dalgt VFR flgts 500' above gnd level along a route bgng at Captial Arpt & proceeding on a true crs of 249° to lat 39-17, long. 91-33; thence on a true crs of 350° to 40-45, 91-55; thence on a true crs of 115° to 40-08, 90-00; climb. Springfield, Ill., termination pt. (11-3)
SPRINGFIELD, CAPITAL ARPT: Overruns rnwys 4-22 emgcy use only. (12-30) Jet tfc on wk ends operg in control zone to 10,000'. Jet lndg patns to rnwy 4-22 are flown 2300'.
STERLING, ROCK FALLS-WHITESIDE CO ARPT: Turf area btn new rnwy & old hangar area unsafe; use rnwy only.
TUSCOLA SPECIAL NOTICE: Flt Test Area described as follows: NE of Tuscola, from Tuscola along railroad to Pesotum E to NE corner of Eisenmenger (pvt strip) S along hiway to Camargo then W along hiway to Tuscola, plus corridor from Tuscola Arpt E to flt test area remaining clear of town of Tuscola. Altitudes: 500' AGL to 5000' MSL. Hours: days

INDIANA: FORT WAYNE, BAER FLD: Caution, land beyond the acft arresting installed 75' NE threshold lgts, clsd protion of rnwy 4-22, painted with chevrons. Overrun apch lgts SW end of rnwy inop. All inbnd acft make initial ctc with Ft. Wayne apch ctl on 125.5 mc 15 mi out regardless of wea conditions. Constr SW end rnwy 22. Last 1500' of rnwy 22 intermittently open and clsd durg constr period. Acft arresting barrier rnwy 22 inop.
FT. WAYNE, BAER FLD TOWER: ILS glide slope not flyable from MM to rnwy threshold.
FT. WAYNE RADIO: June 20, TACAN shut down until aprx Sept 20-modernization.
HOBART, COLE'S SKY RANCH ARPT: E/W rnwy clsd to transient tfc, constr rnwy surface on W end. (Rnwy is being used by lcl tfc at own risk.) (7-25)
IDAVILLE, STUHMER'S ARPT: New arpt reported. Lctn 1.2 mi N; one sod rnwy-2000'; S3 svc; Fuel: F3; open dalgt hrs only. (7-18)
INDIANAPOLIS ARTCC: About Aug 31, freq 271.2 mc will be chgd to 319.2 mc at Milford, Ill. peripheral site. About Sept 15, freqs 134.75/385.60 mc will be comsnd at Charleston, W. Va. peripheral site; freq 132.70/307.90 mc will be comsnd at Defiance, Ohio peripheral site; freq 118.2/353.5 mc will be decmsnd at Zanesville, Ohio peripheral site; freqs 118.2/353.5 mc will be demcnsd at Zanesville, Ohio peripheral site; freqs 134.90/343.60 mc will be comsnd. About Sept 14, freq 385.60 mc will be chgd to 269.00 mc at Brookville, Ohio peripheral site. About Sept 13, freq 132.10 mc will be chgd to 128.30 mc at Evansville, peripheral site. About Sept 13, freq 125.2/117.8 mc will be chgd to 127.40/128.40 mc at Charleston, W.Va peripheral site. About Sep 13, freq 123.8 mc will be chgd to 128.55 mc Henryville peripheral site; freqs 120.9/125.6 mc will be chgd to 127.05 127.75 mc Winchester, Ky, peripheral site; freq 119.7 mc will be chgd to 128.15 mc Cincinnati, Ohio peripheral site. (8-26)
INDIANAPOLIS, WEIR COOK ARPT: 395'(1116'MSL) lgtd twr erected 6.5 nmi ENE(71°T) at lat 39-46-01, long. 86-09-29 will be increased to 459'(1171'MSL). Caution - soft shoulders all rnwys, constr. Apch lgts & sequence flashers on rnwy 4 shutdown for installation of 3 phase regulator substation & modification of threshold lgts, & apch lights system (8-9)
INDIANAPOLIS, WEIR COCK ARPT TOWER: ILS glide slope not flyable from MM to touchdown. About Aug 30, freq 290.3 mc will be decmsnd. (8-10)
INDIANAPOLIS RADIO: About Sept 26, Clayton FM will be discontd. (8-25)
KENDALLVILLE MUN ARPT: Use E/W hard surfaced rnwy only, constr in progress off rnwy.
KNOX, STARKE COUNTY ARPT SPECIAL NOTICE: Efctv Aug 18-Oct 18, 1960, Flgt Test area described as follows: Lctd within boundaries 5 mi S of V422. 5 mi N of V38, V144 and V177. 5-1/2 mi SW of the Knox VOR. Hours: dalgt only under VFR conditions. Alts: surface to 1500' MSL. (8-18)
**KNOX, STARKE COUNTY ARPT: 228'AGL(938'MSL) lgtd & mrkd guyed rdo twr erected 0.7 mi N. At lat 41-17-46, long. 86-37-20. (7-13)
KNOX RADIO: DME T operg test basis; channel 118. (8-26)
KOKOMO MUN ARPT: Caution, NE SW rnwy & all txwys ruf. Soft along all shoulders, resurfacing. (11-25)

INDIANA: TERRE HAUTE, HULMAN FLD: SW rnwy clsd daily for tkofs and the NE rnwy clsd daily for lndg, btn the hrs of 1200 to 2130GMT until Feb 8, 1961, due to extension constr on the SW rnwy. Threshold lgts on the NE rnwy inop. (6-24) ANG advises transient svcg and limited maint daily Tue-Sun from 1300-2130Z. Expect svcg delays and no maint after 2130Z. Two hr delay and no maint on Mon. Plan 62 attended daily from 1415-0230Z excp Sun and Mon 1415-2245Z. Transient parking extremely limited no tie-down for conventional acft. J-bar rnwy 5-23 avbl pilot's request; caution, land beyond J-bar. (11-2) Jet tfc moderate on Mon-Fri; hvy Sat & Sun outbnd & inbnd corridors 230° and 030° brg from Rbn at 2000' & 3000' MSL. Concentrated instrument apch activity and simulated flame-out apchs within Ctl Zone.

WARSAW MUN ARPT: Avoid constr area at S end of N/S rnwy. When lndg N or S use N/S hard surface rnwy. (2-25)

WEST POINT RADIO: DMET operg test basis; channel 41. (10-9)

IOWA: BOONE MUN ARPT: Clsd to all trans acft, constr. (7-15)

CEDAR RAPIDS MUN ARPT: Due non visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: txwys N and W of hangars. All use of these areas is at pilot's discretion. Due non visibility twr unable to observe tfc and provide tfc info in the following areas: portion of close-in downwind rnwys 1 and 8.

CEDAR RAPIDS RADIO: Aug 22, VOR shut down until aprx Sept 5-freq chg to 117.6 mc. Durg this period, following substitute route structure & MEAs in efct: V67 ALO VOR via ALO R141°-*Tmpry Vinton, Iowa Int (ALO R141 & TNU R060), 2500'. (*Flag 3200'). Tmpry Vinton, Iowa via ALO R141°-Tmpry Cedar Rapids Int (ALO R141 & 261° brg CID H facil), 3000'; V172 TNU VOR via TNU R078- Tmpry Cedar Rapids Int. (ALO R141 & TNU R078), 3000'; Tmpry Cedar Rapids Int.*via CID H facil brg 082° & PLL R265-Charlotte Int., 3000'. (*Changeover point from CID H facil to PLL remains unchanged). V233 Tmpry Cedar Rapids Int.(ALO R141 & 261 brg CID H facil) - Big Rock Int. *via H facil brg 092° and CVA R275, 3000'. (*changeover point remains unchanged). (5-26) July 11, TACAN shut down until aprx Aug 30-channel chg to 123. (8-22)

CHARLES CITY MUN ARPT: Clsd, constr. Bcn and fld lgtg turned off. (5-6)

CRESTON MUN ARPT: Clsd to transient acft until further notice, rnwy paving.

**DES MOINES MUN ARPT: Due non visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of txwy and warm-up ramp of rnwy 12. Transmissometer comsnd rnwy 30. Extsv jet tfc 1800-0400Z Tues-Sat. (1-29) Arriving acft with proper freq should make initial ctc with Des Moines apch ctl on 124.9 mc(mil on 338.6 mc.) regardless of wea. Apch ctl will specify reporting point when flt will chg to twr freq. (2-2)

DES MOINES MUN ARPT TOWER: About Sept 19, ILS glide slope will be shut down until aprx Sept 25, modernization. (8-25)

**DES MOINES, NORTH FLD: Rnwy lgts sunset to 2400. (6-29)

DES MOINES RADIO: About Sept 6, TACAN will be shut down until aprx Oct 28-modernization & channel chg to 88. About Oct 17, VOR/DME will be shut down until aprx Oct 28-freq chgd to 114.1 mc/channel 61. See page 66 for substitute route structure and tmpry MEAs durg shutdown. (8-12)

ESTHERVILLE MUN ARPT: Constr of new rnwy in progress, men, eqpmt on fld. Fld open days only, rnwy lgts inop. (6-20)

GRAND MOUND, GRAND FLD: 200'(1005'MSL) lgtd twr being erected 8 nmi SW(229°T) at lat 41-43-06, long. 90-48-20. (6-10)

IOWA CITY RADIO: DMET operg on test basis; channel 123.

LAMONI, 10, MKC-MSP ARPT: Entire field rough. (8-2)

LEON, HULLINGER ARPT: New arpt reported. Lctd 0.5 mi NE; elev: 1058'; one rnwy-1600'; Rmks: bldg W. Fuel: 80 oct avbl on req.

MECHANICSVILLE, McVILLE ARPT: 180'(980'MSL) lgtd twr being erected 13 nmi SSE (169°T) at lat 41-42-21, long.91-15-05. (6-10)

SIOUX CITY MUN ARPT: Caution passing vcnty of fld, jet tfc making 360° overhead apchs all rnwys. Jet tfc patn alt 2800' MSL. Due non visibility, twr unable to observe tfc and provide tfc info in the following areas: ramp tfc in front of admin bldg, on portions of ramp & txwy NE of AF hangars, first 1500' of rnwy 22 and on portions above the twr, of 360° overhead apchs to all rnwys. (7-28) Sequence flashers on apch lgtg system lgt number one thru 21 on rnwy 31 comsnd. (8-9)

SIOUX CITY MUN ARPT TOWER: About Aug 29, ILS lclzr and glide slope will be shut down until aprx Sept 5-narrow course width to 4°, modernization of glide slope detector antennas. (7-15)

SIOUX CITY RADIO: DMET operg test basis; channel 112.

STORM LAKE MUN ARPT: NE/SW rnwy clsd due tile drainage work, mrkd. (7-28)

IOWA: WATERLOO MUN ARPT: Due non visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: portions of ramps W of hangars. All use of these areas is at pilot's discretion. Men & eqpmt on fld dalgt hrs. Threshold lgts lctd 86' out from end all rnwys. (8-1)

WATERLOO RADIO: VOR unusable 15,000' and above due interference. (5-8) Due to this reception interference following tmpry ints in efct for all flts 15,000' & above: V161 RST VOR-Tmpry Waterloo Int.(RST R171 & FOD R085 or DBQ R275); Tmpry Waterloo Int (TNU R027 and FOD R085 or DBQ R275) - TNU VOR. V100 FOD VOR-Tmpry Waterloo Int.(FOD R085 & RST R171 or TNU R027 or CID R320); Tmpry Waterloo Int-DBQ VOR. V67 CID VOR- Tmpry Waterloo Int(CID R320 & TNU R027 or FOD R085 or DBQ R275); Tmpry Waterloo Int-MCW VOR. V161W use for that portion from Union, Iowa Int. to' Waterloo, Iowa VOR-15,000' or above unauthorized. TACAN unusable beyond 15 nmi at all alts btn 355° clockwise to 005°.

WHAT CHEER, KRUSE'S AIRPARK: New arpt reported. Lctn: 2.0 mi N; elev: 800'; 2 rnwys; lngst rnwy 2200', turf; P-line N and E. (8-28)

WOODBINE MUN ARPT: New arpt reported. Lctn: 1.0 E; elev: 1050'; 1 rnwy-2300'; fuel F2. (3-10)

KANSAS: CLAY CENTER MUN ARPT: Caution, work in progress, shoulders of paved strip soft and hazardous. (8-8)

DODGE CITY MUN ARPT: 204'(292'MSL) lgtd twr being erected 13 nmi SW(241°T) at lat 37-38-42, long. 100-14-01. (8-2)

GARDEN CITY, NEW GARDEN CITY MUN ARPT: Perm bldg being constrd on ramp 150' S of existing maint hangar & 120' from E edge of ramp area, fenced and lgtd.

GARDEN CITY RADIO: About Oct 3, TACAN will be shut down until aprx Nov 17-modernization. (8-25)

** HAYS MUN ARPT: New arpt reported. Lat 38-51-00, 99-16-30; lctd: 3.6 SE; Elev: 1998'. 2 turf strips 16-34, 4200' x 300'; 3-21, 2450' x 250'. Rnwy lgts nn 16-34 SS-SR, rotg bcn, clear & green; 100/130 octane fuel, maj repairs, unicom. Useable durg dry wea. Old Mun Arpt clsd abandoned. (5-2)

INGALLS MUN ARPT: About 5 Sept., 204'(2986'MSL) lgtd twr will be erected 19.1 nmi SSE(169°T) at lat 37-35-59, long. 100-26-39. (8-9)

KANORADO, WINTER ARPT: 142.9' AGL(4052'MSL) lgtd concrete grain elevator being erected 400' NW of the N end of the N/S rnwy, at lat 39-19-55, long. 102-01-30. (4-8)

LIBERAL RADIO: DMET operg on test basis; channel 113. (11-1)

MANKATO RADIO: DMET operg test basis; channel 35. (12-11)

MEDICINE LODGE ARPT: Clsd for extsv rnwy repairs. (12-10)

NORTON MUN ARPT: N/S rnwy from int N, clsd for constr. Durg constr entire fld clsd ngt operns. (8-8)

OBERLIN ARPT: 679'(3536'MSL) lgtd twr being ereded 7.3 nmi WSW(266°T) at lat 39-49-48, long. 100-42-04. (8-13)

OLATHE NAS SPECIAL NOTICE: Intsv GCA trng flts during VFR conditions operg surface to 12,000' MSL within ctl zone from 1300-2230Z daily Mon thru Fri. (5-12)

OSWEGO RADIO: About Dec 20, VOR class will be chgd to M-BVOR & montrg category (1). Voice feature will be ctld from FSS Joplin, Mo. (8-25)

OTTAWA, HILL HOUSE ARPT: New arpt reported. Lctd 2.0 mi SW; elev: 1100'; One sod strip NE/SW 2,000' long; Fuel: 80/87. NE blkd.

OTTAWA MUN ARPT: Bcn inop. (4-5)

PHILLIPSBURG MUN ARPT: Rnwy lgts inop. (11-9)

PRATT MUN ARPT: Caution-work in progress on all rnwys. NE/SW and 4000' NW end NW/SE rnwys clsd. (11-24)

SALINA MUN ARPT: 96' tmpry lgtd derrick lctd 1000' SW of NE/SW rnwy. (8-22)

SALINA RADIO: Aug 22, VOR/DME shut down until aprx Sept 12-modernization and retuning. (8-22) See page 66 for substitute route structure & tmpry MEAs durg shutdown.

SUBLETTE FLYING CLUB ARPT: N/S strip closed, construction. (11-6) About 19 Sept. 204'(3114'MSL) lgtd twr will be erected 1.2 nmi S(198°T) at lat 37-28-20, long. 100-50-15. (8-9)

TOPEKA, PHILIP BILLARD MUN ARPT: Due to non visibility tower unable to determine if the following areas of the airport are clear of obstructions and/or aircraft: Ramp areas N, E, and W of tower and stone hangar; portions of taxi routes from all hangars to main ramp and N/S taxiway; N line of tie-downs S of stone hangar. All use of these areas is at pilot's discretion. Use runways and taxiways only. Sod areas unusable. (7-28)

KANSAS: TOPEKA, FORBES AFB SPECIAL NOTICE: Heavy B-47 jet tfc 0800C-2400C daily within a 5 mi radius of Forbes AFB. Suggest acft operg VFR within the above area maintain visual flt at or above 3,500 feet MSL. Forbes tfc patn altitude, 2,600 feet MSL. All downwind legs are either SW or SE of rnwy in use. (3-18)

**WICHITA MUN ARPT: Transmissometer and ceilometer in vcnty glide path bldg and W of S end of apch lgt lane comsnd. Maint eqpmt operg days. Stay on concrete surfaces-sod unsafe. (10-12)

WICHITA MUN ARPT TOWER: About Oct 17, ILS glide slope will be shut down until aprx Oct 24 - modernization (8-22)

WICHITA RADIO: PPI apch not authroized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch facil only. (1-21)

WINFIELD-ARK. CITY-STROTHER FLD: Caution, work in progress on rnwys & txwys days.

KENTUCKY: **ALBANY ARPT: Reactivated. Lctn: 6.0 SW; elev: 1000'; one turf rnwy 2250' x 400'; 80 oct fuel avbl; flood lgts. (7-27)

BOWLING GREEN RADIO: DMET operg on test basis; channel 126. (2-28)

CARROLLTON, BUTLER MEML STATE PARK: New arpt reported. Elev: 480'; one turf rnwy 2400'; no svc. (7-7)

CENTRAL CITY RADIO: DMET operg on test basis; channel 35. (2-9)

FORT KNOX SPECIAL NOTICE: 12.2 nmi NW (4.3 nmi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (10-22)

LEXINGTON BLUE GRASS ARPT: 500' of rnwy 4 clsd for lndgs to the NE. Open ditches, men & eqpmt SW of SW end. Threshold lgts relocated 400' from NE of SW end and set outside rnwy edges each side. 10' red obstn lgts at SW end. Unusable portion of rnwy mrkd for taxi and tkof only. (7-5)

LEXINGTON, BLUE GRASS ARPT TOWER: ILS glide slope shut down indef - arpt constr. (8-4) About Sept 14, freq 269.0 mc will be chgd to 338.2 (8-11)

LONDON RADIO: About Sept 19, VOR will be shut down - Freq chg 113.8 /channel 85. See page 66 for substitute route structure & MEAs. (8-16)

**LOUISVILLE STANDIFORD FLD: Sequenced flashing lgt system comsnd rnwy 1; the system operates in conjunction with configuration A apch lgtg system consisting of 26 units at 100' intervals starting at the apch end of the system. (7-1)

MADISONVILLE MUN ARPT: N/S strip clsd, constr. (10-30) 3000' NE/SW hard surface rnwy avbl in emgcy. (6-3)

NEWCOMBE RADIO: About Oct 1, VOR will be comsnd. Freq 110.4 mc. Ident: ECB. Lctd: lat 38-09-30, long 82-54-37. Elev 1075' MSL. Montrg category (3) Mag var: 1° 30' W. Class: L-VORW.

NEW HOPE RADIO: DMET operg on test basis; channel 45. (2-12)

**WEST POINT AIRPARK: Abandoned. (4-13)

LOUISIANA: ALEXANDRIA, BUHLOW LAKE ARPT: New arpt reported. Lat 31-19-45, long. 92-26-55. One N/S strip - sod 3300' x 150'. No lgts. Fuel: 80 and 90 octane. A & P mechanic days. Remarks: P-line N end of strip and lake S. (11-24)

BATON ROUGE-DOWNTOWN ARPT: 203'(259'MSL) lgtd twr being erected 1.5 nmi WSW (255°T) at lat 30-26-52, long. 91-08-14. (6-29)

BATON ROUGE-RYAN ARPT: Constr on ramp, cntr txwy & new txwy lctd 300' S of and parallel to rnwy 13 and 31 SE and NW of cntr int. Trucks crossing 500' of apch end of rnwys 4 and 35. Eqpmt & trucks cross ramp N of trml bldg. Lgtd eqpmt parked S of rnwy 13-31 clear of all rnwys. Rnwy 17-35 clsd S of cntr int. 2700' of rnwy 17-35 N of cntr int

LOUISIANA: to 108.2 mc. (7-19)

LAKE CHARLES ARPT: New arpt reported. Elev: 14'; 2 rnwys, 15-33 inst rnwy 150' x 6500'; sod 4-22 is 150' x 4400'. All txwys hi-speed turnoff & ramp concreted. No facils avbl; admin under constr, fld clsd to operns. (7-26)

LAKE CHARLES, CHENNAULT AFB MUN ARPT: Inbound VFR flts ctc Lake Charles apch ctl aprx 25 mi out. Lake Charles apch ctl will specify reporting point where flts lndg Chennault AFB will chg to Chennault twr freq.

MONROE, SELMAN ARPT: Rnwy 17 designated calm wind rnwy, when wind 5 knots or less.

MONROE, SELMAN ARPT RADIO: ILS glide slope unusable below 375' MSL. (8-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only; lgt acft tkof on rnwys; acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission. All sod areas are clsd to tfc due grading operns, men & eqpmt on fld. (5-9) 70' bucket dredge with 180' boom will be dredging continuously from N of arpt seawall to 2000' N of fld, obstn lgtd. Acft apchg for rnwy 13 & 17 use caution. (5-27) Due nonvisibility, twr unable to determine if the following area of the airport is clear of obstns and, or acft: first 150' of rnwy 31. All use of this area is at pilot's discretion. (7-27)

NEW ORLEANS, MOISANT INTL ARPT: 6' hi-surcharge of dirt extending from pt 900' W of rnwy end to 1660' W of rnwy to apch end of rnwy 10. 6' hi-surcharge mrkd with orange flags with red lgts mrkg end of surcharge 900' from end of 7000' rnwy. 7000' avbl for lndg rnwy 10 using existing lgtd threshold. Threshold is visually mrkd. 7450' avbl for lndg rnwy 28. 670' from extrm W end of rnwy 10 unlgtd. Rnwy extsn is on apch end of rnwy 10. (5-26) 7450' avbl for tkof rnwy 10. (5-31) Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and or acft: W side of N concourse below ctl twr, S side of W concourse, E side of old trml bldg, txwy W of Pan Am Hangar to TACA hangar, txwy S side of Eastern hangar, txwy E side of old trml bldg. All use of these areas is at pilot's discretion. (7-27)

OPELOUSAS, ST. LANDRY PARISH ARPT: Bcn inop. (7-25)

PATTERSON, WILLIAMS MEM'L ARPT: 350'(351.5'MSL) lgtd twr being erected 6.5 nmi ENE(86°T) at lat 29-43-00, long. 91-12-30. (4-26) 365'(365'MSL) lgtd twr being erected 10.2 nmiE(106°T) lat 29-39-52, long. 91-07-41. (6-17)

SHREVEPORT, BARKSDALE AFB SPECIAL NOTICE: Due to extsv trng vcnty, recommend all VFR acft cross the NW and SE 12 mi apch corridors and E tfc patn at 2500' MSL or above, or ctc Barksdale twr 126.2, 236.6 mcs for tfc advisory. (7-6)

SHREVEPORT, BARKSDALE AFB RADIO: LFR operg as H facil only. Use following: Minden Int. - 053° BAD H facil & E course of SHV LFR; Forbing Int. - 233° BAD H facil & S course SHV LFR. (6-6)

SHREVEPORT-DOWNTOWN ARPT: Due non-visibility, twr unable to ctl tfc along those portions of N txwy btn rnwys 14 & 18 obscured by hangar. (6-27)

**SHREVEPORT, GREATER SHREVEPORT ARPT: Sequence flasher flt check & comsnd, working in conjunction with configuration A apch lgts, rnwy 13. (7-1) Due non-visibility twr unable to ctl tfc on txwy E side of fld connecting United Gas ramp and main E/W txwy.

THIBODAUX RADIO: DMET operg test basis; channel 57. (2-8) About Sept 22, VOR name will be chgd to Tibby. (8-23)

WELSH ARPT: 336'(349'MSL) lgtd twr being erected 12 nmi SE(143°T) at lat 30-05-16, long. 92-41-47. (6-2) 99'(114'MSL) lgtd twr being erected 1 nmi SE(139°T) at lat 30-14-04, long. 92-49-03. (6-2)

WINNFIELD, JOYCE ARPT: Clsd, constr. (6-2)

MAINE: AUBURN-LEWISTON MUN ARPT: Rnwy 4-22 clsd. Rnwy 17-35 open full length, txwy

MAINE: LIMESTONE-LORING AFB RADIO: USAF VOR limited to homing only. Not to be used below 2500'.

LORING AFB SPECIAL NOTICE: Extsv jet tfc off awys W of Amber 7 and N of Green 1 to Canadian border. Jet penetrations direct from Houlton omni to Loring AFB from 29,000' to surface. Durg VFR conditions extsv jet tfc over Loring AFB 2000' climbing to 5000' 5 nmi S Van Buren: Left turn at Van Buren descending to 4000' direct to Presque Isle omni then left turn to Loring omni descending to 2000'. Recommend that all acft flying within 40 nmi radius of Loring AFB ctc Loring Apch Ctl on 363.8 or 137.88. (6-7)

**MILLINOCKET MUN ARPT: Caution E half rnwy 11-29 bndry/obstn lgts on 40' poles parallel to and 150' off edges. Bndry lgts rnwy 16-34 removed permly, rnwy lgts resumed normal opern.

MILLINOCKET RADIO: VOR unusable beyond 35 nmi from 330° clockwise to 340° at MOCA.

NORRIDGEWOCK MUN ARPT: Clsd Sept 10 & 11, sport car racing. (6-17)

OLD TOWN MUN ARPT SPECIAL NOTICE: VOR Standard Instr Apch Procedure #1, Amdt. Orig., effective 8/20/60 not authorized until further notice. (8-23)

OLD TOWN MUN ARPT: Rnwy 4-22 clsd, constr. Caution when using rnwy 15-33, men & eqpmt at int. (8-23)

PERU, LINNELL'S ARPT: Inactive.

PRESQUE ISLE MUN ARPT: USAF prohibits low flying over missile sites at N end of arpt. Use rgt tfc patn rnwys 10 & 19, left tfc patn rnwys 1 & 28. (6-22)

RANGELEY MUN ARPT: NE/SW rnwy clsd and mrkd. (7-28)

SANFORD MUN ARPT: Rnwys 14-32 & 8-26 clsd Sept 11, 25; Oct 9, drag races, rain date folg Sunday. (4-29) Unscheduled parachute jumps being held. (7-28)

WISCASSET ARPT: New arpt reported. Lctd 3.0 mi SE; elev: 62; one turf strip 2400'. Remarks: Soft when wet.

MARYLAND: **ANNAPOLIS SPECIAL NOTICE: Electromagnetic radiation vcnty parabolic antenna at Greenburry Pt. lat 38-58-22, long. 76-27-00, about 2.3 nmi ESE, immediately SE Annapolis NAF; this radiation is not visually apparent but definitely dangerous to personnel, acft, pwr, svc, insts. Pilots of helicopters warned against hovering in vcnty and should avoid apchg closer than 1/2 mi. (3-4)

ANNAPOLIS, LEE ARPT: Clsd each Wednesday 1500-1800, Sept 1 thru Oct 31, occasional parachute jumps, alts surface to 3000', wind mins 4000', 5 mi visibility. (8-25)

BALTIMORE, FRIENDSHIP INTL ARPT: Unmrkd hi-tension line 7' above apch lgts 1950' from end rnwy 10. Transient acft park at Exec Trml Pan Maryland Awys. Load & unload stops only at Pier C avbl for 3 min. Acft rqrg customs use Pier B then move to Exec Trml for static parking. Closed 2200-0630 to practice apchs or lndgs by turbo jet or turbo-fan due noise complaints. (3-1) Constr, paving in progress in grass ovals S and SE of trml bldg ramp. Men, eqpmt working dalgt hrs. Txwy lgts replaced with tmpry yellow reflectors. (6-6)

BALTIMORE, FRIENDSHIP INTL ARPT TOWER: ILS glide slope unusable from 400' inside MM to touchdown - acct roughness. About Sept 14, freq 122.5 mc (rcvr) will be decmsnd; freq 122.7 mc will be comsnd.

BALTIMORE, HARBOR FLD: Efctv Dec 31, 1960 fld will be perm clsd. (6-3)

BALTIMORE, PIER 4 HELIPORT: Lctd Pier 4, Pratt St., lat 39-18, long. 76-36, elev: 10'; day mrkgs, blast fence N, no lgts or svcs; rnwy 70' x 70' asphalt. (7-20)

ELKTON, LOVETT ARPT: Glider operns dalgt hrs VFR conditions- air tow. Sundays, parachute jumping alt up to 3000'. (6-17)

GAITHERSBURG, MONTGOMERY COUNTY ARPK: New arpt reported. Lctn: 3.0 NE; 2 rnwys 3100' & 2100'. (6-26)

GRANTSVILLE RADIO: DMET operg on test basis, channel 53. (7-8)

HAGERSTOWN MUN ARPT: Caution, constr in progress men, eqpmt all areas E of N/S rnwy; first 1000' E end of E/W rnwy clsd all tfc. Green apch lgts moved to indicate bgng usable surface (aprx 4270'). Taxi strip from coml ramp to E/W rnwy clsd.

OCEAN CITY ARPT: New arpt reported, lat 38-19, long. 75-07; lctn: 2.0 SW; elev: 12', 1 - NW/SE 3500' x 75' turf strip; unicom 122.8 mc avbl, no repairs or lgtg; 80/100 oct fuel avbl.

SALISBURY SPECIAL NOTICE: VOR gnd rcvr ck pt unusable. (4-22)

WESTMINSTER ARPT: Glider activities occasionally conducted, durg these operns a yellow flag will be displayed adjt to wind tee on W side of rnwy.

MASSACHUSETTS: SPECIAL NOTICE: Call State Police Barracks for arpt condition info.

BEVERLY RADIO: H facil unusable beyond 15 nmi from 185° clockwise to 215° at MOCA.

★BOSTON ARTCC: Soon, freq 127.8 mc will be comsnd; freq 125.8 mc will be decmsnd. Rome, N.Y. peripheral site. (7-12) About Aug 30, freq 133.75 & 120.3 mcs will be

MASSACHUSETTS: decmsnd; freq 132.40 & 121.0 mc will be comsnd Woodstock, Conn. peripheral site. (7-25) About Aug 30, freq 120.6 mc will be decmsnd and 124.0 mc will be comsnd Melrose peripheral site. Aug 16, freq 132.65 mc chgd to 132.50 mc Lake George, N. Y. peripheral site. (8-17) About Oct 27, freq 127.30 mc will replace 126.00 mc & freq 127.90 mc will replace 125.80 mc Mt. Equinox, Vt. peripheral site. (8-23) Aug 25, freq 124.8 mc decmsnd; freq 127.8 mc comsnd Rome, N. Y. peripheral site.

BOSTON-BEDFORD (HANSCOM) ARPT: Caution, txwys to civil trml and perimeter txwy unlgtd. Use extreme caution when taxiing thru AF ramp area inclg S txwy; hvy vehicular and acft movements, unlgtd. All en route VFR tfc operg over arpt recommended remain at least 3000' to avoid lcl jet tfc patn. All acft terminating Hanscom enter tfc patn at following alts: 900' MSL for acft with patn speed below 110 mph; 1300' MSL for conventional & multi-eng jet acft with patn speed of 110 mph and above; 1800' MSL for jets using overhead patn. Civil acft requested to make standard 45° entry rectangular tfc patn. All lndg acft eqptd with proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. (1-14) Neon apch lgts shut down due constr.

BOSTON-BEDFORD (HANSCOM) ARPT TOWER: ILS glide slope shut down until aprx Oct 20 - arpt constr.

BOSTON, BEVERLY ARPT SPECIAL NOTICE: Efctv immediately, the following tmpry ADF instr apch procedure is authorized pending publication in the Federal Register. Arpt elev. 108', facil MHW; ident TOF, procedure #1, orig. facil owned and operated by city of Beverly, Mass. Coordinates: 42-37-10, 70-57-24. Transitions: from awy at min en route alts. Procedure turn N side of crs, 333° outbnd, 153° inbnd, 1500' within 10 mi. Min alt over facil on final apch 900'. Crs & dist, facil to arpt, 153°, 2.2 mi. Mins: tkof day and ngt, all acft, 300-1; circling day and ngt, two-eng 500-1, four eng 500' 1-1/2; alternate day and ngt, NA. Missed apch: if visual ctc not established upon descent to authorized lndg mins or if lndg not accomplised within 2.2 mi, make climbing left turn to 1500' and return to TOF MHW. Hold left turns, one-min patn, inbnd brg 153°. Note: Hill with lgtd obstns 0.2 mi S of apch end of rnwy 33. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (8-12)

**BOSTON, LOGAN INTL ARPT: Caution-scattered areas of loose and broken bit paving outside lgts on txwy and rnwy shoulders. Men, eqpmt off apch end rnwy 15-33 days. All lndg acft eqptd with the proper freqs may expedite their handling by ctcg apch ctl on apch ctl freq, regardless of wea. Obstn lgts on 174' stack 1.3 nmi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Threshold at apch end rnwy 22R relctd 800' SW. Relctd threshold mrkd by transverse white stripe and chevrons and by green outboard type threshold lgts visible 360°. Perimeter lgts of 800'. Overrun areas NE end rnwy 4L-22R show red apchg from NE and blue from SW. Usable length rnwy 4L-22R restricted to 7070' excp full 7870' avbl for tkof toward SW and 800' overrun area avbl for lndg toward NE. Turbo-jet acft lndgs & tkofs rnwy 4L-22R and turbo-jet tkofs rnwy 33 prohibited. Use mrkd hard surface rnwys and txwys only. Other areas including grass shoulders unsafe. Caution seagulls on and adjt to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at aprx 100' intervals btn threshold lgts and rnwy end. White cntrline bar lgts and sequence flashers spaced at aprx 100' intervals on extended rnwy cntrline from 42'-1142' out from end of pavement. Transmissometer comsnd. Pool of water up to 2-1/2 inches max depth at int rnwy 22R and txwy A after hvy precipitation. Transient mil operns restricted to acft accepted by AFNG and using AFNG facils only. Non-transient parking avbl in lmtd AFNG area; offl bus only. Flts must be coordinated with AFNG base commander. No transient mil flts will be accepted from 2100-1200Z. (2-2) 36' obstn lgtd pole lctd lat 42-21-28, long. 70-59-38, at VORTAC site 535' from cntrline 15-33 & 600' from cntrline rnwy 9-27 ESE of int of rnwy 15-33 & 9-27 (4-28) Men, eqpmt working on all apron & trml txwy areas. Hvy constr in progress, all taxiing acft must exercise caution due to limited taxiing clearance evacuation of obstns. (6-8) Rnwy 4L-22R clsd, constr.

BOSTON RADIO: VOR unusable beyond 26 nmi all azimuths at MOCA. (5-6)

CANTON RADIO: Private H facil unreliable from 90° to 120°. (7-15)

FALMOUTH-OTIS AFB SPECIAL NOTICE: Artillery firing to be conducted in Restricted Area 14, durg period 1100Z 23 Aug 60 until 0400Z 2 Sept 60. Max trajectory will be 6000' 4000' N of centerline of rnwy 14. Tfc restriction ctld by Otis Twr. Ctn advised.

HAVERHILL ARPT SPECIAL NOTICE: Flt Test Area described as follows: SW corner lat 42-52, long. 71-03, to NW corner 42-56, 70-03, to NE corner 42-56, 70-58, to SE corner 42-52, 70-58 to pt of bgng. Hours: 8:00 AM to 12:00PM. Altitudes: 3000' or less to a minimum of 1500' above ground. User: Howard F. Dutton. Expires Sept 26, 1960. (30 August 1960)

MASSACHUSETTS: HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking. Rnwy 5-23

MICHIGAN: BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

MASSACHUSETTS: HYANNIS, BARNSTABLE MUN ARPT: Apch area rnwy 24 not graded; rnwy 11-29 clsd to lndgs and tkofs, may be used as txwy and parking.
LAWRENCE MUN ARPT: Caution, maj constr in trml area. Txwy torn up. Rnwy 5-23 under constr. Caution, ctc Unicom. (6-3)
MANSFIELD MUN ARPT: Unscheduled parachute jumps held. (9-23)
MARTHA'S VINEYARD ARPT SPECIAL NOTICE: Effective upon commissioning date on or about 24 June 60, the following tmpry TerVOR-33 instr apch procedure is authorized pending publication in Federal Register: arpt elev: 68', facil VOR, ident: MVY, procedure no. TerVOR-33 original. Transition from Jessey Int to MVY-VOR, direct, 2000'. Procedure turn E side of crs 157° outbnd, 337° inbnd, 1300' within 10 mi. Min alt over facil on final apch crs., 1068'. Crs and dist from int rnwy cnterline extended and final crs to apch end of rnwy, 326°-.43 mi. Missed apch: if visual contact not established upon descent to authorized lndg mins or if lndg not accomplished within 0 mi, make right climbing turn to 1300', intercept and hold on 090° radial VOR 4-min patn left turns. Ceiling and visibility mins: tkof, day and ngt, two-eng, 300-1; more than two-eng, 200-1/2. Circling day and ngt, two- eng, 1000 -1; more than two -eng, 1000 1-1/2. Straight - in day and ngt -rnwy 33, all acft, 1000-1; alternate day and ngt, all acft, not authorized. Note: alternate wea mins of 1000-2 authorized for those who have an approvaed arrangement for wea svc at the arpt. Information Note: ceiling of 1000-1 required pending modification of ctl zone to accommodate mins of 500-1 which will then be authorized by appropriate amdt. Automatic cancellation of this notam will be concurrent with publication of the procedure in the Federal Register. (6-24)
MIDDLEBOROUGH ARPT: New arpt reported. Lctd 4 mi NW; lat 41-56, long. 70-58; elev: 61'; one sod strip E/W -3000'; minor rprs; lgts avbl prior req, hangar and fuel avbl.
NANTUCKET MEML ARPT: 55' tmpry unlgtd ant pole 400' W of lndg area (5-18) Caution, maj constr with excavation work near westerly shoulders of first 1,000' rnwy 6 and W of adjt taxi strip. Hazardous areas will be flagged days and obstn lgtd ngts. Extsv fld work in progress until Nov 1. (6-29)
NANTUCKET RADIO: DMET operg on test basis; channel 74. (2-25)
ORANGE MUN ARPT SPECIAL NOTICE: Durg dalgt VFR conditions only, parachuting activities will be conducted within 1.5 mi radius from 15,000' to gnd. Most of the activity will occur on wk-ends from gnd to 12,000'. Gliding daily lnd and air tows.
ORANGE MUN ARPT: Rgt tfc rnwys 4, 19 and 31. (5-6)
WESTFIELD-BARNES ARPT: Mil jet operns practice instrument apchs and lndgs to rnwy 2 or 20 from 10,000'; all conventional acft enter standard tfc patn at 1100'MSL, all jet acft enter on a 5 mi initial at 1700'MSL for a 360° overhead apch to rnwy 2 or 20. (1-22) Rnwy lgts on 15-33 inop, rnwy restricted to dalgt operns only. (7-14)
WESTFIELD-BARNES ARPT TOWER: UHF/DF restricted from 270° clockwise to 350° to 24 nmi at MOCA. (4-21)
MICHIGAN: SPECIAL NOTICE: North Lake Michigan Controlled Firing Area until Jan 1, 1961. Estab within the following area: Beginning at lat 45-41, long. 86-31; to 45-50, 86-12; 45-17, 85-45; 45-13, 86-00. Max. firing: 35,000'msl. Time of Use: dalgt hrs. Controlling Agency: The Commandant, Ninth Naval District. (7-5)
ALMA MUN ARPT: Caution, 80' crane lctd about 1000' off end rnwy 26. (3-11)
ALPENA-SPECIAL NOTICE: Activation of temporary ctl zone, ctl area and following navaid facils will be efct 1100Z, 10 June thru 2200Z 3 Sept 1960. Ctl zone encompasses that area within 5 smi of Phelps-Collins arpt and extending 2 mi either side of 005-185° T brg from the H facil to a pt 5 mi N of facil. Ctl area encompasses that area within a line bgng at 45-28N,83-30W to 45-16-30N, 83-11-25W; 44-42N, 83-52-30W; 45-53N, 84-11-30W to pt of bgng. Ctl twr call sign "Collins Twr". Hrs of opern 1100Z to 0300Z daily. Operating freqs primary mil 236.6 and 126.18 mcs. Lcl ctl 351.2 mcs. Gnd ctl 275.8 mc. Emgcy 243.0 and 121.5 mcs. Civil freqs tsmtg 120.1 and 121.9 mcs. Rcvg 120.1 and 122.5 mc. Acft without rdo comms will be ctld by standard lgt gun signals.
MICHIGAN: BENTON HARBOR, ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
BOYNE CITY MUN ARPT: 30' AGL(715'MSL) unlgtd & unmrkd one story school bldg, being erected 600' SW on the E/W lndg strip; lat 45-12-23, long. 85-00-02, estimate completion Sept 1. (7-20)
CADILLAC MUN ARPT: open to ngt operns. (5-19)
CHARLEVOIX ARPT: 254'(839'MSL) lgtd twr being erected 4.9 nmi NNE(43°T) at lat 45-21-42, long. 85-12-12. (8-19)
DETROIT ARTCC: About Aug 30, freq 125.9 mc will be chgd to 128.50 at Grand Rapids peripheral site. (8-10) About Sept 13, freq 120.40 mc will be chgd to 127.70 mc at Grand Rapids peripheral site. (8-24)
**DETROIT-CITY ARPT: Area bounded by rnwys 20, 25, 33R and the NE fence line from the end of rnwy 20 to the end of rnwy 25 clsd, constr in progress (7-15) Due non-visibility twr unable to observe tfc & provide tfc info for the first 1000' of rnwy 2. (7-30)
DETROIT, METROPOLITAN WAYNE COUNTY ARPT: Constr, work S of apron btn txwy B and C bldg constr in front of and along side main trml bldg. Apch lgts & sequence flashers on rnwy 3L shut down for installation of 3-phase regulator substation & modification of threshold lgts & apch lgt system. Constr work in progress on txwys and p parallel to rnwys 3R-21L and 3L-21R SW from rnwy 9-27. Obstn lgts on constr eqpmt lctd inside SW bndry fence midway btn rnwys 3L and 3R. (7-28)
DETROIT, WILLOW RUN ARPT TOWER: ILS lclzr unusable 11,000' and above due interference. (6-15)
ESCANABA RADIO: Oct 1, State owned VOR operg intermittently on test & advisory basis. Freq: 110.8 mc. Ident: ESC. Lctd lat 45-43-23, long, 87-05-25. Voice & comm operg 0800-2000 daily. Rcvg: 122.1, 126.7 mc. Montrg, category (1) 0800-2000; Montrg category (3) 2000-0800.
GLADWIN RADIO: BMH facil usable dist limitd to 15 mi 190°-280°, clockwise due interference. (2-26)
GRAND RAPIDS, KENT COUNTY ARPT: Rnwy 9-27 clsd, to be used as taxi strip only; unlgtd acft parked W rnwy 18R-36L and int rnwy 4; rnwy 18R-36L clsd ngts. (11-3)
GRAND RAPIDS, KENT CO. ARPT TOWER: ILS glide slope not flyable MM to rnwy. (12-29) About Aug 30, freq 307.9 mc will be chgd to 313.4 mc. (8-11)
HART-SHELBY ARPT: Caution NW/SE strip hazardous, loose sand and brush. (8-24)
IRON MOUNTAIN SPECIAL NOTICE: Intermittent blasting dalgt hrs and early evening in open pit mine lctd 15 mi NNE at lat 45-59-30, long. 87-58-54. Fragments reaching an alt of aprx 500'. (5-4)
JACKSON, REYNOLDS MUN ARPT: Caution, apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Caution, rnwy 9-27 loose asphalt and holes, usable as taxiway. Constr in progress on trml bldg & ctl twr, lctd E of W, N/S txwy and N of S, E/W txwy and ramp area. (5-5)
KALAMAZOO MUN ARPT: 50' obstn lgtd ctl twr under constr at trml site. (12-30)
LANSING, CAPITAL CITY ARPT TOWER: Twr transmissions on 245kc serviceable aprx 5 to 7 nmi - interference; unserviceable 090°-150° clockwise due interference. ILS glide slope unusable from MM to touchdown. (6-28)
MARQUETTE-COUNTY ARPT: Sand spots along rnwy 1-19, soft will not hold acft. (6-16) Caution hvy constr eqpmt crossing rnwys dalgt hrs. (7-11)
MASON, JEWETT ARPT: N/S strip clsd all operns; deep ruts at int of N/S and E/W strip, use caution. (5-26)
MT. CLEMENS, MACOMB ARPT: Caution, constr W end fld; 2200' E end rnwy 9-27 open.
MUNISING, HANLEY FLD: Constr of new rnwy in progress, men & eqpmt on fld. Old rnwy usable. (6-15)

MICHIGAN: SAGINAW, TRI-CITY ARPT: Use rnwys only. Rnwy lgts on req. Constr and excavating for new hangar on the fld, adjt W side of the SW txwy, mrkd & lgtd. (6-15)
SAULT, STE. MARIE ARPT: Caution, constr in progress on NW/SE rnwy durg dalgt hrs, rnwy surfacing. (6-28)
SAULT STE MARIE, KINCHELOE AFB RADIO: About Sept 13, ILS lclzr & glide slope will be shut down until aprx Sept 26 - Lclzr course width will be chgd to 4° & modernization.
STURGIS, KIRSCH MUN ARPT: Use NE/SW rnwy only. (6-17)
TEMPERANCE, HOME BASE AIR STRIP SPECIAL NOTICE: Flt Test Area described as follows: a line starting from Ida, Mich., running 80° to Lake Erie shoreline; SW to Luna Pier, Mich., & further SW to a pt 1 mi S of Temperance; N to Ida. Hrs: official sunrise to sunset. Alt: surface-3000' AGL. User: Thomas Arnold. Expiration date: 10/9/60.
MINNESOTA: ANOKA ARPT: About Dec 23, arpt will be clsd. (8-9)
**AUSTIN MUN ARPT: 167'(1382'MSL) twr erected 2 nmi W(286°T) at lat 43-40-40, long. 92-58-50. (8-13)
BAUDETTE MUN ARPT: 265'(1395'MSL) lgtd twr being erected 5 nmi WSW(247°T) at lat 48-41-30, long. 94-43-40. (8-1)
BEMIDJI MUN ARPT: NW/SE rnwy avbl for wheel lndgs, other rnwys clsd; ski lndgs may be made btn txwys and rnwys, area being used for testing. (12-3)
COOK MUN ARPT: NE/SW rnwy clsd. (5-20)
ELY ARPT SPECIAL NOTICE: Extreme danger to all acft within 2 mi and at less than 10,000' durg dalgt hrs, blasting pits 15 mi SSW and 3.5 mi SE of city of Babbitt. (6-7)
**DULUTH MUN ARPT: Caution crossing arpt perimeter roads lndg rnwy 3-21. Tmpry threshold lgts installed 500' W of E end rnwy 27. Air Force and Air National Guard jets operg all wea conditions vcnty of DLH, all alts, conducting jet penetrations, VFR simulated flame-outs, and 360° overhead lndg apchs. Simulated flame-out alts from 16,500' MSL. Jet tfc patn alt 3,000'MSL. Enroute and lndg acft ctc DLH twr for advisories and clearance. Transmissometer comsnd. (8-10)
DULUTH MUN ARPT TOWER: ILS BC unusable for apchs. (8-10)
DULUTH RADIO: VOR unusable 115° clockwise to 135°, due excessive scalloping. DMET operg test basis; channel 73. (8-10)
EVELETH RADIO: State owned VOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
FERGUS FALLS, MICHELSON MUN ARPT: Rnwy & taxi strip clsd until Sept 6, re-surfacing; rnwy mrkd with X. (8-12)
ISABELLA, DUNCAN AIRFLD: 265'(2304'MSL) lgtd twr being erected 5 nmi SE(137°T) at lat 47-33-10, long. 91-19-50. (8-2)
★MANKATO RADIO: Aug 23, state owned VOR comsnd. Freq: 110.8 mc. Ident: MKT. Lctd lat 44-08-51, long. 93-59-04. Montrg category (3). Voice avbl 0600-2000. Rcvg 122.1 mc. Class: L-VOR. Rcvd too late for inclusion ANRA page.
MINNEAPOLIS ARTCC: About Aug 30, freq 118.4 will be chgd to 127.50 mc at Redwood Falls peripheral site; freq 119.4 will be chgd to 127.90 mc at Duluth peripheral site; freq 120.3 mc will be chgd to 128.50 mc at Dickinson, N.D. peripheral site; freq 124.2 mc will be chgd to 128.40 mc at Pierre, S.D. peripheral site; freq 124.4 mc will be chgd to 127.40 mc at La Crosse, Wis. peripheral site; freq 125.3 mc will be chgd to 128.20 mc at Jamestown, N.D.; freq 125.3 mc will be chgd to 128.40 mc at Wausau, Wis. peripheral site & freq 125.4 mc will be chgd to 127.10mc at Minot, N.D. peripheral site. (8-10) About Aug 30, freq 269.4 mc will be chgd to 271.2 mc at Wausau, Wis. peripheral site. (8-11) About Sept 13, freq 132.40 mc will be chgd to 127.80 mc at Grand Forks, N.D. peripheral site; freq 124.60 mc will be chgd to 127.30 mc at Mason City, Iowa peripheral site. (8-24)
**MINNEAPOLIS, ST. PAUL INTL(WOLD CHAMBERLAIN) FLD: Constr in progress in new trml area from rnwy 4-22 to rvr btn rnwys 29L & 29R including apch areas to 29L & 29R. Hvy rock blasting thru area 0700-0700C daily excp Suns. Bldgs being erected btn rnwys using 130' cranes obstn mrkd. Ceilometer relctd from rnwy 29L to rnwy 4. First 1000' NE end rnwy 4-22 clsd to non-mil acft. Tkof permitted when wind conditions dictate in interest of safety, may be used for taxiing and overruns for NE lndgs. (7-15) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: Int rnwys 4-22 & 11R-29L & associated txwys. All use of these areas is at pilot's discretion. (8-18) Rnwy visual range facil comsnd rnwy 4. (8-19)
MINNEAPOLIS, ST. PAUL INTL(WOLD CHAMBERLAIN) FLD TOWER: May 6, ILS lclzr & glide slope (ident MSP) shut down until aprx Jan 15, 1961 - lclzr modification. (5-6) July 5, ASR-2 shut down until aprx Sept 5 - modernization. (7-5)
MINNEAPOLIS RADIO: DMET operg test basis; channel 120, not synchronized with VOR ident.
MINNESOTA: MORA MUN ARPT: Rnwys soft after hvy rain, NW end of the NW/SE rnwy soft - 1800' usable. (4-24)
NODINE RADIO: DMET operg on test basis; channel 126.
REDWOOD FALLS MUN ARPT: Bcn inop pending relocation. (10-1)
ROCHESTER, LOBB FLD/MUN ARPT: 20' cranes operg 200'SW end rnwy 2-20, unmrkd day or ngt. Green flashing code bcn atop ctl twr inop. Rnwys 2 and 17 clsd ngt lndgs. (4-30)
ROCHESTER MUN ARPT: New arpt reported under constr; lat 43-55, long. 92-30; lctn: 8.0 S, elev: 1310';2 bit rnwys, clear & green bcn;hi-intensity rnwy lgts, apch lgts. Clsd.
ROCHESTER, LOBB FLD TOWER: About Sept 15, CS/T will be decombined. Concurrently apch ctl freq 119.8 mc will be comsnd. (8-25)
ROCHESTER RADIO: DMET operg on test basis; channel 57. (3-10) About Sept 1, VOR montrg category will be chgd to (3) & class will be chgd to M-VORW until aprx Sept 15. About Sept 15, CS/T will be decombined. Concurrently VOR montrg category will be chgd to (1). Class chgd to M-BVOR.
STANTON, CARLETON ARPT: 320'(1530'MSL) lgtd twr being erected 8 nmi S(183°T) at lat 44-20-38, long. 93-01-03. (5-13)
WORTHINGTON MUN ARPT: Constr work in progress on ramps, txwys and rnwys; E/W & NW/SE rnwys clsd. (8-24)
★WORTHINGTON RADIO: Aug 23, state owned VOR comsnd. Freq: 110.6 mc. Ident: OTG. Lctd lat 43-38-57, long. 95-34-51. Montrg category (3). Voice avbl 0700-2100. Rcvr. 122.1 mc. Class: L-VOR. Rcvd too late for inclusion ANRA page.
WINONA RADIO: VOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BAY ST. LOUIS-HANCOCK CO ARPT: Constr in progress, extreme ends of arpt.
BELZONI, HALBROOK FLD: 254'(582'MSL) lgtd twr being erected 18 nmi E(93°T) at lat 33-09-33, long. 90-08-53. (5-13)
BILOXI, KEESLER AFB SPECIAL NOTICE: Caution within 5 mi radius from gnd to 1500'. Intensive jet and conventional tfc from rdo rng to airbase 500' to 800'. Jet tfc patn 1500'. Conventional tfc patn 1000'
CLARKSDALE, FLETCHER FLD: 278.6'(444.6'MSL) lgtd twr being erected 8.1 nmi S (184°T) at lat 34-09-10, long. 90-32-21. (5-13)
COLUMBUS RADIO: DMET operg on test basis; channel 105. (7-31)
**CORINTH-ALCORN CO ARPT: 205' lgtd twr erected 21.1 nmi E(111°T) at lat 34-47-34.5, long. 88-11-34. (8-18)
GREENVILLE AFB SPECIAL NOTICE: Extsv jet VFR trng conducted 7000'MSL & below in an area on V1522 btn Moorhead, Miss. & a pt 51 nmi W of base at the Saline Rvr. VFR penetration being conducted N of base within 25 nmi clear of V1522 btn 20,000' & 3000' MSL. It is urged all VFR opern on or crossing V1522 in the area described be conducted at 8,000' MSL or above. For pilot electing to avoid described area VFR suggest proceed S of V1522, when not feasible contact Greenville AFB twr on 126.2 or 122.5 mc rcv on 121.1 mc for tfc advisory svc. Acft operg VFR off awys within a 30 smi radius of base use extreme caution due to jet trng. (4-29)
GREENVILLE AFB RADIO: USAF CM twr and apch ctl unavbl 2200-0600 daily. (5-12)
GRENADA MUN ARPT: 3000' of NE end rnwy 5-23 lgtd SS to SR, remaining 2000' unlgtd.
JACKSON RADIO: Soon, TACAN will be shut down, eqpmt installation. (7-14)
LAUREL MUN ARPT: 130' (365'MSL) lgtd oil derrick will be erected 1850' NE cntr pt fld.
**MADISON, CAMPBELL FLD: Unicom 122.8 mc. All rnwys clsd, rnwy lgts inop. Constr on fld; mrkd NE/SW sod strip 2400' W side fld 20-1 slope open to tfc. (7-7)
**MERIDIAN, KEY FLD: Rnwy 9-27 clsd. Rnwy 14-32 perm discontinued. (7-2)
MERIGOLD ARPT: 341'(488.6'MSL) lgtd twr being erected 21 nmi E(92°T) at lat 33-50-05, long. 90-18-58. (5-13)
PICKENS, PRESLEY'S ARPT: 266'(590'MSL) lgtd twr being erected 7 nmi WSW(258°T) at lat 32-52-14, long. 90-06-07. (6-30)
OXFORD, UNIVERSITY-OXFORD ARPT: Caution parking area under constr, hvy eqpmt on fld.
RAYMOND, WILLIAMS ARPT: 1529'(1949'MSL) lgtd twr being erected 5.5 nmi SSE(160°T) at lat 32-12-46, long. 90-22-54. (4-1) 278.5'(652'MSL) lgtd twr being erected 17.9 nmi WNW (309°T) at lat 32-29-05, long. 90-41-31. (6-30)
MISSOURI: SPECIAL NOTICE: Extreme caution necessary on V13 vcnty Grandview, Richards-Gebaur Arpt, acct concentration of tfc all alts. Where possible all users oper via V13E btn Kansas City and Butler Arpts. (6-11)
BOWLING GREEN ARPT: Reported reactivated; lctd 1.5 mi NW; 1 turf rnwy N/S-2200'; 80 oct fuel avbl;no acft maint; soft when wet, land at own risk; attended 1700CST-0700CST.
CAPE GIRARDEAU MUN ARPT: 1677'(2487'MSL)lgtd twr being erected 12.5 nmi N(14°T) at lat 37-25-46, long. 89-30-14. NW/SE sod strip clsd. (9-8)

MISSOURI: COLUMBIA MUN ARPT: Constr, mcn & eqpmt on fld durg dalgt hrs. (7-11)
MISSOURI: non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ramps and txwys SE of new trml bldg, ramp areas of air freight

MISSOURI: COLUMBIA MUN ARPT: Constr, men & eqpmt on fld durg dalgt hrs. (7-11)
CREVE COEUR ARPT SPECIAL NOTICE: Flt Test Area described as follows: bgng at lat 39-07, 90-29; 39-30, 90-38; 39-30, 90-19. Hours: dalgt, VFR conditions. Altitudes: from surface to 1200' and from 2500' MSL to 4500' MSL. Expires 9 Sept. 1960. (6-8)
DOGWOOD RADIO: About Sept 15, VOR voice feature will be added & montrg category chgd to (1). Ctlg FSS-Springfield. (8-22)
GRANDVIEW, RICHARDS-GEBAUR AFB SPECIAL NOTICE: Extensive jet trng 24 hrs daily from surface to unlimited within 30 mi radius. VFR penetrations and simulated jet flameout apchs being conducted from varying alts. F-102 acft conducting high speed scramble take-offs to the S. Normal jet tfc patn at 2500' MSL. Advise all acft operg in vcnty of Richards-Gebaur AFB, use extreme caution. (5-27)
**INDEPENDENCE MEML ARPT: Unicom 122.8 mc comsnd. (7-29)
JOPLIN MUN ARPT RADIO: ILS lclzr front course unusable from MM to touchdown - due roughness lclzr and glide slope. (10-28) About Sept 19, ILS glide slope will be shut down until aprx Sept 25 - modernization. (8-25)
KANSAS CITY ARTCC: About Aug 30, freq 132.50 mc will be chgd to 132.20 mc Mason City, Iowa peripheral site. About Aug 31, freq 385.4 mc will be chgd to 271.2 mc Anthony, Kans peripheral site. (8-11) About Sept 13, freq 120.4 mc will be chgd to 127.80 mc at Ponca City, Okla. peripheral site. (8-17)
KANSAS CITY RADIO: Moderate multiples SW and SE course LF rng.
KIRKSVILLE MUN ARPT, SITE 12, MKC-CHI: Clsd to all operns, constr. (2-17)
MALDEN RADIO: About Sept 30, VOR will oper as L-VORW, montrg category (3) until aprx Nov 15 - relctn of FSS to Cape Girardeau on freqs 121.5, 126.7, 135.9, 255.4 mc. tsmtg 120.7 mc; rcvg 122.1 mc - montrg category (1), Class: L-BVOR. (8-26)
MAPLES RADIO: DMET operg on test basis; channel 89.
MOBERLY, BRADLEY ARPT: Rnwy lgts inop. (8-24)
ST JOSEPH SPECIAL NOTICE: Caution- TWA conducting extsv flt trng on Boeing 707 acft 0700C-2400C daily in an area E of St. Joseph VOR as follows: S edge of V216, W edge V52, N edge V10, E edge V15. Trng will be conducted under VFR conditions from surface to 40,000'. (11-20) Unscheduled flgts of Air National Guard Jet acft will be operg VFR in St. Joseph local tfc patn and ctl zone from surface to 20,000' executing VORTAC and homer bcn VFR jet penetrations, VFR simulated flameouts and overhead lndg apchs. Other diversified military and commercial jet maneuvers being conducted on and in vncty of Rosecrans Memorial Arpt. Enroute and lndg tfc contact St. Joseph Rdo or Rosecrans twr for advisories and clearances. (2-8)
**ST JOSEPH, ROSECRANS MEML ARPT: Cntr txwy leading from midfld int to into of N/S rnwy clsd to all tfc until further notice. Surface condition poor requiring exstv rprs. Due non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: bgng 260' SE from the cntr intsxn of the diagonals on rnwy 13 for a dist of 340' and bgng 300' SW from the cntr intsxn of the diagonals on rnwy 22 for a dist of 560'. All use of these areas is at pilot's discretion. (7-28)
ST LOUIS ARTCC: About Aug 30, freq 124.9 mc will be chgd to 127.50 mc at Springfield peripheral site; freq 124.3 mc will be chgd to 128.40 mc at Lebanon peripheral site. About Aug 31, freq 319.2 mc will be chgd to 327.1 mc. About Aug 30, freq 271.2 mc will be chgd to 310.4 mc Joplin, peripheral site. About Sept 13, freq 126.4 mc will be chgd to 128.45 mc at Tulsa, Okla. peripheral site. (8-17) About Sept 13, freq 120.60 mc will be chgd to 128.60 mc at Joplin peripheral site; freq 126.60 mc will be chgd to 127.35 mc at Decatur, Ill. peripheral site. (8-24)
**ST LOUIS, LAMBERT-ST LOUIS MUN ARPT SPECIAL NOTICE: Flt Test Areas described as follows: (1) The area within a 150 mi radius of Lambert-St. Louis Arpt W of the Illinois

MISSOURI: non-visibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ramps and txwys SE of new trml bldg, ramp areas of air freight trml bldg, TWR and Young Aviation hangars. All use of these areas is at pilot's discretion. Tmpry bldgs & eqpmt lctd 100' SE of first 1000' rnwy 6, constr area mrkd. Shoulder soft; rnwy apchs ruf & unusable; grass area clsd. Bright mercury vapor lgts on highway 70 aprx 3000' from apch end rnwy 6 may be mistaken for rnwy when breaking clear of overcast from lake apch durg hrs of darkness. (7-22)
ST. LOUIS, LAMERT-ST. LOUIS MUN ARPT TOWER: Caution - lclzr course subject to minor oscillations durg dalgt hrs due hvy constr machinery operg vcnty. June 20, ILS lclzr and glide slope and DME shut down until aprx Sept 20-relctn. About Sept 29, PAR ctl svc will be inaugurated. (7-27)
ST LOUIS RADIO: About Oct 3, VOR/DME will be shut down until aprx Oct 17 - modernization & retuning. (8-18)
**SEDALIA-COMMERCIAL ARPT: Perm clsd to public; private field. (7-11)
VERSAILLES MUN ARPT: N/S and NE/SW rnwys closed. (6-9)

MONTANA: BOZEMAN RADIO: About Sept 19, VOR will be shut down until aprx Oct 1, Durg this period following substitute structure & MEAs in efct: Unusable Awys: V2, HLN-LVM. Unusable Reporting Points: Canton (VHF) int. Usable Awys: (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V127, MEA between HLN & LVM 11,000'. V66 HIA VOR direct to BN LFR. (8-23)
**BRADY, GOLDEN ARPT: Abandoned. (7-11)
BRIDGER MUN ARPT: N/S rnwy under constr, land at own risk. (5-16)
CHESTER ARPT: Clsd-constr; bcn remains lighted. (4-5)
**DILLON ARPT: Clsd ngt operns. N/S rnwy hard surface 4000'.
FORYSTH ARPT: NW/SE and NE/SW strips extremely ruf. (8-1)
GREAT FALLS INTL ARPT: Rnwy lgts on 11-29 inop, rnwy clsd to ngt operns. (4-26) Apch lgt lane shut down until aprx Aug 27, installation of flasher. First 1000' rnwy 3 clsd, constr useable rnwy length 6700'. (8-19)
GREAT FALLS-MALMSTROM AFB RADAR APPROACH CONTROL: Surveillance apchs to Intl Arpt restricted to VFR for test purposes only. (11-1)
LIVINGSTON RADIO: About Aug 29, VOR will be shut down until aprx Sept 9 - reconstr. Durg this period, the following route structure and MEAs in efct: Unusable Awys: V2, BZN-BIL; V127, LVM-HLN; J13V, CPR-GTF. (8-10)
MISSOULA SPECIAL NOTICE: Caution parachute jumping dalgt hrs, times indefinite: Skydivers Club, alts to 12,000' MSL, Miller Creek area lat 46-47 and 46-49, long. 114-01 and 114-05. U.S. Forest Service practice areas - alts to 1200' above gnd, small areas vcnty of: Lavalle Creek 47-00, 114-03; Mill Creek 47-02, 114-11; Sherman Creek 46-52, 114-10; Obrien Creek 46-55, 114-11, Hayes Creek 46-50, 114-09; Ninemile Creek 47-05, 114-22. (3-30)
MISSOULA COUNTY ARPT: Taxi strip btn rnwys 25 & 29 clsd; rnwy 2-20 clsd; rnwy 7-25 clsd to DC-3 & heavier type acft. Last 1300' rnwy 29 unusable for acft over 26,000 lbs.
MEADOW CREEK USFS ARPT: Caution, soft and not usable after hvy rains. (6-22)
SUPERIOR MUN: New arpt reported. Lctd 3.0 mi SE; lat 47-10, long. 114-51; elev:2762'; one turf rnwy NW/SE-3400 x 75'; medium intensity rnwy lgts, bcn. (8-21)
WHITEHALL RADIO: All rcvg interrupted durg scheduled wea bscts VOR & LF rng.
NEBRASKA: BROKEN BOW MUN ARPT: Ctn, constr work in progress on arpt apron & txwy.
**CHADRON SPECIAL NOTICE: Civil jet trng being conducted periodically 7 days/wk durg dalgt hrs within the until airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-192 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts

NEBRASKA: OMAHA, EPPLEY AIRFLD TOWER: ILS glide slope unusable from MM to touchduwn - due glide slope roughness. (5-3)
ONEILL RADIO: TACAN courses unusable 340° clockwise thru 350°, below 4200' MSL 17 to 25 mi, (5-2)
SIDNEY ARPT SPECIAL NOTICE: Sioux Ordnance Depot approx 8 nmi NNW advises that ammunition and ammunition components are destroyed by detonation 1400-2300Z Mon-Fri; in addition, large items destroyed by burning are initiated at 2300Z and considered a hazard to low flying acft until approx 0400Z. (8-10)
WOLBACH RADIO: DMET operg on test basis; channel 111. About Sept 5, VOR will be shut down until aprx Sept 19 - modernization & retuning. (8-12) See page 67 for substitute route & tmpry MEAs durg shutdown.

NEVADA: BATTLE MOUNTAIN, 35, SFO-SLC ARPT: NW/SE rnwy lgts inop. (4-27)
BATTLE MOUNTAIN RADIO: About Sept 5, VOR will be shut down until aprx Sept 20 - freq chg to 114.0 mc/class to M-BVOR. Use following route structure & MEAs: Unusable Awys: V6 LOL-LWL; V6N LOL-BAM; V32 BAM-EKO; V32N BAM-EKO. Unusable Reporting Points: None. Usable Awys: Tmpry redesignated with published MEAs and MCAs unless otherwise indicated: G3; V1504-31 LOL to BAM Int via LOL R054°, MEA 12,000'; BAM Int to EKO via EKO R236°, MEA 11,000'. Usable Reporting Points: BAM Int - EKO VOR R236° and SE course MV LF rng. (7-21)
COALDALE RADIO: VORTAC usable dist: 300°-15° and 60° - 80° limited 25 nmi at MOCA.
**FALLON SPECIAL NOTICE: Intsv mil jet hi speed low level bombing flts being conducted daily in accordance VFR btn surface and 8000' MSL NW within an area bounded by coordinates 39-42, 118-55; 32-22, 118-51; 39-24, 118-56; 39-24, 119-00; 39-40, 119-04. These operns considered hazardous to non participating acft and in the interest of safety acft are requested to avoid this area below 8000' MSL. (6-29)
GOODSPRINGS, SITE 23B, LAX-SLC: Course lgts inop.
HAWTHORNE SPECIAL NOTICE: Demolition of ordnance being conducted daily Mon-Fri 0800-1200 lcl time with danger to acft from surface to 10,000' MSL within 1-1/2 mi radius of 38-14-30 N, 118-37-45W, aprx 20 mi S of the Naval Ammunition Depot. (8-2)
LAS VEGAS SPECIAL NOTICE: Extensive simulated instr trng in lgt acft SE of McCarran trng btn 114°-30' W and 115° W from 35°-30' N to 35°-55' N. Dalgt hrs Oct. 17 thru 24, VFR conditions only. (8-19) Hi-Density Jet Tfc: Pilots on other than IFR clearance should either avoid or use extreme caution when traversing the following areas within which Nellis AFB hi-density jet traffic is operg. Hours of opern: continuous daily btn 4500' & 9000' MSL from the S corner of Caution Area C436 direct to Sunrise Mtn, counterclockwise around the Nellis AFB control zone to the N crs. LFR, direct to the NE corner of Caution area C436. The alts of 8000' & 9000' MSL, 5 mi either side of a line drawn from the northwestern edge of Amber 2 across the cities of Dry Lake & Overton, Nevada, to the eastern edge of V21E/V237. At an alt of 23,000' MSL within airspace bounded on the NE by a line drawn from 36-43N, 114-11W to 36-55 N, 114-26 W & bounded on the SW by a line drawn from 35-57 N, 114-15W to 36-07N, 115-18W. That portion of V105/135 lying between Pahrump int and the W edge of Amber 2 between 15,000' and 23,000' MSL. Suggested arrival and departure route NE of Las Vegas: remain E of centerline of Amber 2 land outer limits of Nellis AFB 5 mi ctl zone at or below 7000' MSL. (7-29) Frequent violations reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. Caution in ctl zone area, tow target patn btn Nellis AFB & a pt, 8.7 nmi N of Nellis AFB descending from 10,000'. (8-28) All pilots contemplating flt within a 300 nmi radius of Las Vegas should be on the alert to for special notams which will restrict flt in certain areas. (5-6)
LAS VEGAS RADIO: VORTAC restricted to 30 nmi from 120°-130° at 8000' MSL; 25 nmi 130°-140° at 8000' MSL, 30 nmi 200° - 220°, 9000' MSL, 30 nmi from 220° - 240°, 11,000' MSL. (7-29)
LOVELOCK RADIO: Aug 2, TACAN shut down until aprx Sept 1 - reconstr & channel chg to 112. Aug 15, VOR shut down until aprx Sept 1 - freq chg to 116.5 mc/DME channel chg to 85; class chg to M-BVORTAC. Durg VOR shut down following route structure & MEAs in efct: Unusable Awys: V1500-02 RNO-LOL; V1535 LOL-SDO; V6N LOL-BAM. Unusable Reporting Points: Churchill & Yerington Ints. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated); V6, V1504-31 RNO-BAM via RNO R039° and BAM R231°; MEA 18,000'; V105 OAL-RNO, MEA 12,000'. V1535 Lovelock Int - Sod House, MEA 12,000'. Usable Reporting Point: Lovelock Int. SDO 179° radial & SE course LL LF rng MRA 12,000'. (8-19)
MINDEN, DOUGLAS-TAHOE ARPT: Caution, low flying acft in venty and over arpt btn 0500-1000 on trng program; unicom inop. (6-14)

NEVADA: MORMON MESA RADIO: DMET operg; channel 90. VOR/DME restricted to 30 nmi from 055°-100°; 20 nmi 100°-135°; 25 nmi 280°-340°. (7-1)
NELLIS AFB SPECIAL NOTICE: Hvy jet tfc conducting air combat missions, GCI intercepts, formation, GAR-8 patns and MSQ bombing patns requiring rapid vertical maneuvering btn 15,000' & 40,000' from 1200Z to 2200Z Mon-Fri in the following area: bgng at 38-10, 113-30; to 38-00, 113-30; 37-00, 114-21; 36-24, 115-02; 36-41, 115-18; then N and W along the bndry of R-271 to 37-53, 116-11; 37-57, 116-11; then to pt of bgng. (5-17)
RENO MUN ARPT: Rnwy 7-25 very ruf, broken pavement. Hazardous to lgt acft. Rnwy 3-21 emgcy use only. (7-28)
RENO ARPT TOWER: Soon, ILS glide slope will be comsnd. Freq: 332.0 mc. Lctd lat 39-30-28, long. 119-46-02; 276' off E edge and 1216' S of N end inst apch rnwy. Elev: 4409.33' MSL. Glide slope angle will be 3°.
SOD HOUSE RADIO: About Sept 19, VOR will be shut down until aprx Oct 4 - freq chgd to 114.3 mc; class chgd to M-BVOR. Durg shutdown, following route structure & MEAs in efct: Usable Awys: (Tmpry redesignated with published MEAs and MCAs unless otherwise indicated): V1533 LOL-REO, MEA 15,000'. (8-24)
TONOPAH SPECIAL NOTICE: Caution to low flying acft. New bomb disposal site one sq mi lctd aprx 67 nmi WNW lat 38-15-45, long 118-38-10. Detonations 0900, Mon thru Thurs.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avbl by calling the N. H. Aero Comm 0930-1700, Mon-Fri, (fone Concord, Capital 5-6611, ext. 211) or FAA - FSS, Concord Mun Arpt any time (fone Capital 5-6151, acft in flt call Concord rdo).
CLAREMONT MUN ARPT: Rnwy lgts inop.
CONCORD RADIO: DMET operg test basis; channel 113. (3-30)
LEBANON-REGIONAL ARPT: Constr E end rnwy 7-25, men, eqpmt on fld; grass lndg strip clsd, deep ruts. (11-27) Tetrahedron unlgtd & inop. (3-15)
LEBANON RADIO: VOR unusable 110° clockwise to 115°, beyond 35 nmi at MOCA. (7-19)

NEW JERSEY: SPECIAL NOTICE: Twin-eng NAFEC-FAA helicopter IFR operns at 1000' MSL alt btn ACY and BDR daily in both directions Mon thru Fri. The route will be from ACY helicopter pat (lat 39-26-20, long. 74-34-50); direct Manahawkin Rbn direct Beachwood Rbn direct Scotland Rbn thence track 010° from Scotland Rbn until intercepting 240° radial of Idlewild VOR thence 050° M to bndry of Idlewild arpt, lat 40-38-20, long 74-38-00). From Idlewild helicopter pad (lat 40-39-24, long 73-46-46) direct Mineola, direct Glencove Rbn thence track out brg of 020° M until intercepting brg of 141° from Westchester Co. LMM/LMM/PN 260; thence 315° M to threshold of rnwy 34 Westchester Co. From Westchester Co. brg 123° from HPN LMM to intercept 205° radial Wilton VOR thence mag heading 081° to intercept 147° radial Wilton VOR thence heading 102° to intercept 232° radial of BDR VOR thence 052° M to Bridgeport pad (lat 41-10-00, long. 73-07-30).
ATLANTIC CITY (POMONA) NAFEC ARPT SPECIAL NOTICE: Caution, FAA's General Aviation Fly-In Oct 1, be on alert for hvy concentration of arriving and departing acft Sept 30 Oct 2; non-radio equipped acft permitted these dates; twr will provide arrival svcs on all its published freqs; during periods of hvy tfc, individual lndg instructions may not be possible, listen for periodic general bcsts of lndg info and advisories and watch for lgt gun instructions; the lgt gun will be lctd either in active twr or at the apch end of active rnwy; there are two twrs on arpt, the active twr is lctd on S side of arpt adjt to hangars. Lnd on paved surfaces only; expedite clearance of rnwys on to txwys; taxi on paved txwys unless directed on turf by linesman; routes to and from parking area directed by linesman. Close flt plan at Registration Office, not via radio. (8-16)
**ATLANTIC CITY (POMONA)NAFEC ARPT: First 3000' apch end rnwy 31, first 1000' apch end rnwy 13, and SW corner of ramp not visible to twr. Rnwy 13-31 open full 10,000'. Experimental lgts installed first 2000' rnwy 13. Experimental electronic and lgtg eqpmt installation on a continuing basis rnwy 13-31. (1-6) Caution, extsv field maint. (4-9) RAE visual glide path indicator operated 24 hrs daily on test basis; consist of short bars of lgts each side rnwy 13, 750' & 1250' from threshold; when below correct glide path all lgts appear red, when above glide path all lgts appear white, on glide slope indication shows near lgts white and far lgts red; system is adjusted to conform to ILS glide slope. (6-30) Lgtd 163' radar reflector erected 3600' SW of arpt at lat 36-26-37, long. 74-35-51.
ATLANTIC CITY RADIO: UHF H facil 279.0 mc, ident: ACY, operg test basis, unmontrd. TACAN unsuitable for instr apch procedure. (8-4) About Sept 19, VORTAC will be shut down until aprx Sept 24 freq chg to 108.6 mc/channel 23. (8-11)

NEW MEXICO: **ALBUQUERQUE, KIRTLAND AFB: Unlimited delay on any maint other

NEW JERSEY: BELMAR, MONMOUTH COUNTY ARPT: Rnwy 4-22 clsd to acft over 5000 lbs. Constr NW end rnwy 14-32, 4000' usable from SE end. Caution, portions of first 1800' rnwy 22 and civil acft parking ramp not visible from twr.

**CALDWELL-WRIGHT ARPT SPECIAL NOTICE: Flt Test Area described as follows: 3 mi either side of a line from arpt at lat 40-52, long. 74-17, 340° M to a pt at 40-58, 74-22; thence 315° M to the Delaware River. Time: sunrise to sunset. Altitudes: sea level to 9000'. User: Curtiss-Wright Corp. Expires January 31, 1961. (8-4)

CALDWELL-WRIGHT ARPT: Clsd all transient acft. Rnwy 9-27 unusable. (6-16)

COLTS NECK RADIO: DME unusable beyond 35 nmi from 250° clockwise to 270° at MOCA. (4-18) DMET operg on test basis; channel 98. (6-2)

COYLE RADIO: DMET operg test basis; channel 81. (11-20)

DOVER SPECIAL NOTICE: Picatinny Arsenal, a moored balloon with streamers attached to cable will be raised dalgt hrs, with 3 mi visibility, 1000' (1700'MSL). (7-1)

NEWARK ARPT: MILITARY: Clsd to mil acft excp on offl bus. Clsd to all fighter type and turbine powered acft not on approved list regardless of offl orders. ALL ACFT: Clsd to turbine powered acft not on approved list, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at trml. NATCC preferential rnwy system in effect. Earth mound 20' above rnwy 29 elev, 1250' E of threshold lgts mrkd by red & white panels & obstn lgts. Unusable lndg area rnwy 29 mrkd by red lgts. Experimental displaced rnwy threshold mrkgs placed on unusable lndg area of apch to rnwy 29. 130' high cranes operg in Seaport E of apch end of rnwy 29; 30' lgtd pole erected 350' E of E arcade, 160' S of admin bldg. (8-23)

NEWARK ARPT TOWER: ILS(rnwy 4) unusable beyond 12 mi, 040° clockwise to 090°. (11-4) July 27, ATCRB svc shut down until aprx Oct 12-relctn. (7-28) July 27, VHF/DF shut down until aprx Sept 30 - relctn. July 28, PAR shut down until aprx Sept 9- relctn & modernization. (8-10)

NEWARK RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.

READINGTON, SOLBERG-HUNTERDON ARPT: Parachute jumping vcnty of fld at alt up to 12,000' dalgt hrs, VFR conditions; most activity on wk-ends from gnd to 7000'. (6-13)

ROBBINSVILLE RADIO: DMET operg test basis; channel 27. (11-27)

SCOTLAND LIGHTSHIP RADIO: Marine rdo bcn operg 294 kc-careful tuning required.

SPARTA RADIO: DMET operg on test basis; channel 19. (7-17)

TETERBORO ARPT: Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use paved areas only. Open ditch parallel to rnwy 6-24 E side N of int. NW/SE txwy designated as rnwy 14-32 for civil and mil acft of gross rated tkof wt under 9000 lbs. Rnwy 32 clsd for tkofs; rnwy 14 clsd for lndgs; non-stand rnwy lgts avbl rnwy 14-32 on special req; white lgts N edge, b,ue lgts S edge. Eqpmt on fld days; constr adjt to all paved areas. Clsd to jet propelled acft excp with prior permission of arpt mgr. 200' x 400' mrkd sod area N of cntr txwy & 350' E of W txwy restricted to lndgs & tkofs of STOL type acfthaving prior permission of arpt mgr. Dalgt opern only. (1-22)

TRENTON, MERCER CO ARPT: Acft using rnwy 24 on tkof continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & eqpmt on fld daily. New 60' unlgtd ctl twr being constrd btn rnwys 6 & 11. First 400' apch end of rnwy 24 not visible from twr, use extreme caution. Txwy B from E ramp to apch end of rnwy 24 open to rdo equipped acft only. Ctn, 700' of txwy B from apch end rnwy 24 SW to E ramp not visible from tower. (6-10)

WRIGHTSTOWN McGUIRE AFB SPECIAL NOTICE: Conventional acft rgt tfc rnwy 18 and 24 to avoid R-25. Caution; extsv jet operns durg VFR and IFR wea up to 20,000'. VFR tfc ctld by radar up to 3,000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to 24 mi on SW course. All VFR tfc required to ctc McGuire Apch Ctl before entering this zone. Mandatory that all acft be equipped to transmit to apch ctl on 122.5 mc and rcv on 134.1 mc or TVOR freq 110.6 mc. Acft not having proper freqs are directed to land elsewhere. Civil acft without lndg permit(AF Fm 181) are directed to see Special Notices Section of AIRGI relative to civil use of mil airfields. (8-3)

NEW MEXICO: ALAMOGORDO MUN ARPT: New arpt reported: lat 32-51, long. 105-59; elev: 4200'; one 7000' rnwy, rotg bcn, unicom 122.8 mc; 100 oct avbl.

NEW MEXICO: **ALBUQUERQUE, KIRTLAND AFB: Unlimited delay on any maint other than minor not applicable to VIP and air evac acft. Rnwy 17-35 clsd to all acft in excess of 33,000 lbs GWT. Kirtland ASR mins rnwy 8 are 700'-1 pending further flt check; possible severe down-draft on apch. (6-11)

ALBUQUERQUE, KIRTLAND AFB/MUN ARPT TOWER: UHF/DF coverage 40 nmi at min en route alt excp 25 nmi at min 15,000' from inbnd heading 185° thru 335°.

BACAVILLE RADIO: DMET operg test basis; channel 29.(2-12)

CLOVIS, CANNON AFB SPECIAL NOTICE: Trml ctl area (15 nmi of airdrome) is saturated with hi speed jet tfc. For VFR tfc advisory svc, ctc Cannon apch ctl on 363.8, 126.2, 118.7 mc or 122.5 mc. (4-14)

COLUMBUS RADIO: DMET operg test basis; channel 85. (2-16)

**ENGLE SPECIAL NOTICE: CAUTION - DO NOT MISTAKE FOR LNDG AREA. Space Surveillance Stn lctd lat 33-26-25, long. 106-59-50, 20 mi N Engle, N. Mex. Site is strip 270' x 1600' studded with 6' steel posts. Permanent hazard. (5-6)

FARMINGTON MUN ARPT: Rnwy 7-25 clsd. 4500' dirt rnwy, 11-29 open; use caution due to hump at int with rnwy 5-23 which is under constr; taxiing authorized on rnwy 11-29. Continuation of apch to touch down prohibited when rnwy occupied. Rnwy 11-29 lgtd by flare pots for ngt operns. (8-11)

**JORNADO BCN SITE 6, ELP-PUB: Bcn site decomsnd. (8-5)

**LAS CRUCES, UNIVERSITY ARPT: Steep slope from S to N, and the terrain rises considerably from the N end of rnwy.

★ROSWELL-WALKER AFB RADIO: Aug 26, radar dptr ctl inaugurated at Roswell Mun Arpt by Walker AFB Apch Ctl.

SANTA FE-COUNTY MUN ARPT: Due non visibility twr unable to determine if the following area of the arpt is clear of obstns and/or acft: E/W parking and loading area SE of the twr adjt to hangars and bldgs. All use of this area is at pilot's discretion.

SANTA FE RADIO: VORTAC restricted to 30 nmi at MEA from 15° to 30°. (2-2)

TUCUMCARI RADIO: DMET operg on test basis; channel 85. (4-4)

ZUNI RADIO: Aug 25, VORTAC shut down until aprx Sept 14-freq chg to 113.4 mc/channel 81. Durg this period, following route structure & MEAs in efct: Unusable Awys: V12N, INW-ZUN; V12S INW-Suwanee Int; V62 Chevelon Int-Cactus Int; V192 ZUN-Acoma Int. Unusable Reporting Points: Hickman & Milky Ints. Usable Awys (tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated). V12-1518 INW-GNT via INW R079° and GNT R254°, MEA; INW-Zuni Int., 13,000', Zuni Int-GNT, 16,000'; V421 SJN-FMN via SJN R345° and FMN R192°, MEA SJN-Zuni Int, 13,000' N-bnd; 9000' S bnd, MCA SJN, 10,500' N; Zuni Int-FMN 20,000' MCA Zuni Int, 20,000' NE bnd. Usable Reporting Points: Acoma Int-GNT R160° and ONM R276°; Chevelon Int-INW R153° and SJN R263°; Zuni Int-SJN R345° and INW R079°. (8-25)

NEW YORK: **ALEXANDRIA, THOUSAND ISLAND ARPT: New arpt; lctd 1 mi SW of Thousand Island Bridge on St. Lawrence rvr; lat 44-20, long. 76-00; one 2400' turf strip; hi tension wires SW end of fld. Fld open May 28-Oct 1, dalgt hrs.

BATAVIA ARPK: (Private Use Arpt). Parachute jumping at alt up to 12,000' dalgt hrs VFR conditions with ceiling from gnd level 2200' up aprx 1 to 2 mi SW. Live parachutists all year round weather permitting. (7-11)

BATAVIA ARPT: Glider operns to 10,000' dalgt hrs VFR conditions. (5-16)

BETHPAGE, GRUMMAN ARPT: Men, eqpmt on all rnwys daily from 2030Z til dark. (7-15)

BINGHAMTON RADIO: Erratic ADF action 4 to 13 nmi SSE of facil at min instr alt.

BUFFALO ARPK: Men and equipment on rnwys dalgt hrs. (5-19)

BUFFALO, GREATER BUFFALO INTL ARPT: Structures lctd 300', 400', 500' and 600' off apch end rnwy 23 are within obstn zone and are lgtd. Caution advised. ILS lndg min straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. 450' trml ramp from trml bldg barricaded, mrkd. Twr unable to observe 700' of apch end rnwy 5. Surveillance of hangar line and trml ramp area limited due to lctn of tmpry twr. (8-25)

BUFFALO, GREATER BUFFALO INTL ARPT TOWER: Twr tmpry relctd to hangar roof on NW corner arpt; new lctn 3900' NW of present twr on trml bldg.

CALVERTON, PECONIC RIVER ARPT TOWER: Soon, ILS LMM will be comsnd. Freq: 222 kc. Ident: IC. Lctd lat 40-53-58, long. 72-49-26. Elev: 58' MSL. (8-25)

COOPERSTOWN ARPT: Caution, all rnwys under constr.

[redacted]: ISLIP, MACARTHUR FLD SPECIAL NOTICE ILS Procedure-Rnwy 6, Amdt. 5, effective 10/19/57 ILS lndg mins raised to 300-3/4 until further notice due to obstructions in apch area. (5-20)

ITHACA, TOMPKINS COUNTY ARPT: Rnwy 14-32 open, loose small chips on rnwy; acft stay on paved surface. N/S rnwy clsd. Men, eqpmt on fld. (6-10)

LAKE PLACID: Not a seaplane base. Facil for landplane avbl at Lake Placid Arpt.

LIDO RADIO: H facil unusable beyond 12 mi -acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2 12)

MIDDLETOWN, RANDALL ARPT SPECIAL NOTICE: Extensive gliding and soaring operns conducted durg dalgt hrs within 15 mi radius of arpt- all alts from surface to 12,000'.

NEW YORK AREA SPECIAL NOTICE: Extreme caution- hi-performance test jet acft operg in corridor btn Republic Aviation Corp., Farmingdale, L. I. and Warning Area W-106 on heading 140° outbound (320° inbound) crossing V-30, V-16 and G-5, ctl area 1169, cont durg VFR dalg hrs. (12-8) Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB, Flushing, Staten Island Arpts and Brooklyn Seaplane Base. VFR acft apchg Idlewild from S or W remain well off shore until reaching a pt abeam SE of Floyd Bennett. VFR dptr from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or dptg Idlewild or LaGuardia reqd to remain well clear of Mitchel AFB. (4-3)

NEW YORK, FLUSHING ARPT: Constr work 400' S, aprx 80' crane & pile driver operg in area. Caution lndg N, tkof S over this area; bldg aprx 90' MSL to be constrd. (6-2)

NEW YORK, HELIPORTS: W 30th St & Hudson River. Two concrete lndg pads, 80 x 80'; Elev: 7' 91/100 oct fuel. Two way rdo(unicom) rqrd with 30 min notice. Remarkds: Caution, ship tfc. Pier A Manhattan Heliport No. 2, CLOSED.

NEW YORK,INTL (IDLEWILD) ARPT SPECIAL NOTICE: Pilots are requested to avoid flying near Jones Beach Marine Theater (located 4 nmi E of Lido NDB) between 8 pm & midnight EDT, through September 6, 1960. (6-13)

**NEW YORK, INTL(IDLEWILD) ARPT: Surface detection eqpmt (ASDE) lctd lat 40-38-37, long. 72-46-56 shut down for modernization. Rdo equipped sweeper machine operg all active areas. Due nonvisibility, twr unable to ctl tfc on: txwy DD btn P and Q and that portion of Q btn CC and DD; txwy P from a point half-way btn CC and DD extending to the NW and including the northernmost half of the run-up block serving rnwy 13R; txwys O and I btn and including those portions of txwys P and Q that extend past txwy O at this point; txwy I btn txwys R and a point half-way btn txwys S and T; txwy I btn txwys T and U and including that portion of txwy O that divides txwy T and txwy T btn txwys O and I; txwys I and O btn L and N and including txwy M btn O and I to the outer periphery of txwy O. (4-7) Constr eqpmt working 1200' off apch end rnwy 13R and 300' S of cntrline rnwy 13R-31L. Constr eqpmt stored aprx 800' W of apch end rnwy 4L and 300' SE off apch end rnwy 31L, obstn lgtd and flagged. Txwys P, Q, R, S, U and V have been extended from txwy I to the Unit Terminal ramps. New section of txwy Z connecting S end of former rnwy 1R-19L with txwy K runup area comsnd. (8-5)

NEW YORK, INTL(IDLEWILD) ARPT TOWER: ILS glide slope (rnwy 22L) unusable below 300'MSL- acct roughness.

NEW YORK, LaGUARDIA ARPT SPECIAL NOTICE: Bridge under constr 4 mi NE at lat 40-40, long 73-48. Two lgtd twrs aprx 390'MSL. (12-3)

NEW YORK, LaGUARDIA ARPT: Last 500' of apch lgts and threshold lgts on rnwy 4 inop. First 2500' of apch lgt lane avbl for pilot guidance when circling to land rnwy 13 and when ceiling and/or visibility less than 1000' or 3 mi. Sequence flasher lgts may be turned on at pilots req or by controller when visibility warrants. When apch and flasher lgts are on LGA twr will advise each pilot that rnwy 4 is clsd. (3-28) Rnwy 4-22 clsd excp for taxiing via designated txwys to and from M. A. T. Txwy 1 and W run-up pad clsd, mrkd, txwy lgts inop. (4-21) Constr all areas, hvy eqpmt operg daily. Acft follow all cntrlines due current chgs; txwys max wing span 125' greater wing span unsafe. Rnwy 13 relctd threshold mrkd by transverse white striped chevrons, threshold lgts outboard of rnwy side stripes. Caution, extsv constr vcnty of Domestic trml bldg ramp, btn hangars 1 and 2 extending out to apron and txwy 9-27. No ctl over vehicles operg on all ramp areas and in portions of txwys vcnty of Domestic and Marine trmls; vehicle routes extremely active mrkd by white tfc lanes and yellow tfc cones. Due lmtd visibility twr unable to observe

[redacted]: apron area E of txwy 8 and from txwy 3 to and including txwy 2 and Marine trml ramp. Acft fuel vehicles stored on S side of outer txwy btn txwys 9-27 & 6. 12' dike on N and E side of arpt at water's edge, mrkd day & ngt at rnwy apch zones. Caution, acft parking N side txwy 9-27, W of rnwy 4-22, also on both side txwy 18-36 btn txwys 2 & 4. 3-inch deep water puddles all depressions in paved surfaces, durg and after rain. (5-13) Constr at int rnwy 13 & 22; men, eqpmt working dalgt hrs vcnty of int; eqpmt mrkd day and ngt; E bndry rnwy 22 across rnwy 13 mrkd by red obstn lgts on 4' stanchions across full width of rnwy 13. Rnwy 13-31 usable 4900' x 150' with overrun of 420' on NW end.

NEW YORK, LA GUARDIA ARPT TOWER: ADF on LOM subject to 30° oscillations in W quad. All lndg acft equipped with the proper freqs may expedite their handling by contacting Apch Ct on 118.9 mc regardless of wea. VHF/DF coverage at 40 nmi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. Freqs 274.3 and 381.4 mc unusable below 100'; freq 257.8 mc inop; freq 263.0 mc avbl lcl gnd ctl & PAR. ILS glide slope and DME inop. About Sept 15, ILS substitute lclzr lctd on pavement of clsd rnwy 4-22; lat 40-46-18, long. 73-52-56; 1120' NE of SW end of rnwy pavement will be removed from svc. Concurrently, the lclzr lctd lat 40-46-05, long. 73-52-29; 187' NE of end rnwy 22 will resume opern brg 043° to arpt for use in circling apchs to rnwy 13-31 only. BC unusable. Taxiing acft exercise caution in vcnty substitute lclzr in respect to rnwy & taxiway marking barricades. (8-10) About Aug 29, VHF/DF will be shut down until aprx Sept 29, relctn. (7-14) About Aug 29, PAR will be shut down until aprx Sept 16, modernization. (7-14)

NEW YORK RADIO: July 21, Idlewild TACAN shut down until aprx Sept 1, modernization.

NIAGARA FALLS MUN ARPT: Jet barrier in up position on rnwy 28R; civil pilot's use rnwy at own discretion. (4-7)

NORTH TONAWANDA, SHAWNEE ARPT: Closed. (8-8)

PENN YAN ARPT: Will be clsd Sept 9 & 10; constr work will continue on rnwys until aprx Sept 24, but arpt will be open for tfc. (8-22)

PLATTSBURGH SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt., and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a pt 44-51-30, 73-46-00(17nmi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146° mag passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according tp published procedures. (12-9) All acft ctc Plattsburgh AFB twr prior to entering Plattsburgh AFB ctl zone. (7-1)

ROCHESTER, HYLAN ARPT: Rnwy 14 closed.

ROCHESTER, MONROE COUNTY ARPT: Caution 500' E end rnwy 10-28 clsd lndgs Mon-Sat. 7:00AM-6:00PM. due apch lgtg system constr. 5000' rnwy 28 avbl for lndgs. Full length 5500' usable for tkofs. Men, eqpmt off E end rnwy 28 durg these hrs.

ROCHESTER RADIO: Aug 29, VOR/DME shut down until aprx Dec 29, relctn to 400' SW; lat 43-07-15, long. 77-40-26. See page 67 for substitute route structure & MEAs durg shutdown.

SCHENECTADY CO ARPT: Caution, jet acft descending NW. Lndg jet acft on rnwy 4 or 22 using left-hand fighter type patn at 2000'MSL.

SKANEATELES, SKAN ARPK: Clsd all operns. (10-15)

SPITFIRE LAKE: No seaplane facils avbl.

SYRACUSE, HANCOCK ARPT: First 3200' rnwy 24 usable dalgt hrs only; first 2300' rnwy 6 clsd, men & eqpmt working. (7-11)

SYRACUSE, HANCOCK ARPT TOWER: About Aug 30, freq 120.3 mc will be comsnd.

UPPER ST. REGIS LAKE: No seaplane facils avbl. (7-30)

UTICA RADIO: ILS LMM freq 254 kc usable dist 10 nmi from 270° clockwise to 360°.

**WALDEN, NEWBURG-WALDEN ARPT: Perm clsd. (7-4)

WATKINS GLEN RADIO: Aug 15, VOR shut down freq chg to 108.4 mc. See page 65 for substitute route structure & MEAs durg this speriod. (8-19)

WHITE PLAINS, WESTCHESTER CO. ARPT TOWER: ILS LOM freq 281 kc unusable 130° clockwise to 240° beyond 12 nmi. (5-14)

[redacted]: ASHEVILLE ARPT: New arpt under constr, lctd 9 mi S. Hazardous, clsd all operns. (12-4)

BURLINGTON MUN ARPT: Caution, ngt operns; rnwy lgts reported not always dependable; usually unable to lgt full length of rnwy. (3-4)

CHARLOTTE, DOUGLAS MUN ARPT: 60' (773'MSL) lgtd twr erected SW side of fld, 1350' SE rnwy 5-23, 1200' SW trml bldg. (1-12) Rnwy 11-29 clsd to all operns.

NORTH CAROLINA: CHARLOTTE RADIO: About Sept 5, TACAN will be shut down until aprx Sept 15, eqpmt installation. (8-24)
CHERRY POINT MCAS RADIO: Navy H facil (freq 245 kc) shut down for relctn to former rng site. (6-14)
ELIZABETH CITY RADIO: VOR radials 085° clockwise thru 100° and 306° clockwise thru 314° unusable. TACAN operg test basis; channel 93. (6-15) Aug 23, VOR shut down, freq chg to 109.4 mc. (8-23)
FAYETTEVILLE SPECIAL NOTICE: Extsv troop carrier opern within 30 nmi radius Pope AFB surface-3000', ctc Pope Twr for VFR advisory service. (4-7)
FAYETTEVILLE, GRANNIS FLD: Rnwy 16-34 clsd from apch end rnwy 16 to int rnwy 3-21 due constr. Entire rnwy clsd ngts. (2-25)
FAYETTEVILLE RADIO: About Sept 22, VOR will be comsnd; freq 108.8 mc; ident FAY; lctd lat 34-59-09, long 78-52-24; ctld and monitored by CS/T; class L-VOR. (8-4)
**GREENSBORO-HIGHPOINT ARPT: Sequence flashers in conjunction with ILS comsnd. (7-1)
GREENSBORO RADIO: VOR radial 326° clockwise thru 336° unusable. (5-16)
JACKSONVILLE ARPT: Clsd to all tfc, no svcg avbl. (6-9)
LUMBERTON MUN ARPT: Lgtd 120' microwave twr, lctd on arpt, under constr.
MONROE MUN ARPT SPECIAL NOTICE: Flt test area described as follows: from a point at lat 34-53-00, long 80-40-00; thence SW to 34-44-00, 80-24-00; E to 34-47-00, 80-24-00; NW to 34-51-00, 80-28-00; WNW to 34-53-00, 80-40-00. Hours: daylight VFR only. Altitude: surface-10,000'. Expires October 15, 1960. (8-15)
MONROE, SHUTE MUN ARPT: Clsd Sun, 1300-darkness, parachute jumps, lndg permitted btn jumps. (9-6)
NEW BERN RADIO: Soon, VOR/DME will be shut down, freq chg 108.4 mc/DME channel 4 and class chg to L-BVOR. (7-28) Durg this period the following substitute route structure and MEAs will apply: Usable Awys: V229 ILM VOR via 040° radial and 058M course EWN MH facil; MEA 3000'; EWN MH via 011M crs and CVI 192° radial to CVI VOR MEA 3500'. V45 ISO VOR via 130° radial and 130M crs EWN MH facil to EWN MH facil MEAs as published. (8-26)
RALEIGH-DURHAM ARPT TOWER: About Sept 16, dptr ctl freq 121.1 mc will be cmsnd; freq 134.1 mc will be decmsnd. (8-18)
RALEIGH-DURHAM RADIO: DMET operg test basis; channel 122. (9-25) Transcribed wea bcst operg test 0800-2400. (8-11)
WILMINGTON RADIO: July 14, TACAN shut down until aprx Sept 4, channel chg to 117.
NORTH DAKOTA: BISMARCK MUN ARPT: N/S and E/W rnwys open; clsd to ngt operns excp taxiing. (4-12)
**BOTTINEAU ARPT: 160' lgtd twr erected 5.2 nmi NE (59°T) lat 48-53, long 100-18. (8-17)
DAVENPORT, SCHROEDER ARPT: New arpt reported; lat 46-42, long 97-07; elev 920'; one N/S turf strip, 2600'; 80 oct fuel avbl. (6-9)
FARGO-HECTOR FLD TOWER: Soon, ILS lclzr and glide slope will be shut down, lclzr relctn. (8-22)
FARGO-HECTOR FLD: Caution, be on sharp alert, occasional hvy jet tfc in vcnty practicing inst apchs in VFR conditions; jet arpt tfc patn 2500'MSL; recommend inbnd and over flts call Fargo twr when within 25 mi for jet tfc info. (1-25) Due non-visibility twr unable to determine if following areas of arpt clear of obstns and/or acft; eastward from E entrance of W ANG ramp, also NE/SW taxi strip S of hangar near entrance to rnwy 13-31. All use of these areas is at pilot's discretion. (7-29)
GLEN ULLIN ARPT: Rnwy lgts inop. (4-21)
GRAFTON MUN ARPT: N/S and E/W txwy under constr. Men, eqpmt on fld. Ctc arpt mgr (phone, Grafton 160W) prior to any attempt to use arpt for fld conditions and facilities.
**GRAND FORKS INTL ARPT: 312' (1168'MSL) lgtd twr erected 9.5 nmi SE (136°T) lat 47-48-40, long 96-56-35. (8-20)
JAMESTOWN ARPT: Clsd all ngt operns, lgtg facilities inop. (8-27)
KINDRED, HAMRY FLD: 91' (1031' MSL) obstn mrkd rdo twr erected 500' W lat 46-39-10, long 97-01-00. (4-20)
MINOT INTL ARPT: Use calm wind rnwy 12 when wind is 6 knots or below. (7-13)
**STANLEY ARPT: 250' twr erected 17 nmi NNW (357°T) lat 48-35, long 102-24. (8-17)
WESTHOPE ARPT: Caution, NW/SE strip soft due grading. (7-1)
OHIO: AKRON, CANTON ARPT: Down drafts or turbulence frequently encountered apch end rnwys 5, 23, 32 when wind velocity exceed 15 knots. Avoid ILS crs when inbnd to arpt; if straight-in apch to rnwy 1 or 19 desired, ctc twr prior entering ILS apch zone; avoid tfc patn of Akron Mun Arpt. Due non-visibility, twr unable to determine if the following areas of arpt are clear of obstns and/or acft: Air Guard ramp on W side of arpt, txwy from T hangars to hangar line txwy NE side of arpt. All use of these areas is at pilot's discretion;
OHIO twr unable to observe tfc and provide tfc info in following areas: portion of ctl zone and tfc patn E of arpt because of admin bldg constr. (7-27)
AKRON-CANTON ARPT TOWER: ILS glide slope inop; unusable below 200' acct roughness. (6-16) ILS glide slope shut down until aprx Sept 17, relctn to 325' W of rnwy 1-19 centerline and 940' from apch end rnwy 1. (8-24)
AKRON MUN ARPT SPECIAL NOTICE: Flt test area described as follows: long 81-18 to 81-23, lat 49-59.5 to 41-02.5. Hours: dalgt. Altitudes: from 0 to 5000'. User: Goodyear Acft Corp. Expires 1 February 1961. (8-3)
AKRON MUN ARPT: Tetrahedron unctlbl. Obstn lgts inop SE hill apch rnwy 32; stadium E bdnry obst lgts inop excp one lgt on N corner. (4-20)
AKRON RADIO: DMET operg test basis; channel 21. (3-14)
ATHENS, OHIO UNIVERSITY ARPT: Caution, txwys and ramp under constr, ctc unicom for instructions. (7-23)
ATHENS OHIO UNIVERSITY ARPT: 602' (1189'MSL) stack being erected 23 nmi SSE (163°T) lat 38-58-09, long 81-55-29. (6-29)
ATTICA RADIO: DMET operg test basis; channel 91. (3-11)
BELLAIRE RADIO: DMET operg on test basis; channel 27. (5-2)
CHARDON SPECIAL NOTICE: Parachute jump exercises will take place Sat 1700-sunset, Sun 1200-sunset 12 mi S Chardon VOR near Parkman, Ohio 12,000'-Surface. (4-26)
CINCINNATI, GREATER CINCINNATI ARPT: Rnwy 18-36 clsd until aprx Nov 17, constr. (8-18)
CINCINNAIT, GREATER CINCINNATI ARPT TOWER: April 25, ILS glide slope shut down indef, arpt constr. (4-24) May 9, ILS MM and LMM shut down, rnwy constr. (5-9)
★CLEVELAND ARTCC: Aug 25, freq 125.8 mc decmsnd; freq 127.9 mc comsnd Defiance peripheral site. (7-12)
CLEVELAND, BURKE LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obst lgtd ngts and during periods of low visibility. (1-24) Use extreme caution in and around new trml bldg and acft parking area, due extsv constr. (8-8)
CLEVELAND, CUYAHOGA COUNTY ARPT: Caution, extremely soft both sides NW/SW rnwy, stay on rnwy, use at own risk; embankment at SE end NW/SE rnwy. E/W strip used for txwy only. Call arpt on unicom when using facils. (1-8)
CLEVELAND, HOPKINS ARPT: Rnwy 14-32 open dalgt hrs only for NW tkof and SE lndg acft 30,000 lbs or less; taxiing permitted btn rnwy 36R and 9L; S txwy open acft 30,000 lbs or less. All acft equipped with proper freq may expedite their handling by ctcg apch ctl freq regardless of wea. Constr site on old S hangar line in front of Flying Tiger hangar; lgtd ngts, flagged days. (7-7) Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ramp NE and E of hangar NE of twr. All use of these areas is at pilot's discretion. Acft parked close proximity of txwy W.
CLEVELAND, HOPKINS ARPT TWR: Radar surveillance PPI apch not avbl. Soon second ILS (rnwy 9L-27R) will be comsnd. Lclzr freq 110.7 mc; ident CEE; lctd lat 41-25-02, long 81-51-29; elev 757'MSL Glide slope freq 330.2 mc; lctd 400' rgt of cntrline and 900' from apch end rnwy 27R. Apch brg 277°; Mag var 4°W. MM lctd 3800' (0.72 smi) from apch end rnwy 27R lat 41-24-55, long 81-49-11. LMM at MM site freq 244 kc; ident EE. OM lctd on extended cntrline 26,300' (4.98 smi) from apch end rnwy 27R lat 41-24-43, long 81-44-19. Aug 22, ILS lclzr & glide slope shut down until aprx Aug 31, eqpmt modernization. (8-23) About Sept 14, freq 269.0 mc will be decmsnd & freq 363.1 mc cmsnd. (8-11) About Sept 14, freq 291.6 mc will be decmsnd and freq 279.6 comsnd. (8-12)
COLUMBUS, PORT COLUMBUS ARPT: N S rnwy 18-36 clsd to S tkof and N lndg due to obstn S end of rnwy. Due non-visibility, twr unable to determine if the following areas of arpt are clear of oostns and/or acft: hangar line taxi strip btn rnwys 27 and 36. (7-27) New rnwy 9L-27R under constr. (8-22)
COLUMBUS, PORT COLUMBUS ARPT TOWER: ILS lclzr front crs unusable above 4000' MSL beyond 11 nmi. (7-24)
DAYTON SPECIAL NOTICE: ILS-6, amdt 14, effective 5/7/60. ILS lndg mins raised to 300-3/4 until further notice due to obstns in apch area. (5-16)
DAYTON, DAHIO ARPT: 2600' of NE/SW rnwy clsd every Sun dawn-dusk until Nov 1. (8-18)
DAYTON MUN ARPT: Hvy constr and elevated twr btn rnwy 6-12. Rnwy 9-27 converted to txwy, use permitted to N/S rnwy. (3-3) First 500' rnwy 6 clsd, constr at apch end consisting of a trench 3' deep by 2' across; also a dirt ridge 2-1/2' high, barrier lgtd. (8-23)
DAYTON MUN ARPT TOWER: July 15, ILS glide slope shut down until aprx Sept 12, relctn to 950' from apch end and 400' S of cntrline rnwy 6. (8-11)
DAYTON, SOUTH DAYTON ARPT: N/S rnwy clsd. (8-24)

[redacted]: DAYTON, WRIGHT-PATTERSON AFB SPECIAL NOTICE: Extreme caution-extsv tfc in VFR corridor between AFB and R-109 crossing awys Red 8, Blue 87, Amber 6 and Victor 5, in the area from South Solon Int to Mason Int. USAF Jet Bombers (B-47 & B-52) assigned Wright Air Development Center will conduct dalgt VFR flgts as low as 500' above terrain along the route indicated below. Acft will climb to & fly at appropriate alts before reaching target listed. Flgt will be within 5 nmi either side selected route avoiding built up areas & civil arpts. Routes are straight-line distances between the given geographical coordinates. Wright-Patterson AFB to lat 39-32, long. 83-25; to 39-32, 82-00; to 39-47, 79-30; to 40-00, 79-00; to 39-46, 78-48; 38-23, 79-23; to 38-05, 80-17, to 36-57, 81-06; to 36-00, 82-00; to 35-13, 83-47; to 34-51, 84-21; to 34-54, 84-45; to 35-42, 85-13; to 38-23, 83-20; to 39-11, 83-25. Target-Columbus RBS. Extreme caution for VFR flgts below 2000' MSL in the portion of R-109 that lies N of lat 39-11. (4-14)

FINDLAY RADIO: DMET operg test basis, channel 19. (4-29)

GREENVILLE MUN ARPT: Ceiling reports measued at point aprx 1500' S of end rnwy 36 when ceiling is 1500' or less. (7-14)

**HAMILTON ARPT: New 4600' lgtd hard surface E/W rnwy open for use; 900' sod overrun W end. Call Unicom (122.8 mc) for lndg info.

**MANSFIELD MUN ARPT: Occasionally jet barrier placed on rnwys 5-23 in raised position for tmpry period due to wet or icy rnwy and/or other conditions; tkof or lndg civilian acft using rnwy with raised barrier will be at pilots; discretion. (4-14) Tetrahedron unlgtd, uncontrollable. (5-12) Rnwy 9-27 permly converted to txwy. (6-23)

MANSFIELD MUN ARPT TOWER: About Sept 7, ILS lclzr & glide slope will be shut down until aprx Sept 21 - freq chgs as follows: lclzr: 110.5 mc; glide slope 329.6 mc. (7-28)

MARION MUN ARPT: Glider operg Sats. & Suns. 0800-1900. (8-28)

NAVARRE RADIO: VOR unusable acct roughness on V75 between stn & Kilgore Int above 9000'. Above 9000' utilize published Wheeling VOR radial from Navarre to Wheeling.

RAVENNA ARSENAL (APCO) SPECIAL NOTICE: Ctld firing for demolition purposes, when wea permits, durg regular working hrs, Mon thru Fri, within the following area: bounded on S by lat 41-11-30; on N by lat 41-12-20; E long. 81-04-22; W long. 81-06-14. Demolition activities in this area will go no higher than 5000' MSL, and only when ceiling of 10,000' or better & visibility 10 mi or more. NOTAMS regarding activities being conducted will be filed with FSS Akron Mun Arpt. (Telephone No. STadium 4-1246). (2-10)

SPRINGFIELD MUN ARPT SPECIAL NOTICE: Flgt Test Area described as follows: bounded by a line extending from lat 40-10, long. 84-19; to 41-21, 83-42; 40-15, 83-26; 40-07, 83-45; 40-10, 84-19 the point of beginning. Time: dalgt hrs, Altitude: to 2500'. User Experimental Aircraft Assn, Fairborn, Ohio. (11-27) Expires Nov 18, 1960.

**THOMPSON, SIDLEY FLD: Private fld, delete from records. (6-27)

TOLEDO MUN ARPT: Clsd Suns 0800-1800E to all excplcl base acft;drag races in progress.

YOUNGSTOWN, THUNDERBIRD ARPT: Clsd all operns, major repairs. (8-29)

**ZANESVILLE, RIVERSIDE ARPT: Reactivated; lat 39-59, long. 82-00; lctn: 1 mi N; elev: 700'; 1 sod rnwy, 4000' in length 90/96 oct fuel, minor rprs & storage avbl; open Mon-Fri 1630-2000, wk ends 0900-2000. FEE to commercial users only.

ZANESVILLE RADIO: DMET operg test basis, channel 51. (3-16)

OKLAHOMA: ALVA MUN ARPT: Men, eqpmt on fld 0800-1900C, constr and hvy eqpmt S third of rnwy 17-35, ctc unicom for information.

BARTLESVILLE RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BLACKWELL MUN ARPT: Lgts inop, clsd to ngt opern.

**COLBERT, BURN RUN ARPK: Abandoned.

ENID SPECIAL NOTICE: Mon thru Fri durg dalgt hrs, VFR student trng conducted within a 75 nmi radius of Vance AFB from 2000' MSL to flt level 260 off awys, and from 20,000' MSL to flt level 260 on awys. Intsv VFR student jet tfc durg same period, from the gnd to 10,000' MSL within 5 nmi radius of Vance AFB and Kegelman Aux (lctd 23 nmi NW of Vance AFB). These areas should be avoided. Recommend that VFR tfc within 15 nmi of Vance and Kegelman Aux remain at or below 2300' MSL. Ctc Vance Twr on 121.3, 126.2 mc for tfc advisory.

GAGE MUN 13, AMA-MKC ARPT: Clsd to all operns until aprx Oct 1. 400'(2626.5'MSL) lgtd twr being erected 21.5 nmi NNW (345°T) at lat 36-38-02, long. 99-53-47. (6-30)

NORMAN, GOLDSBY FLD: 150' AGL (1303'MSL) obstn painted and lgtd oil derrick under constr at lat 35-09-00, long. 97-27-42, SE of arpt. (5-16)

NORMAN, WESTHEIMER ARPT: Acft over 12,500 lbs use rnwy 3-21. (11-17)

**OKLAHOMA CITY, NORTHWEST ARPK: Abandoned. (8-25)

OKLAHOMA CITY, TULAKES ARPT: Rgt tfc patn for rnwys 17 & 12 efctv Sept 1. Segmented circle tfc indicator and flashg amber lgt atop of ctl twr. Lgt acft tfc patn 800' AGL

OKLAHOMA: hvy acft 1200' AGL all rnwys. (7-26) Use extreme caution, hvy constr eqpmt operg 500' N & E of apch end rnwy 35. (8-4)

OKLAHOMA CITY, WILL ROGERS FLD: 9800' rnwy 17-35 & attendant E txwys open dalgt hrs only; rnwy & threshold lgts in opern only 7400'; only yellow caution lgts avbl on rnwy 17. Hvy constr machinery S of apch end rnwy 35 durg dalgt hrs. Configuration A apch lgt system with sequence flashers to be installed about Sept 1. (8-1)

OKMULGEE RADIO: About Sept 19, VOR will be shut down until aprx Sept 24 - See page 65 for substitute route structure & tmpry MEAs.

**PONCA CITY MUN ARPT: Ball park with cluster of eight 70' lgtd poles permly lctd adjt to SE corner of fld, 1500' E of N/S rnwy not obstn lgtd. (7-27)

SEMINOLE MUN ARPT: Clsd to all acft, constr; men & eqpmt on fld. (8-11)

SHAWNEE MUN ARPT: 120.5' AGL (1211.5' AMSL) lgtd elevated water storage tank under constr E side of arpt. (7-10) 200' AGL (1281.8'MSL) lgtd church steeple under constr adj E side of arpt at lat 35-21-39, long. 96-57-00. (5-16)

STROUD MUN ARPT: N/S rnwy under constr; men, eqpmt on fld. Fld open dalgt hrs only.

TULSA MUN ARPT: 205'(930'MSL) lgtd twr being erected 3.5 nmi SSW (221°T) at lat 36-09-35, long. 95-55-11. (8-1) Rnwy 8-26 clsd tkoffs and lndgs at times. Ctc twr for authority to use. Taxiing permitted at direction from twr. Taxi with caution. Dirt moving eqpmt crossing rnwy8 8-26 controlled by tfc lgts beside rnwy actuated by flagman at site who is directed from twr. Rnwy narrows 25' at crossing. Extensive constr work near rnwy on E side of fld. Land only upon direction from twr. (8-1) Due non visibility twr unable to determine if the following area is clear of obstns and/or acft: area W of loading finger at trml bldg, run-up area from rnwy 3L, SW end of rnwy 3L, twr visibility obstd to greater extent when acft are parked at loading finger. Use of this area is a pilot's discretion. Rgt tfc rnwys 17R & 21R. clockwise. Flashing amber lgt not installed.

TULSA MUN ARPT TOWER: July 5, ILS glide slope shut down - arpt constr. (7-1) Sept 5, 6, 7, 8 & 9, tfc ctl svcs will be provided for Annual Flying Physicians Fly-in at Sequoyah Park Airstrip near Wagoner, Okla. Hrs of opern: 0800-1800 CST. Freqs avbl: 118.2, 121.5 rcvg 122.7 mc. Lgt gun equipped. Call: Western Hills Twr. (8-18)

OREGON: ASHLAND ARPT: 186' lgtd twr erected one mi SW; obstn height 2266' MSL; lat 42-10-56,long. 122-40-40. (7-21)

BEAVERTON, BERNARD ARPT: Trucks operg on rnwy dalgt hrs.

CAVE JUNCTION SPECIAL NOTICE: Extsv forest svc parachute smoke jumper trng will be conducted durg Sept, in the following areas: 1 mi N of Illinois Valley airstrip, 1 mi SW of Kerby, Oregon. 4 1/2 mi E of Cave Junction, Oregon. (6-4)

EUGENE, MAHLON-SWEET FLD: 150' (1264'MSL) lgtd twr being erected 5.8 nmi ESE (124°T) at lat 44-03-44, long. 123-06-17. (7-15) No txwy to extsn of N end of rnwy 16. No warm-up apron at N end rnwy 16. Soft shoulders at ends and sides all rnwys. (1-4)

EUGENE RADIO: August 2, TACAN shut down until September 2 - reconstruction. (8-2)

HOOD RIVER-COUNTY ARPT: Caution, constr in progress until aprx Oct 15; consult airport manager for information if landing strip is available.

JOHN DAY MUN ARPT: Caution, constr in progress, men, eqpmt adjt to and crossing N end of the N/S rnwy. (12-1)

KLAMATH FALLS, KINGSLEY FLD TOWER: ILS lclzr, freq 109.9 mc and glide slope freq 333.8 mc operg intermittently on test basis only. (2-14)

KLAMATH FALLS RADIO: August 22, TACAN shut down until aprx September 22, reconstr. (8-22)

LAKEVIEW MUN ARPT: Caution, especially at ngt; rnwys slightly ruf, asphalt breaking up with small chunks of asphalt loose around several chuck holes. (6-6)

LAKEVIEW RADIO: Only VOR awys radials flt-checked.

MEDFORD MUN ARPT TOWER: VHF/DF coverage 40 nmi at MEA excp 0°-15°, 9000'; 15°-30° at 10,000'; 30°-57° at 11,000; 120°-210° at 13,500'; 315°-350° at 8000'; 350°-360° at 8500'; 57°-75°, 30 nmi at 11,000'; 75°-120°, 30 nmi at 13,500'; 210°-225°, 30 nmi at 12,000'; 225°-250°, 30 nmi at 10,500'. (3-11)

NEWBERG RADIO: VOR flt checked for en route Victor awys & route use only and on the 334° and 347° radials, at min instr alts. Occasionnal brief flag activity may be experienced within the svc area of facil; 360° radial on Sauvies Island, usable distance 26 nmi at 3000'.

NEWPORT MUN ARPT: Severe washout on arpt; lctd 21' W of center lnt, 100' deep.

PORTLAND INTL ARPT TOWER: VHF/DF coverage 30 nmi at MEA excp 190°-210°, 4000' and 210°-275°, 10,000'. (5-10)

PORTLAND RADIO: DME channel 77, flight-checked on airway radials only. (6-24)

[redacted]: MT. POCONO ARPT: Closed due to constr. (9-2)

OREGON: THE DALLES MUN ARPT: Drag races will be conducted Sept 11, dalgt hrs rnwy 7-25; races will be interrupted when use of rnwy required. (5-20)

UMPQUA RIVER, SCOTTSBURG-TO-REEDSPORT SPECIAL NOTICE: Riv canyon crossed by four electric pwr lines. Twrs on both banks mrkd by red lgts. Easternmost crossing also mrkd with 20" orange aluminum balls, spot lgtd from both sides of the river.

PENNSYLVANIA: ALLENTOWN-BETHLEHEM-EASTON ARPT TOWER: ILS glide slope unusable from MM to touchdown.

ALLENTOWN RADIO: VOR unusable beyond 26 nmi 020°-060° at MOCA. TACAN azimuth & distance unusable beyond 26 nmi from 335°-060° at MOCA. (4-20)

**ALTOONA, BLAIR COUNTY ARPT: 154' lgtd twr erected 16.5 nmi W (286°T) at lat 40-22-57, long. 78-39-29. (8-15) Use rnwys only. No locked wheel turns. Sod areas clsd. Trees W end rnwy 11-29 not obstn lgtd. 50' steel twr erected 1000' S of W portion rnwy 11-29, not obstn mrkd or lgtd. (7-10)

ALTOONA RADIO: VOR unusable beyond 30 nmi from 070° clockwise to 160°, 200°-310°, 15 nmi from 310°-350°, 30 nmi from 350°-010° at MOCA. (10-7)

BEDFORD ARPT: S end N S rnwy clsd, soft; ditch across rnwy just S of int. E W rnwy soft, caution advised. (4-22)

BRADFORD-McKEAN COUNTY ARPT: Rnwy 5-23 clsd, resurfacing. (6-16)

BRADFORD RADIO: DMET operg test basis; channel 113. (2-18)

CARROLTOWN RADIO: Aug 25, VOR placed in intermittent test opern. Freq: 110.6 mc Lctd lat 40-32-45, long. 78-44-10. (6-25)

CONNEAUT LAKE PARK, CONNEAUT LAKE ARPT: Closed (4-14)

CONNELLSVILLE ARPT: Rnwys 14-32 and 9-27 clsd to all air tfc Oct 8 & 9, car racing; rnwy 5-23 and txwy to arpt operns will remain open at all times. (8-5)

CRESSON ARPT: E W rnwy clsd. (9-2)

DOWNINGTON ARPT SPECIAL NOTICE: Flt Test Area described as follows: Over the water portion of an area within a radius of 5 smi of Carpenters Point, Md, lat 39-28, long. 75-55; 39-37, 76-06. Over unpopulated portions of an area within a radius of 10 smi of Downington Arpt, lat 39-48, long. 75-31; 40-08-75-55. Hours: Dalgt. Altitudes: below 2000'. User: George G. Spratt. Expires 30 Sept 1960. (11-20)

DOWNINGTON ARPT: Clsd to all tfc. (12-11)

**DUBOIS, JEFFERSON COUNTY ARPT: New arpt. Lctd lat 41-11, long. 78-53; elev: 1800'; one NW/SE hard surfaced rnwy, 4700' x 100'; 80 and 100 oct fuel, ben, rnwy and taxi lgts avbl. (5-25)

DUNCANNON, HACKENBERGER ARPT: NNW/SSE strip soft, clsd winter and spring.

EAST TEXAS RADIO: About Sept 19, VOR will be shut down until aprx Sept 24 - freq chg to 110.2 mc/TACAN channel 39. See page 66 for substitute route structures and tmpry MEAs durg shutdown. (8-9)

GETTYSBURG SPECIAL NOTICE: Acft are reqd to avoid flying within 2 nmi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual inst conditions.

GRANVILLE, CARGILL ARPT: Clsd until further notice, soft fld conditions. (2-24)

HARRISBURG-YORK STATE ARPT: Twr unable to observe portion of ramp W and SW of twr and 900' S end txwy serving rnwy 2. Transient acft load and unload at gates 3-4 for 3 minute stop only, then move to static parking.

HARRISBURG RADIO: VOR unusable beyond 26 nmi between 105° clockwise to 140°, beyond 30 nmi, 140°-165°; beyond 35 nmi 195° to 230° at MOCA. DME unusable 150° clockwise to 205°, 35 nmi at 3000'; 280°-310°, 26 nmi at 5500'; 310°-330°, 26 nmi at 4000'; 330°-350°, 17 nmi at 4000'; 350°-045°, 17 nmi at 3500'. TACAN azimuth unusable: beyond 15 nmi between 330° clockwise to 345° at MOCA. TACAN dist unusable beyond 30 nmi btn 325° clockwise to 360° beyond 35 nmi 360°-025° at MOCA. VOR unusable above 22,000' MSL on V1514 between HAR and Mt. Union Int - acct interference. (3-10)

HUGHESVILLE RADIO: H facil has erratic ADF action between 2 and 4 nmi from stn in E quad at min instr alt.

INDIANHEAD RADIO: DMET operg on test basis; channel 23. (4-14)

JOHNSTON, CAMBRIA CO. ARPT: Use rnwys and txwys only, sod areas soft. Soft filled cable trenches 5' from edge all txwys. (8-16)

JOHNSTOWN RADIO: DMET operg on test basis; channel 77. (3-3)

KUTZTOWN ARPK: Men, eqpmt on N S rnwy dalgt hrs. (6-13)

PENNSYLVANIA MT. POCONO ARPT: Closed due to constr. (9-2)

NORRISTOWN, VALLEY FORGE ARPT: Parachute jumping conducted within 1.5 mi radius of fld durg dalgt hrs, 1500' to gnd; most activity will occur wk-ends from gnd to 12,500'; observe white cross closing fld durg course of jumping activities.

OIL CITY, SPLANE MEML ARPT: E W paved rnwy clsd to all operns. (8-17)

PHILADELPHIA: Soon, commerical heliport will be open on pier 8, one mi S of Benjamin Franklin bridge on W shore of Delaware rvr; caution, high masts on ship Olympia anchored just N of heliport. (4-5)

PHILADELPHIA INTL ARPT: All transient acft park at executive trml, transportation and svc avbl. Load and unload stops at Pier C only avbl for 3 min. Acft requiring customs svc use Pier C, then move to executive trml for static parking. 120' boom operg vcnty new Scott Paper Bldg 3500' W of TWA hangar, flagged days, lowered nets. Mil jet arriving and departing fld, initial apchgs to rnwys 9 & 27 conducted at 2000' MSL. Tfc patn alt 1500' MSL; all turns left. (2-29) Due non-visibility, twr unable to determine if following areas of arpt are clear of obstns and/or acft: NE ramp of Atlantic Aviation; txwys from ramp to rnwy 17, and 250' of apch end rnwy 17. All use of these areas is at pilot's discretion. (8-1)

PHILADELPHIA INTL ARPT TOWER: ASR surveillance apchs unavbl. (8-14) ILS loc/r back course unusable. (1-29) Aug 2, PAR-2 shut down until aprx Sept 9 - modernization.

PHILADELPHIA, NORTH PHILADELPHIA ARPT: Due non-visibility, twr unable to determine if hangar areas are clear of obstns and/or acft, all use of these areas is at pilot's discretion. (7-27)

PHILADELPHIA, WINGS FLD: Rnwy 18-36 clsd, acft tkof rnwy 31 ctc Unicom for tfc advisory, rnwy 13 tkof by prior approval only. (12-2)

PITTSBURGH ARTCC: About Sept 14, freq 307.9 mc will be deemsnd & freq 310.4 mc will be comsnd Blue Knob peripheral site. About Sept 14, freq 343.6 mc will be deemsnd; freq 291.6 mc will be comsnd Belmont, Ohio peripheral site. (8-12)

PITTSBURGH, GREATER PITTSBURGH (RIVER) RADIO: Usable dist H facil 26 nmi.

**POTTSVILLE, SCHUYLKILL ARPT: NW SE rnwy permly clsd to all tfc. (8-26)

POTTSVILLE, TROPP ARPT: Caution, due realignment of E W rnwy, men & eqpmt adjt to rnwy. (3-22)

PUNXSUTAWNEY MUN ARPT: Caution, use N S rnwy only. (1-25)

READING, GENERAL SPAATZ FLD: Caution, due to constr sod areas bounded by the W side rnwy 18-36, SW side rnwy 13-31 and SE side rnwy 5-23 clsd. Men & eqpmt on fld. Txwys btn airline trml, rnwy 31 and executive trml clsd. (5-19)

SELINSGROVE RADIO: VOR unusable beyond 35 nmi 210°-230°, beyond 26 nmi 250°-265°; beyond 35 nmi 265°-285°; beyond 26 nmi 105°-115° at MOCA. DME unusable beyond 35 nmi 005°-100° at 4000'; beyond 26 nmi 100°-120° at 4000', beyond 17 nmi 120°-150° at 4000'; beyond 26 nmi 150°-180° at 3500'; beyond 35 nmi 180°-215° at 3500'; beyond 35 nmi 215°-255° at 4000'; beyond 26 nmi 255°-305° at 4000'; beyond 35 nmi 305°-335° at 4000'; beyond 26 nmi 335°-005° at 4000'. TACAN azimuth & distance unusable beyond 30 nmi 100°-115°, beyond 35 nmi 115°-170°; beyond 35 nmi 190°-300° at MOCA. (5-5)

STATE COLLEGE, UNIVERSITY PARK ARPT: Caution, constr; men & eqpmt adjt to rnwy until aprx Sept 15 - contact Unicom on 122.8 mc. (6-2)

STONY FORK RADIO: DMET operg on test basis; channel 49. (2-25)

TARENTUM, REMICH ARPT: Caution, N end N S rnwy, constr. NW/SE rnwy clsd.

THOMASVILLE, YORK ARPT: Clsd 1800 to 2400 each Sat until Oct 29, drag racing. Contact Unicom for clear rnwy. (3-18)

THORNHURST RADIO: DMET operg on test basis; channel 108. (6-2)

TIDIOUTE RADIO: TACAN operg on test basis; channel 123. (8-20)

TOWER CITY RADIO: DMET operg on test basis; channel 93. (4-29)

WAYNESBURG, GREEN COUNTY ARPT: Land on hard surface, limited constr. (4-29)

WILKES-BARRE-SCRANTON ARPT TOWER: ILS glide slope unusable btn MM and touchdown - acct roughness. (2-10) About Sept 20, freq 121.3 mc will be chgd to 120.1 mc. (8-2)

WILKES-BARRE-SCRANTON RADIO: DMET test operns tmprvly suspended. (1-6)

WILLIAMSPORT-LYCOMING COUNTY ARPT: Portable gas pumps 50' high on ramp adjt to airline gates. 50' apch end rnwy 15 not visible from ctl twr. Arpt ben obstd by shield F side. Flashing amber lt indicating rgt turns for Indic rnwys lctd SW corner of twr. Txwy 10-24, rnwy 15-33 btn rnwys 9-27 and 12-30 and the txwy S of the base operator

[redacted]: WILLIAMSPORT, LYCOMING-SUSQUEHANNA ARPT: SW quarter of fld plowed and reseeded. Land within rnwy mrkrs.
YARDLEY RADIO: VOR unusable beyond 17 nmi 250°-265°; 10 nmi 265°-280°; 17 nmi 280° 290° at MOCA. (1-25)

[redacted]: COVENTRY AIR PARK: Closed all transient acft. (1-22)
**PROVIDENCE, GREEN ARPT: Jet and transient mil practice operns prohibited. Rnwy 5L-23R restricted for use by hvy multi-eng acft durg VFR conditions as follows: no lndgs rnwy 5L and no tkofs rnwy 23R. (8-15) Sequenced flashers comsnd rnwy 5R to oper in conjunction with configuration A apch lgtg system; consists of 26 units at 100' intervals starting at apch end of system. (8-19)
PROVIDENCE, GREEN ARPT TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°.
PROVIDENCE, QUONSET POINT NAS RADAR AIR TRAFFIC CONTROL: About Sept 20, freq 119.9 mc will be chgd to 120.1 mc. (8-2)
PROVIDENCE-QUONSET POINT NAS RADIO: Navy LF rng courses unreliable. Use for homing only. (8-24)
PROVIDENCE RADIO: VOR unusable beyond 30 nmi from 220° clockwise to 310° at MOCA.
SMITHFIELD, NORTH CENTRAL STATE ARPT: Six 247'(656'MSL) tsmtg twrs being erected 5 nmi WNW(293°T) at lat 41-57-18, long. 71-35-39. One twr completed & lgtd. Caution, 600' of NE/SW taxiway clsd. Tie-downs lctd adjt to clsd portion of taxiway, unmarked.

[redacted]: ALLENDALE RADIO: VOR 171° radial unusable beyond 20 nmi. (8-5)
BARNWELL-COUNTY ARPT: 163'(378'MSL) lgtd twr being erected 1.9 nmi SE(140°T) at lat 33-14-34, long. 81-21-45. (8-5)
BEAUFORT AREA VICINITY MARINE AIR STATION SPECIAL NOTICE: Hi-speed acft warned to use extreme caution in all airspace from surface to 12,000' btn V-1 and V-3 awys S of V-18, acct hvy general tfc all VFR dalgt hrs. (1-11)
BEAUFORT MCAAS-SPECIAL NOTICE: Extreme caution advised. Hi-intensity flt opern being conducted vicinity MCAAS at all times all alts. Hi-performance supersonic weapons systems with minimum see-and-be-seen capability conducting max performance climb/penetration maneuvers. (12-4)
CHARLESTON AFB/MUN ARPT: Run-up pads and txwys S side SW end rnwy 3-31 clsd to all acft, mrkd with barrels and flare pots. (9-3) Due to trng and opernl flgts hvy transport & jet type acft in vcnty, lgt acft operns exercise extreme caution when flying over fld, possibility of extreme turbulence and propwash in vcnty of ILS, in tfc patn and on final apch to active rnwy; turbulence may be encountered when large acft are in run-up position, and a cross wind condition exists. Prop wash is very hazardous due to the close proximity of the gnd when encountered. Jet tfc patn 1700' MSL, hvy transport tfc patn 1200' MSL, lgt acft tfc patn 700' MSL. First 1500' rnwy 33 clsd lndgs, tk offs will be made 1000' from apch end rnwy 33. (8-26)
CHARLESTON AFB/MUN ARPT TOWER: Aug 29, ILS lclzr & glide slope shut down until aprx Dec 29 - rnwy modifications. About Dec 29, glide slope will be 2.5°.
COLUMBIA ARPT: Due non-visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: ramp area btn two hangars, ramp area and 300' of taxi strip E of Quonset hangar. All use of these areas is at pilot's discretion.
COLUMBIA ARPT TOWER: ILS lclzr unusable above 5000', front course unusable beyond 20 mi.
CONGAREE AIR BASE SPECIAL NOTICE: Extreme caution advised. Hi-performance supersonic jet tfc and all weather opern conducted daily. (1-13)
CRESCENT BEACH, MYRTLE BEACH ARPT: Clsd, constr. (7-15)
FLORENCE MUN ARPT: Taxi strip between rnwys 29 & 36 closed.
FLORENCE RADIO: VOR radials 246° clockwise thru 253° unusable. Due to restrictions V56 FLO-CAE temporary designated FLO 239° and CAE 080°, MEA 2000', MOCA 1900'. Lamar Int. tmpry designated FLO 239° and CTF 152°. (8-2)
GREENVILLE MUN ARPT TOWER: ILS glide slope inop. ILS lclzr unusable above 4000' MSL. (7-25)
ORANGEBURG MUN ARPT: Clsd, constr. Lgt acft ctc Unicom 122.8 mc for lndg info.
**PARRIS ISLAND, HILTON HEAD ARPT: New arpt lat 32-13, long. 80-41; (1/4 mi W of old Hilton Head Arpt, now perm clsd) elev: 15'; one 3000'x200' NE/SW turf strip; no svcs or lgts avbl.
**SPARTANBURG MUN ARPT: 95'(849'MSL) lgtd twr erected 1.9 nmi N(3°T) at lat 34-56-39, long. 81-57-27. (8-18) Displaced threshold lgts rnwy 22 relctd 200' SW. 6' lgtd ILS ant lctd cntrline 170' NE paved rnwy area. Usable length of rnwy 22 reduced to 5000'.
SPARTANBURG RADIO: DMET operg on test basis; channel 104. (7-18)

[redacted]: SUMTER, SHAW AFB RADIO: Soon, H facil will be comsnd. Freq: 375 kc. Ident; SSC. (8-15)

[redacted]: ABERDEEN MUN ARPT: N/S rnwy clsd acft over 8,000 lbs; 200' each end clsd to all operns. (6-14)
DUPREE RADIO: DMET operg on test basis; channel 115.
HOT SPRINGS MUN ARPT: Rnwy 8 -26 under constr, hvy eqpmt crossing N/S rnwy.
HURON RADIO: DMET operg on test basis; channel 123.
**RAPID CITY SPECIAL NOTICE: Civil jet trng being conducted periodically seven days a wk during dalgt hrs within the unctld airspace bounded on the N by V26 between Ross Int and RAP, V-89 between RAP and CDR, V-182 between CDR and DGW, V-247 between DGW and the Ross Int at alts 10,000' to 23,000' MSL inclusive. All acft contemplating VFR flgt thru this area advised to monitor one of the following FSS; Casper, Wyo; Chadron, Nebr; Rapid City, S.D. During trng periods, these stns will include an advisory message at the end of each weather bcst. (10-26)
**SIOUX FALLS, FOSS FLD: Due non-visibility twr unable to determine if following area is clear of obstns and/or acft: SW txwy from ramp to apch end rnwy 3. All use of this area is at pilots discretion. (8-3)
SMITHWICK RADIO: DMET operg on test basis; channel 118.
VERMILLION, DAVIDSON ARPT: N/S rnwy clsd due to softness. (9-3)
WATERTOWN RADIO: About Sept 19, TACAN will be shut down until aprx Oct 31 - modernization. (8-25)
WINNER RADIO: DMET operg on test basis; channel 114.

[redacted]: **BISTOL, TRI-CITY MUN ARPT: Rnwy 4-22 open dalgt operns only, unlgtd & unmrkd; clsd acft over 120,000 lbs GWT dual wheel, 90,000 lbs GWT single wheel; 180° turns prohibited. Rnwy 9-27 lgtd, restricted to acft over 40,000 lbs GWT dual wheel, 30,000 lbs GWT single wheel; during constr 180° turns prohibited acft over 18,000 lbs GWT excp at end rnwy 9. Efctv Oct 15, functioning 2-way rdo rqrd. Due non-visibility, twr unable to determine if following areas are clear of obstns and/or tfc: 9000' on SW end of txwy leading to rnwy 4, embankment. (8-10) 300'(2133'MSL) lgtd twr being erected 11 nmi ENE (78°T) at lat 36-31-10, long. 82-10-36. (7-15)
JACKS CREEK RADIO: About Sept 20, LFR will be perm decmsnd. (8-25)
JACKSON, McKELLAR FLD: Txwy paralleling N end of rnwy 2-20 N of E/W txwy clsd-repairs. Rnwy 2-20 threshold lgts N end lctd on sides 500' S of N end. 4200' rnwy 2-20 avbl ngts, 4700' avbl dalgt hrs for tkofs S or lndg N; constr work in progress. (6-9)
KNOXVILLE, MCGHEE-TYSON ARPT: Arresting barrier on SW end rnwy 22R, avbl on req.
KNOXVILLE, POWELL ARPT: New arpt reported; lctn: 2mi E Powell. 16 mi N McGhee-Tyson arpt; elev: 992', one-hard surfaced NW/SE rnwy 2000', unlgtd; Unicom, 80 oct fuel avbl; attended days. P-line SW. (7-11)
KNOXVILLE RADIO: LF rng has moderate to severe multiples on N and NE course.
MEMPHIS AREA SPECIAL NOTICE: Top usable alts on following awys: V9E and V11 MAW-Ramsey Int. 15,000'; V9 MAW-Gilmore Int. 11,000'; Gilmore Int. - Dell Int. V9 11,000'; V9E Ramsey Int. -Driver Int, 15,000'; Driver Int. -Burdette Int. 18,000'. Restrictions due to interference on 111.2 mc. (9-18)
MEMPHIS ARTCC: Min reception alt for Meridian, Miss. peripheral site (127.3, 275.1 mc) 354° clockwise thru 125°, 1600'; 126° clockwise thru 353°, 1500' MSL 65 mi. (5-28) About Sept 15, freq 118.20 mc will be chgd to 128.70; freq 124.20 mc will be chgd to 128.05 mc Graham peripheral site; freq 123.80 mc will be chgd to 127.75 mc; freq 126.50 mc will be chgd to 127.20 mc Pine Bluff, Ark. peripheral site; freq 124.70 mc will be chgd to 127.40 mc Walnut Ridge, Ark peripheral site. (8-17)
MEMPHIS MUN ARPT: Final apch rnwy 35 and portions tfc patn S of arpt, obstd due to erection 110' ctl twr 300' S of present twr. (7-13) 165' (460' MSL) twr being erected 3.5 nmi N (2°T) at lat 35-07-35, long. 89-58-45. (8-17)
MEMPHIS MUN ARPT TOWER: VHF/DF inop. (4-1)
**NASHVILLE, BERRY FLD: Inbnd VFR flts ctc Nashville Apch Ctl 119.9 mc civil, 383.8 mc mil, aprx 25 mi out for lndg instructions. Apch ctl will specify where flt will chg to twr freq. Caution, acft movements N end, extsv constr; first 200' rnwy 23 removed; rnwy 9-27 now E/W txwy and is perm clsd for tkofs and lndgs; rnwy 13-31 clsd to all tfc. Caution optical illusion exists at end rnwy 23 due to depression just before reaching rnwy end.
NASHVILLE, BERRY FLD TOWER: About Sept 16, freq 119.9 mc will be chgd to 124.0 mc.
NASHVILLE RADIO: LF rng NW and SW courses moderate to severe multiples-caution advised. (8-3)
**OAK RIDGE ARPK: Reactived; lctd 1 mi N; elev: 788'; one turf rnwy 2800'. No lgtg; storage & minor repairs, 80-91 oct fuel avbl. Attended wk-ends, on call other times. P-line E.
PARIS, HENRY COUNTY ARPT: Fld under constr, use rnwy 12-30 only. (22-23)

TENNESSEE: PULASKI, ABERNATHY FLD: Clsd to all operns, constr in progress. (5-28)
TRI-CITY RADIO: VOR radials 291° thru 324° unusable below 95' MSL beyond 20 nmi acct roughness. Published MEAs usable within 20 nmi. (1-21)

TEXAS: SPECIAL NOTICE: 670' AGL twr lctd 45 mi SE of Eagle Pass and 20 mi SW of Briscoes Catarina Ranch obstn lgts out of service. (3-28)
ABILENE-DYESS AFB-SPECIAL NOTICE: For VFR Advisory Service within 25 nmi of fld call Dyess Twr or Abilene Rdo. Pilots, (civil & mil) are cautioned to conduct all flts in vcnty of Dyess AFB at or above 4,500' MSL durg VFR conditions due to heavy jet tfc in tfc patn which is W of airfield. If not possible contact Dyess Twr or Abilene Rdo for VFR Tfc Advisory. Extreme caution advised within 25 nmi of Abilene VOR between 280° radial clockwise thru 345° radial & between 125° clockwise thru 180° radial due VFR IFR jet penetrations. (12-8)
**ABILENE MUN ARPT: Due non visibility twr unable to determine if the following areas of the arpt are clear of obstns and or acft: from large hangar N including T-hangar area. All use of these areas is at pilot's discretion. (7-28) New 68'(1826'AMSL) ctl twr lctd 1000' W of N end of N S rnwy; tfc will be controlled from the old twr until further notice.
AMARILLO AFB/MUN ARPT: Due non visibility twr unable todetermine if the following area of the arpt is clear of obstn and/or acft: Complete loading area N of the Mun trml bldg. All use of this area is at pilot's discretion. (8-1)
AMARILLO RADIO: About Aug 30, VORTAC will be shut down until aprx Sept 4- freq chg to 117.2 mc; and class chg to H-BVORTAC. See page 65 for substitute route structure & tmpry MEAs durg shutdown. (7-29)
ANDREWS-COUNTY ARPT: NE SW and N/S rnwys clsd for rprs until aprx Nov. (8-4)
**ARLINGTON, LUCAS ARPT: Easterly N S strip clsd permly.
ATHENS, JONES ARPT: Caution lndg on E W rnwy; new N S rnwy under const at the E end of the E/W rnwy.
AUSTIN-BERGSTROM AFB-SPECIAL NOTICE: If not possible to ctc Bergstrom twr or Austin apch ctl for VFR tfc advisory, it is suggested that all pilots (civil & mil) conduct all flts within a 2.5 nmi radius of Bergstrom AFB at or above 3500' MSL during VFR conditions due to hvy jet tfc in tfc pattern. (4-15)
**AUSTIN, MUELLER MUN ARPT: Transmissometer cmsnd. Acft lndg and taking-off cautioned to avoid Bergstrom AFB tfc patn, extsv operns all alts. Visibility touchdown point is provided dalgt operns rnwy 12. 1100' SE end taxiway serving rnwy 30L not visible from ctl twr; non-rdo equipped acft use rnwy 30R for NW takeoff. 84' lgtd twr being erected 1300' from apch end and 525' rgt of centerline of rnwy 34R. (2-24) Sequence flashers in conjunction with configuration A apch lgt system flt checked and comsnd. (8-18)
AUSTIN RADIO: VOR radials 131° clockwise to 139° and radials 311° clockwise to 320° unusable. (1-22)
**BEAUMONT, JEFFERSON COUNTY MUN ARPT: Caution, constr of holding aprons near apch end rnwy 11 & 16; constr txwy both sides rnwy 11 aprx 3000' down rnwy and left side rnwy 16 aprx 2500' down rnwy. (5-10) Sequence flashers in conjunction with hi-intensity configuration A apch lgt system and ILS flt checked and comsnd. (8-16) 151' (158'MSL) lgtd derrick being erected 1.9 nmi SSE(178°T) at lat 29-55-47, long. 94-01-28. (8-3) 300'(342'MSL) lgtd twr being erected 21.2 nmi W(282°T) at lat 30-01-22, long. 94-25-02. (8-1)
BEAUMONT MUN ARPT: 349'(380'MSL) lgtd twr being erected 5 nmi SSE(163°T) at lat 30-01-47, long. 94-11-25. (6-8)
BIG LAKE MUN ARPT: 420'(3120'MSL) lgtd twr being erected 2.5 nmi E(90°T) at lat 31-11-50, long. 101-25-40. (6-15)
BIG SPRING SPECIAL NOTICE: Intsv jet trng in immediate vcnty of Webb AFB and 100 nmi thereof. Recommend all VFR opern within a 15 nmi radius of the Big Spring VOR including Green Awys 5 and V-16 from Loraine, Tex., to 5 nmi W of Stanton, Tex, remain below 3500' MSL or 9000' MSL and above. Jet tfc into for acft unable to comply with the above is avbl by ctcg Webb AFB twr on 126.7, 126.2, 122.1 mc rcv on 126.2, 126.7 or 122.2 mc. Acft operg below 3500' MSL, detour Webb AFB at least 3 nmi to the N or S. Concentrated jet trng within 10 nmi radius bcst stn KRWS at Post, Tex., lctd aprx 60 nmi N and 10 nmi radius of Colorado City Aux Arpt lctd aprx 38 nmi E of Big Spring Mon-Fri 0600-1800C during VFR conditions. (10-29) Webb AFB jet acft will be operg VFR at 4000', 5000', 6000' and 7000' MSL while crossing V-66 and at 6000' and 7000' MSL while crossing V-68 btn the base and R-553 in a corridor extending 10 nmi either side of the 170° M radial of Big Spring VOR. ADC fighters also using the same airspace for IFR scrambles. A high volume of jet tfc will be operg in this corridor durg dalgt hrs Mon-Fri. Webb AFB jet acft will also be operg VFR at 14,000 and 15,000' MSL between R-556 and R-554 in a 10 nmi wide corridor bounded on S by an E W line passing thru the town of Patricia, Tex. Suggest pilots operg S of Big Spring in vcnty of described corridor increase in-flt vigilance and avoid the alt levels used by jet acft proceeding to and from R-553 also, they should avoid alt levels used by jet acft in corridor btn R-554 and R-556. (7-30)
BIG SPRING HAMILTON ARPT SPECIAL NOTICE: Caution- all alts above 4100' MSL-intsv jet trng. 2957' MSL TV antenna lctd aprx 1.5 mi SE. (10-29)
BISHOP MUN ARPT: 165' AGL lgtd derrick being erected 12.2 nmi SSE(176°T) at lat 27-23-07, long. 97-44-35. (6-15)
BROWNSVILLE, RIO GRANDE VALLEY INTL ARPT: Cntr E W txwy from ramp to rnwy 17R-35L restricted to acft lighter than 6000 lbs. (12-7) Acft movement N side hangar adjt to W end rnwy 8-26 and on W side of hangar on W ramp not visible from twr. (6-21)
CARRIZO SPRINGS, DIMMIT COUNTY ARPT: E/W turf strip clsd, fence across cntr of strip. (6-27)
CHILDRESS MUN ARPT: Rnwy lgts inop. (10-22)
**CORPUS CHRISTI, CLIFF MAUS ARPT: Permly clsd. (8-11) 222'(231'MSL) lgtd transmission line supporting structures being erected 5 nmi NW(320°T) at lat 27-49-59, long. 97-30-11. (7-20)
CORPUS CHRISTI INTL ARPT: New arpt reported. Lat 27-46, long. 97-30; lctn: 7.0 W. Elev: 44. 2 rnwys; NW SE-5600' & N S-4500'. Rnwy lgts:80, 90 & 100 oct. Open to all tfc.
COTULLA SPECIAL NOTICE: VFR mil jet apchs conducted on Cotulla rbn Mon thru Sat. Holding procedures 21,000' thru 23,000' inbnd brng. 325°M. Penetrations & climbouts executed btn 21,000' & 3,000' in an area extending 30 nmi W of Cotulla btn 245° & 310° from rbn. Low apchs executed btn 4000' & 3000' on brg 120°M from bcn within 10 nmi. VFR acft on V-17 & LF direct flts over Cotulla may avoid this activity by operg btn 5000' & 20,000' & by avoiding the described penetration area W of Cotulla. Below 3000' MSL the entire Cotulla area including the jet penetration area is clear of jet tfc. Ctc Cotulla FSS for tfc advisory svc. (4-3)
COTULLA ARPT, SITE 6, LRD-SAT: 120' AGL(547'MSL) lgtd rdo twr being erected 0.7 mi SW at lat 28-26-27, long. 99-13-39. (7-1)
DALLAS, LOVE FLD: 169'(624'MSL) lgtd twr being erected 1 nmi SSE(165°T) at lat 32-49-23, long. 96-50-44. (7-25) Rnwys 13-31 clsd daily, excp Suns, from 0500Z-1200Z, rnwy resurfacing. (8-9)
EAGLE PASS MUN ARPT: Caution, construction in progress.
EL CAMPO, HEFNER ARPT: 359'(463'MSL) lgtd twr being erected 3.7 nmi NE(47°T) at lat 29-13-30, long. 96-15-47. (7-20)
EL PASO ARTCC: About Sept 15, freq 124.20 mc will be chgd to 127.00 mc Midland peripheral site. (8-17)
EL PASO INTL ARPT: First 500 apch end rnwy 22 clsd, rnwy extsn constr;threshold bndry displaced to tmpry length, 8500' of rnwy remains open and usable. Men, equmt working off apch end of rnwy 22 and crossing rnwy 8-26 dalgt hrs. (6-23) Apch lgts shut down for relctn until aprx Dec 12. (6-16)
EL PASO INTL ARPT TOWER: ILS MM shut down until aprx Dec 12- relctn. (6-16)
EL PASO RADIO: DMET operg on test basis; channel 92.
**ENCINAL SPECIAL NOTICE: 300'(1148'MSL) tmpry twr lctd at lat 27-59-52, long. 99-31-47, dismantled 9 Aug 60. (8-15)
FALFURRIAS, BROOKE COUNTY ARPT: 318'(438'MSL) lgtd twr being erected 12.8 nmi N(12°T) at lat 27-28-30, long. 98-03-23. (7-20)
FLOYDADA MUN ARPT: 285.5'(3568.5'MSL)lgtd twr being erected 12 nmi NW(336°T) at lat 34-10-51, long. 101-25-46. (6-2)
FT WORTH ARTCC: About Sept 15, freq 124.70 mc will be chgd to 128.10 mc Ardmore, Okla. peripheral site; freq 125.60 mc will be chgd to 128.00 mc Marshall peripheral site.
FT WORTH CARTER FLD TOWER: Until aprx Sept 19, radar capabilities reduced as follows: ASR-1 to ACF unavbl. ASR-2 radar coverage Ft. Worth Meacham area unreliable below 3000'. (7-19) VHF/DF inop. indef. (8-12)
FT WORTH, CARSWELL AFB SPECIAL NOTICE: Caution-jet operns all alts. The Carswell AFB tfc patn is a rectangle 5 x 21 nmi whose eastern side is the extended rnwy centerline of rnwys 17R & 35L. The downwind leg is 5 mi W of the extended rnwy center line with base legs extending westerly from Benbrook and Eagle Mtn TVOR's to connect with the downwind leg. Alts 2300' MSL to surface. VFR flts transiting this area below 3000' MSL should ctc Carswell Twr or RAPCON for tfc acvisory svc. Civil freqs available twr and RAPCON: 120.2 mc transmit and rcv 122.5 rcv only. (6-21)
**FT WORTH, MEACHAM FLD: Due non visibility twr unable to determine if following

TEXAS: and immediately in front of all hangars S, SE & NE of trml bldg; apch end of rnwy 27; portion of txwy btn rnwys 27 and 31. All use of these areas is at pilot's discretion.
GONZALES MUN ARPT: S 1500' of rnwy under constr, N end soft when wet. (12-9)
GOODFELLOW AFB SPECIAL NOTICE: Until 31 Dec. 1960, 150 mi radius escorted high alt research balloons from 1200Z to 2200Z. Report position of any sightings over overcast conditions to tracking acft on 272.10 mc or to nearest FAA facil for relay to Goodfellow AFB. (1-13)
GREENVILLE, MAJORS ARPT: Rnwy 17R-35L clsd, parked acft for storage.
GREGG COUNTY RADIO: DMET operg on test basis; channel 121. (6-30)
HOUSTON TERMINAL AREA SPECIAL NOTICE: Extsv conventional & jet acft operns being conducted SW of Houston Int'l Arpt along ILS lclzr crs to OM & SW of Ellington AFB from arpt to Pearland rbn. Acft opern in these areas should exercise caution. Pilots arriving and departing durg VFR conditions are cautioned to avoid a 2.5 nmi radius of Ellington AFB when flying below 3000' MSL to avoid jet & conventional tfc patn. (3-28)
HOUSTON, BEELINE ARPT: New E W strip under constr.
HOUSTON, CLOVER FLD: Caution on lndgs and take-offs. 80 (AGL) oil derrick erected on arpt and adjt to boundaries. New N/S 6400' rnwy and paralleling taxi strips under constr. Use only existing rnwys.
HOUSTON INTL ARPT: Inbnd VFR flts ctc HOU apch ctl on 118.1, 284.6 or 257.8 mc aprx 25 mi out for lndg instructions. HOU apch ctl will specify when flt will chg to HOU twr freq. (6-18) Numerous unlgtd oil derricks exist in area on downwind or NE end of ILS rnwy aprx 5000' from end of rnwy. (11-28) Start tkof to E on E/W rnwy at yellow line 100' E of N/S rnwy, usable length yellow line 4925'. (12-17) Caution, new txwy & adjt apron pavement btn passenger trml & new cargo bldg used jointly by acft & vehicles. S bndry of vehicular tfc lane along N edge of pavement mrkd by yellow line; cntr line of acft txwy mrkd by white line on pavement. (12-22) Twr unable to observe and ctl tfc on following areas: airlines trml and cargo trml ramps, N/S txwy in svc & parking area extreme S side of arpt, all loading & svc areas on W side including txwys; acft dld on N/S txwy on W side, no ctl over vehides and personnel. (7-12)
**HURST, BELL HELICOPTER HELIPORT: Located lat 32-48 -28, long. 97-09-45.
**IRVING, JAP LEE ARPT: Abandoned, efctv Sept 1. (7-20)
JASPER COUNTY ARPT: Caution, constr 2000' extsn on S end N/S rnwy, eqpmt on fld.
LAREDO SPECIAL NOTICE: Intsv VFR jet trng being conducted in Laredo Ctl Zone and in an area 5 mi either side of 068° radial Laredo VOR extending 20 mi eastward of stn. It is urged that all VFR operns (civil & military) be conducted at or above 9000' MSL in this area. If this is not feasible, ctc Laredo AFB Apch Ctl on 126.18 mc or 122.5 mc; rcv on 126.18 mc or 118.5 mc for tfc advisory svc. Acft operg VFR & off awys within a 50 nmi radius Laredo, use extreme caution - due extsv jet trng. (1-22)
**LONGVIEW, GREGG CO MUN ARPT: Hi-intensity flashing rnwy end identifier lgts lctd 40' each side of apch end rnwy 13-commissioned. (3-27) Due non-visibility twr unable to determine if 900' of NW taxi strip from N hangar to apch end of rnwy 13 is clear of acft or obstns. All use of this area is at pilot's discretion. (7-27)
LUBBOCK SPECIAL NOTICE; Due to intsv jet tfc at Reese AFB, it is suggested all over acft operating VFR in vcnty of Lubbock which will traverse an area encompassed by a 15 nmi arc drawn from Lubbock VOR beginning at 177° radial and extending clockwise to southern bndry of V60 S and V 62 S, NW of Lubbock, remain at or above 10,000' MSL. All acft arriving and departing Lubbock VFR which cannot comply with the above, ctc Lubbock rdo prior to entering above described area for tfc advisory info. Reese AFB jet acft operg VFR at 14,000' and 15,000' MSL btn R-552 and R-555 in a corridor bounded on the E by the town of Pettit and on the W by town of Morton, Tex. Reese AFB jet acft will also be operg VFR btn R-555 and R-554 at 14,000 and 15,000' MSL in a corridor extending 5 nmi either side of U.S. hwy 380 which passes thru the towns of Brownfield and Tahoka, Tex. It is suggested that pilots operating VFR in vcnty of the described corridor areas avoid the alt levels used by jet acft. (4-4)
**LUBBOCK MUN ARPT: Tetrahedron perm removed. (6-29)
MATAGORDA ISLAND SPECIAL NOTICE: Concentrated firing and bombing being conducted daily in R-226. Acft prohibited from entering without prior approval controlling agency.
McALLEN, MILLER INTL ARPT: 303'(448'MSL) lgtd twr being erected 6 nmi WNW(296°T) at lat 26-13-29, long. 98-20-10. (7-25) 146' lgtd oil derrick erected aprx 1.0 mi NE.
MEDINA, B LAZY 2 RANCH ARPT: (Formerly Circle R Ranch Arpt). Lgtd 86'AGL(1586' AMSL) rdo twr being erected adjt to S bndry of arpt at lat 29-49, long. 99-16. (7-20)
MIDLAND AIR TERMINAL: Due non visibility twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: NW txwy btn ramp and rnwy 10 and on

TEXAS: SW txwy btn ramp and rnwy 4. Bldg and trees obscure portions of both txwys from view from twr. All use of these areas is at pilot's discretion. (7-29)
**MONAHANS, HURD MEM'L ARPT: 250'(2955'MSL) twr erected 15.9 nmi SW(235°T) at lat 31-26-00, long. 103-10-00. (8-18)
NACOGDOCHES, DEL RENTZEL ARPT: 440'(850'MSL) lgtd twr being erected 4 nmi ENE (68°T) at lat 31-36-10, long. 94-37-51. (5-4)
ODESSA, ECTOR COUNTY ARPT: 420'(3350'MSL) lgtd twr being erected 5 nmi SSE(172°T) at lat 31-49-01, long. 102-22-40. (5-20)
PADUCAH, TRIANGLE RANCH ARPT: Closed, repairs. (9-10)
PERRYTOWN MUN ARPT: 322'(3282'MSL) lgtd twr being erected 3 nmi W(292°T) at lat 36-25-03, long. 100-48-02. (5-7)
POSSUM, KINGDOM LAKE: Caution, obscured power line over water vcnty the numerous lndg strips around lake. (6-23)
RAYMONDVILLE, FOX ARPT: 148' AGL(178'MSL) lgtd rdo twr being erected adjt to arpt at lat 26-28-54, long. 97-46-59.
**RANDOLPH AFB SPECIAL NOTICE: Caution Area C-221 is rescinded. (8-17)
ROARING SPRINGS, BUZZ FLD: 90' oil rig erected 330' N of N/S rnwy, unlgtd.
ROCKSPRINGS RADIO: DMET operg test basis; channel 27. (7-24)
SABINE PASS RADIO: DMET operg on test basis; channel 101. (8-23)
**SAGINAW, BELL GLOBE HELIPORT: Located lat 32-51-38, long. 97-20-41.
SAN ANGELO, MATHIS FLD: Rnwys 9-27 and 13-31 clsd to acft over 30,000 lbs GW; rnwy 9-27 clsd for taxiing acft over 30,000 lbs GW. (2-17)
**SAN ANTONIO INTL ARPT: Caution, txwy 15 unlgtd. (2-29) Apch lgt system configuration A with sequence flashers serving rnwy 12, stations 5 thru 30 flt checked and comsnd.
SAN ANTONIO, STINSON FLD: Rnwy 4-22 clsd. (1-22)
SAN ANTONIO, STINSON FLD TOWER: Twr clsd indef- repairs. (6-1)
SHERMAN, PERRIN AFB SPECIAL NOTICE: Intsv VFR and VCOT jet flying in immediate vcnty and within 100 nmi radius at all alts up to 41,000' btn hrs 1300Z and 0500Z. Extreme caution when proceeding thru this area. If flt thru congested area is necessary, it is recommended that flt be conducted on 030° and/or 180° radials of Perrin TVOR btn 9 and 11 thsnd ft. Intercept trng being conducted within 100 mi E of V-15, S of V-1520, and N of V-278 & V-66, 5000' & above; 20,000' & above in all quads. For flt advisory svc thru the congested area, ctc Perrin Radar 119.9, 126.8, 263.0, 363.8, 383.2 or 255.4 or Perrin Twr 236.6 or 126.2. Tow target area established NE, outlined by the following coordinates: 34-28, 95-57; NE to 34-39, 95-47; E to 34-39, 94-28; SE to 33-11, 94-17; W to 33-11, 94-50; NW to 34-28, 95-57. Time: 1300Z-0600Z Mon-Fri, btn 20,000' and 55,000' MSL. Area bounded by awy V-1520 on the NW and N, Awy V-13 on the E, Awy V-278 on the S and Jet Awy J-20-V on the SW. Use extreme caution. (3-28)
SPEARMAN ARPT: 300'(3300'MSL) lgtd twr being erected 1 nmi S. (8-18)
TERRELL MUN ARPT: N/S rnwy clsd, constr. NW/SE rnwy will remain open from point 200' NW of int of rnwys to NW end. (7-19)
TEXAS CITY, GULF COAST ARPT: 167' MSL twr being erected 10.3 nmi NNE(37°T) at lat 29-32-07, long. 94-49-38. 167' MSL twr being erected 9.2 nmi NE(45°T) at lat 29-30-44, long. 94-49-02. (7-12)
TULIA ARPT: 147'(3759'MSL) lgtd rdo twr being erected 0.5 nmi SW at lat 34-33-08, long. 101-47-00. 323'(3714'MSL) lgtd twr being erected 19 nmi NNE(36°T) at lat 34-49-27, long. 101-33-36 & 235.5'(3520.5'MSL) lgtd twr being erected 16.5 nmi ENE(86°T) at lat 34-34-53, long. 101-26-09. (6-2)

UVALDE, GARNER FLD: 363'(1270'MSL) lgtd twr being erected 2.5 nmi SW(230°T) at lat 29-10-51, long. 99-46-41. (6-15)
**WACO MUN ARPT: Due non-visibility twr unable to determine if following area is clear of obstns and/or acft: That portion of ramp lctd SW of ctl twr and screened from twr view by large hangar. All use of this area is at pilot's discretion.
**WICHITA FALLS, SHEPPARD AFB/MUN ARPT: Lgt acft avoid 2700' MSL over fld due to jet tfc patn. Cntr txwy 15-33 clsd due obstn of GCA unit. (3-24) Due non-visibility twr unable to determine if following areas are clear of obstns and/or acft: 1500' NW end of main txwy and other short txwys in this area serving rnwy 15 and short NE/SW txwy immediately N of twr and leading from mil ramp to rnwy 17. This short NE/SW txwy crossees a N/S direction road used by unctld vehicles and pedestrians. All use of these areas is at pilot's discretion. (8-11)
WICHITA FALLS, WICHITA VALLEY ARPT: NW/SE runway closed to all operations, construction.

(30 August 1960)

UTAH: **SPECIAL NOTICE: Caution, pilots flying within the borders of the state of Utah are to fly above 8000'MSL while over the Thiokol Chemical Corp plant. Area described as follows: bgng lat 41-36-41, long 112-22-09; thence along hwy U83 to Lampo Junction (41-38-00, 112-25-10); NW and N along Box Elder Co rd 504 to 41-43-19, 112-27-41; E to 41-43-19, 112-25-15; SE to 41-39-25, 112-22-09; S to point of bgng. (3-1)
DELTA RADIO: DMET operg test basis; channel 123. (10-20)
FLAMING GORGE DAM SITE SPECIAL NOTICE: Cables and pwr lines suspended from two twrs on W side to one twr on E side of canyon across Green River, aprx 100' higher than canyon rim. (7-1)
HANKSVILLE RADIO: DME shut down indefinitely, reconstr. (12-14) VORTAC coverage restricted from 160° thru S to 190°, 26 nmi at 14,000'MSL. (5-1)
HURRICANE ARPT: Caution, flood damage caused sinking alongside rnwy shoulders. Remain in cntr of rnwy. Erosion damage at int of rnwy, taxi strip and along taxi strip.
LA SAL RADIO: DMET operg test basis; channel 76. (8-14)
LOGAN-CACHE ARPT: Grass cutting in progress summer months; men, eqpmt crossing rnwys during haying operns. (6-6) Rnwy 17-35 clsd to all operns, reconstr; acft using other rnwys must maint a min safe alt of 30'AGL when crossing over rnwy 17-35; use rnwy 28 when wind is calm or favoring rnwy 28. (8-19)
LUCIN RADIO: LFR not monitored cont. (11-9)
MILFORD RADIO: VOR, moderate-heavy roughness over mountain ridges on 072° radial 10 mi out. (7-11)
MYTON RADIO: Aug 23, VOR shut down until aprx Sept 6, modernization. During shutdown following route structure & MEAs in efct: Unusable awys: V1508 MLF-LAR; V1529 MLF-CKW; V81 MTU-Park City Int; V285 MTU-CKW. Unusable reporting points: Dinosaur and Yampa Ints. Usable awys: (tmpry redesignated with published MEAs and MCAs unless otherwise indicated) V200 PVU-MTU Int 17,000'; MTU-EKR 13,000'; V81 GJT-MTU Int 13,000'. Usable reporting points: Myton Int-EKR R259° and GJT R303°. (8-23)
NEPHI MUN ARPT: Breaks in blacktop surfacing on portions of N/S rnwy.
OGDEN RADIO: DMET operg test basis; channel 83. (10-20)
PROVO RADIO: VOR course roughness exists over mountainous ridges N thru E 15 & 20nmi
★SALT LAKE CITY ARTCC: Freq 132.55 mc replaced 134.25 mc Rock Springs, Wyo. site.
SALT LAKE CITY MUN #1 ARPT: Stay on rnwys, txwys and aprons; shoulders soft. A rotating beam ceilometer has been installed aprx 1500' S of S end and about 300' W of apch zone rnwy 34L, operg during scattered-to-overcast sky conditions during which times a light will flash at 6 second intervals toward the W from zero to 90° elev; light intensity aprx 3 million candlepower. Rnwy 34L-16R clsd to S lndg Mon-Fri dalgt hrs; land to S at other times and at night; avoid lndg short of threshold lights, overrun area excavated and unusable. Rnwy 7-25 limited to two engine acft or smaller with stalling speed of 65 knots or less. (8-19)
SALT LAKE CITY MUN #1 ARPT TOWER: VHF DF and UHF DF brg 355°-95° and 185°-235° from stn unreliable below 15,000'. 95°-135° from stn unreliable all alts. June 20, ILS lclzr and glide slope shut down until aprx Sept 20, rnwy extsn. (6-20)
SALT LAKE CITY, UTAH CENTRAL ARPT: N S rnwy under constr, men, eqpmt on extsn to S end. (4-28)
VERNAL ARPT: Caution, men, eqpmt working on extsn to S end N/S rnwy. (8-13)
WENDOVER RADIO: LFR not monitored cont. (11-9)
VERMONT: BURLINGTON SPECIAL NOTICE: Acft operg VFR be alert for all type acft operg from Burlington Mun Arpt, (Ethan Allen AFB), Plattsburgh Mun Arpt, and Plattsburgh AFB. High speed jet acft letting down from 18,000' at a point 44-51-30, 73-46-00 (17 mi NW of Plattsburgh AFB) making ILS apch to Burlington Mun Arpt on a track of 146°M passing 1 mi N of Plattsburgh AFB continuing letdown to Burlington Mun Arpt. Other jet letdowns in this area according to published procedures. (12-9)
MONTPELIER RADIO: About Oct 1, VOR will be comsnd; freq 108.2 mc; ident MPV; lctd lat 44-12-41, long 72-33-45; elev 1113'MSL; Mag var 15°30'W; montrg category (1); class L-BVOR. (8-25)
RUTLAND MUN ARPT: NW/SE rnwy clsd.
VIRGINIA: **AMELIA, HILLTOP ARPT: New arpt; lat 37-25, long 77-58; lctn 5.0 N; elev 250'; one sod strip 2200'; 80 oct fuel avbl; p-line W. (6-21)
BLACKFORD RADIO: DMET operg on test basis; channel 53. (5-9)
BROOKE RADIO: VOR unusable beyond 35 nmi 180° clockwise to 220° MOCA. TACAN azimuth and distance unusable beyond 30 nmi 230° clockwise to 270° MOCA. (3-1)
DAHLGREN SPECIAL NOTICE: Restricted area R38 routine daily air and surface firing presents extreme hazard to acft all alts sunrise-sunset, Mon-Fri. (6-2)
FRANKLIN MUN ARPT: Farm eqpmt on fld until further notice. (4-26)
VIRGINIA: FRANKLIN RADIO: DMET operg test basis; channel 43. (4-29)
FREDRICKSBURG, SHANNON ARPT: Glider operns dalgt hrs, Sat and Sun. (7-27) Heliport constructed on S side NW SE rnwy. (7-29)
**HARCUM ARPT: Abandoned. (7-28)
HOPEWELL ARPT: Parachute activities being conducted Sat, Sun and holidays, SR-SS, ground-9000'. (5-5)
LEESBURG MUN ARPT: Rnwy 9-27 clsd all operns. (3-17)
LINDEN RADIO: TACAN operg test basis; channel 90. (5-19)
LYNCHBURG SPECIAL NOTICE: Caution, extsv electronic high power blasting at Smith Mountain dam site, 19 nmi SW Lynchburg VOR awy V222 lat 37-02-30, long 79-32-10. Numerous cables across Roanoke River. Acft should maintain 3000'MSL and 1 mile horizontal dist. Constr 24 hr daily. (5-10)
**MIDDLEBURG TURNER ARPT: New arpt; lat 38-55-45, long 77-43-30; lctn 2.5 mi SE; elev 540'; one N S strip 2000'; woods N, no lights, fuel or svcg. (7-5)
MONTEBELLO RADIO: VOR unusable 110° clockwise to 220° beyond 35 nmi at MOCA. DME unusable beyond 35 nmi 150°-180°, 3000'MSL and 35 nmi 180°-210° at 6000'MSL. (7-14)
MT VERNON SPECIAL NOTICE: Low flying acft requested to avoid immediate vcnty of Mt Vernon estate lctd W bank Potomac River, 10 mi S Washington National Arpt. (12-17)
NEWPORT NEWS, PATRICK HENRY ARPT SPECIAL NOTICE: ILS-6, amt 7, effective 3 14, 59. ILS lndg mins raised to 300-3, 4 until further notice due to obstructions in apch area. (8-10)
**NEWPORT NEWS, PATRICK HENRY ARPT: Caution, deer on and adjt to lndg area. N/S rnwy extsn clsd to acft over 12,500 lbs. 20' lgtd wind twr lctd aprx cntr of fld 750' off rnwy 6-24 and 400' off rnwy 2-20. (2-12) Due non-visibility twr unable to determine if following area is clear of obstns and/or acft: NW txwy beyond N end of N/S taxi strip. All use of this area is at pilot's discretion. (8-9)
NEWPORT NEWS, PATRICK HENRY ARPT TOWER: About Sept 12, ILS lclzr and glide slope will be shut down until aprx Nov 12, hvy rnwy constr. (8-12)
★NORFOLK ARTCC: Freq 284.6 mc unusable due interference. (7-27) Aug 26, freq 250.2 mc comsnd Mathews peripheral site.
**NORFOLK MUN ARPT: All sod areas clsd to lndg and tkof. First 219' rnwy 13 not avbl to lndg; txwy SW side rnwy 13-31 clsd from quonset hangar to 600' NE of apch end rnwy 13. One unlgtd 6' twr 400' NW of rnwy 4-22 and 600' NE of rnwy 13-31. Due non-visibility twr unable to determine if following area is clear of obstns and or acft: on N txwy from T-hangars to point 200' from apch end rnwy 19. All use of this area is at pilot's discretion. (8-23)
NORFOLK MUN ARPT TWR: About Sept 5, ASR-2 will be shut down until aprx Dec 2, modernization.
NORFOLK RADIO: About Sept 30, LFR will be perm decmsnd. (8-22)
PULASKI RADIO: VOR unusable beyond 35 nmi from 045° clockwise to 060° at MOCA, V16N 9000'MSL required btn Hilton Int and Int V16N and V133. DME unusable beyond 36 nmi 200° clockwise 225°, 26 nmi 275°-010°; 35 nmi 135°-145° at MOCA. (10-16) VOR unusable 20,000' and above J57V to CRW: J53W to MGW and direct route to FRR. Unusable above 30,000' on J22V to GVE. DME operg test basis; channel 44. (5-16)
RICHMOND SPECIAL NOTICE: Caution, lcl mil trng flts within 25 mi radius 1200-0400Z daily. Alts ground-20,000' VFR mil jet acft enter Richmond ctl zone at 4000' or 1000' below ceiling when ceiling is below 5000' with speed 300 knots. Arvg VFR acft should enter the 25 mi radius at 3000' or below to avoid jet acft. (3-30)
**RICHMOND, BYRD FLD SPECIAL NOTICE: Enter rgt tfc patn for rnwy 6, 20 and 33 with left for 2, 15 and 24 unless exception authorized by RIC twr. Hvy and or fast acft enter tfc patn at 1500' light and or slow at 800'. For noise abatement DC-3 and larger acft make base leg at least 2 mi from apch end of rnwy unless otherwise directed by RIC twr. (4-26)
RICHMOND, BYRD FLD: Visual mrkgs for clickwise flow of tfc inop. Follow cntrline all txwys; overrun area rnwy 6-24 clsd. (7-26)
ROANOKE, WOODRUM FLD: Rnwy 5-23 and txwy 23 clsd, constr; use rnwy 5 for taxiing only. (6-29)
ROANOKE RADIO: Stn passage on G5 and R37 must be identified by ADF reversal and/or cone of silence acct close proximity Cloverdale LFM and RA LFR Z mrkr. (1-15)
SOUTH BOSTON RADIO: DMET operg test basis; channel 41. (2-12)
**TAPPAHANNOCK FLGT STRIP: Clsd; lndg not permitted; dangerous overhead electrical wires across former flight strip. (6-1)

VIRGINIA: WINCHESTER MUN ARPT: Aprx 3600 x 100' grade strip on rnwy 13-31 usable; aprx 1100 x 100' sod strip, rnwy 2-20, usable from int to the N end; usable areas mrkd with yellow cones. Caution after hvy rain. Obstns: trees on apch end of rnwy 13. (8-3)

WASHINGTON: SPECIAL NOTICE: Constr of power line began from the Tamany sub-stn, 5 mi E of Lewiston, Nez Perce Co. Arpt, to above Imnaha, Ore. This line runs via Waha, crosses Eagle Creek, China Creek, Wapshila Creek, Birch Creek, the Salmon Rvr, the Snake Rvr, and the Imnaha Rvr. The line hgts above the canyon floors vary from below 100' to above 3500' MSL. The spans crossing these waters and canyons are as follows: Eagle Creek span-1965' long*;China Creek span-1720' long*; Wapshila Creek span-1225' long; Birch Creek span-1930' long; Salmon Rvr span-2055' long*; Snake Rvr span-3746' long; Imnaha Rvr span-3679' long. *(Mrkd by 20-inch luminous balls). There are two 5/16 inch diameter high-strength steel strand static cables on the top, and three 1-1/8 inch diameter aluminum power cables sagging below. The static cables will not sag as much as the heavier power cables. (4-27)

BELLEVUE AIRFLD: S 200' rnwy 2-20 clsd lndgs; men, eqpmt working S end of rnwy.

BELLINGHAM MUN ARPT: Until aprx Sept 1 all multi-eng acft making practice range apchs over arpt will maint 1500' MSL alt. (7-15)

DEER PARK MUN ARPT: Closed.

EPHRATA AREA SPECIAL NOTICE: Exercise extreme caution while operg in vcnty of the Ephrata VOR due to jet dptrs on 315° heading from Larson AFB & climbing N of awys G2 & V2N. Normally such dptrs maintain 5000' MSL or below until clear of awy structure; however, under VFR conditions higher alts may be used. Larson Apch Ctl operg on 118.1 mc for civil tfc. Apch Ctl also guards 122.5 mc. VFR radar advisory svc avbl. (10-15)

EPHRATA RADIO: About Sept 12, VOR will be shut down until aprx Sept 17. Durg this period, following substitute route structure & MEAs in efct: Unusable Awys: V2 ELN-GEG, V2N Taylor Int - GEG VOR, V448 EPH-GEG. J18V SEA-GEG. Unusable Reporting Points: Cashmere, Wilbur, Davenport, Morengo, Winona, Pine City, Sprague, St. Andrews, Wilson Creek Ints. (8-24)

OLYMPIA RADIO: DMET operg test basis; channel 19. (11-24) Auto voice indent inop. (2-19)

**OTHELLO APRT: Abandoned. (7-1)

★ SEATTLE ARTCC: Aug 22, freq 133.05 mc chgd to 133.65 mc Klamath Falls, Oreg peripheral site.

SEATTLE, BOEING FLD: All dalgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc patn Eof arpt at 1000'. If equipped with retractable lndg gear, drop gear prior to entering tfc patn. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward trml (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc patn W of arpt, 1500'. Jet acft tfc patn W of arpt, 2500'. Be on look out and use caution for multi-eng and jet transports arriving and departing nearby Seattle-Tacoma Intl Arpt and Renton Arpt. No turning off acft on asphaltic concrete area btn txwy A-3 and A-4 rnwy 13-31. (5-14) Req first 500' rnwy 13 and 31 not to be used for tkof, due to extreme soil erosion and dust problem caused by prop wash and jet blasts. (7-17) Due non-visibility twr unable to determine if following areas of the arpt are clear of obstns and/or acft: parking apron No. 4, Boeing Commerical Pre-Flight Cntr ramp and Boeing Flight Cntr ramp. All use of these areas is at pilot's discretion. Also due non-visibility twr unable to observe tfc and provide tfc info on the downwind leg of the rectangular flt tfc patn beyond one & one quarter mi E of fld at/or bleow 1000' from the N thru ESE. (8-16)

**SEATTLE-TACOMA INTL ARPT: All acft preparing to tkof rnwy 16 rqrd to conduct run-up at least 1000' S of northerly runup apron whenever practical and compatible with safe opern. (12-28) Apch lgts inop until aprx Oct 15, due rnwy extsn. (7-5) Due non-visibility twr unable to determine if following areas are clear of obstns and/or acft: N run-up area and all trml gates. All use of these areas is at pilot's discretion. (8-4) Ceilometer and transmissometer inop during extsn of rnwy 34. (8-19)

SEATTLE-TACOMA INTL ARPT TOWER: July 5, ILS lclzr and glide slope shut down until aprx Sept 2 - installation blast fence. (8-20)

SEATTLE RADIO: LF rng NW courses has splits and multiples beyond 20 mi. (10-26)

SPOKANE, FELTS FLD: Men, eqpmt on fld days. (6-29)

SPOKANE, FELTS FLD: 904'(4549'MSL) lgtd twr being erected 7 nmi SSE(167°T) at lat 47-34-52, long. 117-17-47. (7-5)

SPOKANE-INTL ARPT: SW txwy btn rnwy 3 & 7 clsd. Apch lgt system shut down until about Oct 1, for modernization of apch lgt system and sequence flasher lgts. (7-6)

SPOKANE RADIO: Rcvr 3023.5 kc intermittently inop due severe lcl interference. (3-20)

TACOMA-McCHORD AFB SPECIAL NOTICE: Caution, hvy jet tfc in vcnty, from surface to 25,000'. (9-18)

WALLA WALLA, CITY-COUNTY ARPT: Constr work in progress on two new txwys btn apron and rnwys 2-20; rnwys 2-20 clsd, mrkd with crosses only when eqpmt using rnwys; use caution when rnwys 2-20 are open as eqpmt may be working on edges. Flags and flares on work area during non-working hrs. (7-1)

WEST VIRGINIA: BECKLEY RADIO: Voice reception at Charleston FSS unreliable below 7500' MSL, 40 nmi, Beckley VOR from 30° clockwise to 180°. Reception satisfactory with acft over VOR at MEA. (4-12)

CHARLESTON, HILLTOP ARPT: Closed. (6-27)

CHARLESTON, KANAWHA CO ARPT SPECIAL NOTICE: Effective 7/9/60, ADF Procedure No. 2, Amdt-Orig., change missed apch to read: "within 0.0 mi, make left turn and climb to 3000' direct to the Charleston LOM." (7-11)

CHARLESTON, KANAWHA CO. ARPT: Narrow beam txwy B mrkd by metal pipe and flags, clsd to airline acft from SE end of rnwy 32 to E side county ramp. Apch lgtg consists of 5 left-hand red neon bars at 100' intervals starting 170' from end of rnwy 23. ANG facils and svcg avbl only 1300-2100Z Tues thru Sat, clsd Sun & Mon; no tie-down or over night parking. Rotg beam ceilometer installed on ridge aprx 4500' from apch end rnwy 23

CHARLESTON, KANAWHA CO. ARPT TOWER: ILS glide slope unusable from MM to touch down. (6-17)

CHARLESTON RADIO: LF rng usable only as H facil, with voice. (11-23)

**CLARKSBURG, BENEDUM ARPT: Rnwy 16-34 open to all lgt acft, including Twin Beechcraft; clsd all other acft. (6-29)

**ELKINS MUN-RANDOLPH CO. ARPT: (Formerly Elkins Mun Arpt). Rnwy 4-22 clsd ngts, rnwy lgts inop; use rnwy 13-31 with caution, lgts poor. (6-29)

MARTINSBURG MUN ARPT: 3-inch lip on concrete threshold lgt bases, both ends rnwys 17-35. (6-1)

MARTINSBURG RADIO: VOR has occasional rapid course deflections of short duration.

PARKERSBURG, WOOD COUNTY ARPT: Caution, constr N end of apch to rnwy 21, area mrkd, flagged days, red lgts ngt. (3-1)

PARKERSBURG RADIO: DMET operg test basis; channel 89. (6-9)

WHEELING, OHIO COUNTY ARPT TOWER: About Sept 20, ILS lclzr and glide slope will be shut down until aprx Oct 4 - freq chg to lclzr 109.7 mc; glide slope 330.2 mc. (8-25)

WISCONSIN: BOULDER JUNCTION RADIO: May 1 thru Nov 1, MH facil operg. Freq: 206 kc. Ident: BDJ. Lctd on arpt. Hrs: dalgt hrs. (7-19)

CAMP DOUGLAS, (VOLK FIELD) SPECIAL NOTICE: Designation of ctl zone extended from Sept 6-Sept 10, 1960. Hrs of designation 0600-2400 lcl standard time. Designation of Camp Douglas ctl area extension extended from Sept 6 to Sept 10, 1960. (8-25)

CAMP McCOY SPECIAL NOTICE: Standard rotating bcn lctd 1-1/2 mi on brg of 060° out of opern until further fotice. (7-29)

CLINTONVILLE MUN ARPT: Work in progress; NW end of rnwy 14-22 being lengthened 400', SW end 500'; completed length will be 4700', paved and lgtd. (8-19)

**GREEN BAY, AUSTIN-STRAUBEL ARPT: Apch lgts on req only. (6-29)

JANESVILLE RADIO: About Sept 12, VOR will be shut down until aprx Sept 26, freq chgd to 113.4 mc and class chgd to M-BVOR. (8-12) See page 67 for substitute routes structure and tmpry MEAs durg shutdown. (8-17)

LA CROSSE MUN ARPT: 176'(849'MSL) lgtd twr being erected 4.5 nmi SSE(168°T) at lat 43-48-13, long. 91-14-31. (7-25)

LA CROSSE RADIO: Multiples all courses LF rng usable, excp rgt side separation. (3-25) VOR has courses out of tolerance at MEA due roughness. Usable distance lmtd 30° clockwise thru 60° and 120° -145° 20 mi, all other azimuths 25 mi. (5-16)

LONE ROCK, TRI COUNTY ARPT: Haystack across road adit N end of N-S rnwy. (7-11)

LONE ROCK RADIO: DMET operg on test basis; channel 63.

★ MADISON RADIO: Freq 272.7 mc tmpry decmsnd; 305.4 mc comsnd. Too late for ANRA page

MADISON, TRUAX FLD: Constr of arresting barriers in overrun areas of rnwys 18 and 36 during dalgt hrs, flares at ngt; apch lgtg being installed S end of rnwy 18-36, men, eqpmt on fld dalgt hrs; rnwy 18-36 clsd for resurfacing Aug 22-Sept 2. (8-14)

MADISON, TRUAX FLD TOWER: ILS momentary erratic lclzr course indications may be observed prior intercepting front course on transitions from E. Tsmtr & rcvr 305.4 mc tmpry decmsnd; apch ctl freq 323.8 mc implemented. (7-24)

MARSHFIELD MUN ARPT: Clsd to ngt operns thru aprx Sept 30; rnwy lgts inop, constr. (8-19)

WISCONSIN MILWAUKEE, GENERAL MITCHELL FLD: Rnwys 13-31 and 7L-25R clsd to jet acft. 4150' rnwy 7L-25R open days only, SW 650' unusable, mrkd. Neon apch lgts inop. Obstn unlgtd p-line 2400' S of rnwy 1-19 extends 60' above rnwy level. New centerline txwy open from trml ramp to E end of fld. S 1720' rnwy 1-19 clsd. Usuable length 6730'. Men & eqpmt working at S end of fld, clsd portion of rnwy day mrkd. Threshold lgts mark end of usable 6730' maint max safe alt over constr area. (8-26)

MILWAUKEE, GENERAL MITCHELL FLD TOWER: VHF DF coverage 3500' at 40 nmi all azimuths. ILS MM/LMM shut down - relctn. (9-11) About Aug 30, freq 285.4 mc will be changed to 307.0 mc. (8-10) About Sept 30, rcvr 122.5 mc will be chgd to 122.7 mc. (8-22)

OSHKOSH RADIO: VOR unusable at Pine Grove Int. above 15,000'MSL & at Nero Int above 14,000'MSL due interference. (1-20)

PARIRIE DU CHIEN ARPT SPECIAL NOTICE: Flt Test Area described as follows: Area is bordered on W by Mississippi Rvr, on N by Wisconsin Rvr, on E by Highway 132, S to Mounthope, Wisc., paved roads J to A and A thru Bloomington, Wisc, W to Mississippi Rvr. Hours: dalgt under VFR conditions. Altitudes: not to exceed 5000'. User: Lloyd Eddings. Expires 12 October 1960. (8-13)

**SOLON SPRINGS SPECIAL NOTICE: Hi tension line exists between an island and shoreline on Lake Minnisuing N of Solon Springs. (7-19)

WAUKESHA COUNTY ARPT: NE-SW rnwy clsd; sod removal in progress for leveling rnwy. (5-16) Constr on W end E-W rnwy & txwy, to be extended 600'; men, epmt off W end of the rnwy & txwy. (6-10)

WYOMING **CASPER-SPECIAL NOTICE Civil jet trng being conducted periodically seven days wk durg dalgt hrs within the unctld airspace bounded on the N by V-26 btn Ross Int and RAP, V-89 btn RAP and CDR, V-182 btn CDR and DGW, V-247 btn DGW and the Ross Int at alts 10,000' to 23,000'MSL inclusive. All acft contemplating VFR flt thru this area are advised to monitor one of the following FSS: Casper, Wyo; Chadron, Nebr: Rapid City, S.D. Durg trng periods, these stns will include an advisory message at the end of each wea brst.

CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 nmi. Not to be used for auto pilot apchs. (12-5)

**CHEYENNE MUN ARPT: Due nonvisibility, twr unable to determine if the following areas of the arpt are clear of obstns and/or acft: military ramp area on the N side of arpt, ramp area within 100' radius of the twr structure. All use of these areas is at pilot's discretion. Twr controlled jet arresting barrier installed at the end of rnwys 8 and 26. Use extreme caution when flying in the Cheyenne area for all types acft making practice instrument apchs. Jet tfc making 360° overhead apchs. Jet tfc patn alt 8000'MSL. Practice jet flameout apchs are being made to rnwys 8 and 26 when the ceiling is 7000' or above and the visibility is 5 miles or more. (8-11)

CODY MUN ARPT: Rnwy 9-27 clsd. (7-1)

DOUGLAS RADIO: DMET operg on test basis; channel 23. (3-18)

DUNOIR RADIO: DMET operg on test basis; channel 81. (4-17) Soon, VOR voice ctl will be provided from Worland FSS. (6-17) About Aug 29, VOR will be shutdown until aprx Sept 18- reconstr. Durg this period, V1500 btn Irwin Int and SHR VOR unusable V298 usable with MEA 15,000' btn Lamont Int and BOY. (8-24)

**EVANSTON ARPT: New arpt, 5 mi NNW, elev: 6600' one dirt strip N/S 3400' in length, soft when wet. P-line E; 80 87 oct fuel avbl.

ROCK SPRINGS MUN ARPT: Rnwy 3-21, 200' SW end clsd, flagged, unlgtd; rnwy 7-25, 800' W end from threshold lgts and 500' from W end of hard surface clsd, unflagged, due to 6' lgtd FAA detector obstn 50' inside of threshold lgts on W end of rnwy 7-25, to permit 40 to 1 safety glide margin; full length avbl for tkof. (5-16) Present usable length rnwy 3-21 is 5013' and rnwy 7-25, 6188'. (6-3)

SHERIDAN COUNTY ARPT: Caution, grass cutting in progress summer months. (6-29)

SHERIDAN RADIO: Aug 8, VOR shut down until aprx Sept 1- reconstr. Durg this period, following route structure & MEAs in efct: Unusable Awys: V1500 DNW-DPR; V19E BIL-SHR and SHR-CZI. Usable Awys (Tmpry redesignated as follows with published MEAs and MCAs unless otherwise indicated) V19 CZI-BIL via CZI R317° and BIL R114°, MEA 10,000'. (8-11)

THERMOPOLIS MUN ARPT: 50' of entire length of rnwy 36-18 W of cntrline clsd, E side will remain open but use with caution. (8-8)

PUERTO RICO: PONCE, MERCEDITA ARPT: About Sept., establishment of antenna farm consisting of 76 twrs will be erected 3.5 nmi E at lat 18-00-45. 30, long. 66-30-30. Tallest twrs 131' (181'MSL). Only 5 twrs will be obstn lgtd. (8-8)

**SAN JUAN, ISLA GRANDE ARPT: Tmpry twr lctd on NW corner of old trml bldg. 174' metal bldg lctd aprx 1000' SE of threshold rnwy 27, lgtd nets by two steady red lgts. (8-9) Due nonvisibility, twr unable to determine if the following areas are clear of obstns and/or acft: Extreme S portion CG Navy ramp, ramp area E of CG hangar, extreme E end rnwy 9 and ramp on N side J. Mack Aero hangar. All use of these areas is at pilot's Discretion. Due nonvisibility, twr unable to observe tfc and provide tfc info apch area for bldg rnwy 27. (8-10)

SAN JUAN-ISLA GRANDE ARPT TOWER: May 13, twr tmpryly relctd on NW corner of old trml bldg- renovation of twr structure. Soon, following freqs will be in use: 255 kc vice 269 kc; 233.8 mc vice 257.8 mc ; and 250.2 mc. (7-29)

SAN JUAN, PUERTO RICO INTL ARPT: Access txwy to ANG parking apron lgtd; ditch at W side of ANG access txwy; use extreme caution while taxiing day and ngt. Transient facils avbl 1130-2300Z Mon-Fri but no parking space avbl. Caution, unlgtd perm jet blast fence 8' high, 20' long erected 10' W of W side of txwy to ANG ramp. Hi-intensity rnwy end identifier lgts lctd aprx 30' each side of apch end rnwy 7 comsnd. Men, eqpmt working vcnty of apch end rnwy 25; 20' derricks erected, area obstn lgtd. (1-7) Due to extsn of eastern end rnwy & txwy, 39' lgtd dredge eqpmt operg 800' from end of rnwy, top of dredge 32.5' above rnwy at mean high water. (5-25) Caution, adhere to cntrline of txwy while maneuvering on extreme W end of E-W txwy; due to erosion gnd level drops aprx 18 inches from concrete and follows outside radius.

SAN JUAN-RAMEY AFB RADIO: Soon, CM twr tsmtg freq 278 kc and rcvr 3023.5 kc will be decmsnd. (8-10)

VIRGIN ISLANDS: ST. CROIX, CHRISTIANSTED HAMILTON ARPT: Caution, acft making rgt hand turn after tkofs to E. Men, eqpmt on E end of rnwy where 1200' extsn under constr; rnwy lgts E end tmpry lctd with exposed electric cables across E end of surface of rnwy. No runoff area avbl on E end.

ST. CROIX RADIO: No coverage to N and W on all UHF and VHF voice air/gnd channel.

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN ARPT: Rnwy 9-27 slippery when wet, braking action very poor, caution advised durg and following rain showers. (3-2)

ST. THOMAS, CHARLOTTE AMALIE, TRUMAN RADIO: No coverage possible from N and E quads all VHF and UHF voice air/gnd channels- due terrain. (3-10)

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

MILITARY CLIMB CORRIDORS: ALL FLIGHTS desiring to traverse these areas must obtain prior approval from the Controlling Agency and maintain continuous listening watch on the appropriate frequency while traversing the corridor. The list of corridors, controlling agencies and frequencies follows:

Corridors	Controlling Agency	Frequencies
Alexandria (England AFB), La.	England AFB	363.8; 118.2; 122.5G
Anchorage(Elmendorf AFB), Alaska	Anchorage Apch Ctl	122.5G; 119.1; 118.1; 270.6; 363.8
Burlington (Ethan Allen AFB), Vermont	Burlington Apch Ctl	118.3; 122.5G; 363.8
Camp Springs(Andrews AFB), Md.	Andrews Apch Ctl	120.0; 122.5G; 363.8
Columbus(Lockbourne AFB), Ohio	Columbus Apch Ctl	123.7; 122.5G; 274.3
Duluth Mun. Arpt., Minnesota	Duluth Apch Ctl	118.3; 257.8; 122.5G
Falmouth (Otis AFB), Mass.	Otis RAPCON	124.7; 122.5G
Glasgow(Glasgow AFB), Mont.	VFR Glasgow AFB Twr IFR Great Falls ARTCC	126.2; 236.6; 122.5G 123.9; 301.4; 307.2
Goldsboro (Seymour Johnson AFB), North Carolina	Seymour Jonnson Apch Ctl	126.2; 122.5G
Grand Forks (Grand Forks AFB), North Dakota	VFR Grand Forks AFB Twr IFR Minneapolis ARTCC	126.2; 236.6 120.8; 283.7; 301.4
Klamath Falls(Kingsley Fld), Ore.	Klamath Falls Apch Ctl	118.5; 348.6
Limestone (Loring AFB), Me.	Loring AFB Apch Ctl	126.2; 122.5G; 363.8
Merced (Castle AFB), Calif.	Castle AFB Apch Ctl	118.9; 122.5G; 379.4
Minot AFB, North Dakota	VFR Minot AFB Twr IFR Minneapolis ARTCC	126.2; 236.6 125.4; 284.6; 301.4
Oscoda (Wurtsmith AFB), Mich.	Wurtsmith Apch Ctl	126.2; 122.5G
Portland Intl Arpt., Oregon	Portland Intl Apch Ctl	124.9; 122.5G; 290.3
Rome (Griffiss AFB), New York	Griffiss Apch Ctl	118.5; 363.8
San Diego(North Island NAS), Calif.	San Diego Apch Ctl	304.4G; 126.18G
San Rafael (Hamilton AFB), Calif.	Hamilton AFB Apch Ctl	122.5G; 126.2
Sault Ste. Marie (Kinross AFB), Michigan	Kinross Apch Ctl	118.3; 122.5G; 363.8
Spokane (Geiger Fld), Wash.	Spokane Apch Ctl	124.3; 263.0; 122.5G
Tacoma (McChord AFB), Washington	McChord Apch Ctl	120.1; 121.1; 126.5; 363.8 122.5G
Victorville (George AFB), Calif.	Palmdale Apch Ctl	118.3; 122.5G; 307.2
Westhampton Beach(Suffolk AFB), NY.	Suffolk Apch Ctl	126.2; 122.5G; 236.6
Wrightstown (McGuire AFB), N.J.	McGuire Apch Ctl	122.5G; 110.6T; 134.1; 126.2

G = Guards

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission; Army Air Fields are open to civil aircraft on authorization of the Air Field Commander.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Directorate of Operations DCS/O, Hqs USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communs channels. These channels should be reserved for essential in-flight communs. All pilots will benefit by following this practice.

EN ROUTE OPERATIONS: Pilots are urged to follow IFR procedures even when operating VFR. See page 52, item 9 and page 73 - Position Reporting, in the Flight Information Manual. Volume 13, dated December 1959.
Check in regularly with FAA Flight Service Stations. The life that might be saved could be your own.

CLOSING OF VFR FLIGHT PLANS: Pilots are urged to file VFR arrival reports with a Flgt Serv Station whenever it is practical to do so. This procedure is necessary in order to reduce congestion on control tower communs channels. All pilots will benefit by following this practice.

Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RADIO INTERFERENCE(General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a FAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

WASHINGTON, D. C. AREA-SPECIAL NOTICE: Aircraft operating VFR be alert for all types of tfc from Washington Nat'l Arpt, Bolling AFB, Anacostia NAS, Andrews AFB, Hyde Field and Washington - Virginia Airport. Suggested arrival and departure routes are issued as a guide for all acft operg VFR to maintain a safe, orderly flow of air tfc in the Washington, D.C. area. WASHINGTON NATIONAL ARPT: Northwest: Arrivals proceed well right of Potomac River until Cabin John. Departures proceed well right of Potomac River until past Herndon FM. West: Arrivals proceed well right of U.S. Route 29 until past Falls Church. Departures proceed well right of U.S. Route 29 until past Centerville. Southwest: Arrivals proceed on the right side of Potomac River until past Mount Vernon, then via the river to the Washington Range. Departures proceed well right of Potomac River until past Occoquan River. Southeast: Arrivals proceed via Charlotte Hall-Waldorf-Fort Washington. Departures proceed via Fort Washington-La Plata. Caution: Jet Penetration Route 187° radial of Andrews VOR crossing Andrews LFR at 1500'. East: Arrivals proceed from Shadyside via Andrews LFR to Fort Washington, avoid Andrews AFB Ctl Zone. Caution: Jet departures from Andrews AFB make their climb out on the 060° radial of the Andrews VOR. Northeast: Arrivals proceed well right of the Washington-Baltimore Parkway until past Beltsville, then NW of the city to Chain bridge. Departures proceed well right of the Washington-Baltimore Parkway until past Beltsville Airport. All acft flying in VFR conditions departing or arriving Washington National are requested to remain well clear of the Andrews AFB Ctl Zone, Bolling AFB and the Anacostia NAS VFR Corridors. ANACOSTIA/BOLLING AIRPORTS: VFR air tfc operg to and from Anacostia and Bolling AFB shall proceed to and from the local tfc patterns via established air corridors. North Corridor: Two miles wide extending from the Anacostia N boundary along the SE bank of the Anacostia River to a point on the E bank abeam of the Riverdale Rdo Bcn. Departures from both fields proceed via the corridor at 1500' MSL. Arrival tfc from N and NE enter the corridor E of the Anacostia River and abeam of the Riverdale Rdo Bcn at 2000' MSL. South Corridor: Two miles wide aligned along a 165/345° magnetic track from the Bolling Rdo Bcn to a point 1-1/2 miles E of Fort Washington Inlet. Departures will proceed at 1500' MSL until past Fort Washington. Arrivals will maintain 2000' MSL. Military pilots are requested not to exceed 160 knots IAS, while in the corridors. (9-9)

JET ACROBATIC AREAS - VICINITY WASHINGTON, D. C. - Acrobatic maneuvers by jet aircraft are conducted daily, VFR daylight hours only, between the altitudes of 10,000' and 20,000' MSL inclusive, within the following areas:

Area #1: The uncontrolled portion of that airspace which is bounded on the N by V-174; on the E and SE by B-47 and V-140; and on the S by V-156.

Area #2: The uncontrolled portion of that airspace which is bounded on the N by V-156; on the E by V-140; on the S by V-290; and on the W by V-103.

REGULATIONS OF THE ADMINISTRATOR PART 570: Rules of Washington National Airport-"570. 49 - No pilots other than those possessed of at least a private pilot rating or the equivalent shall operate aircraft on the airport."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York .FSS. controls the transmitters at Idlewild, La Guardia, Newark, Colts Neck, Solberg and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York FSS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

INTERFERENCE TO AIRCRAFT COMMUNICATIONS AND NAVIGATION EQUIPMENT: Several reports have recently been received involving interference to aircraft communications navigation and integrated flight instrumentation systems. This interference has been traced directly to passenger operated portable recorders and radio receivers. The interference, in some cases, resulted in the oscillation of the glide slope and VOR indicator needles. While all reports received to date have come from the airlines, it is recognized that many unreported cases may exist as any aircraft equipped with electronic devices is susceptible to this type of interference.

Due to the seriousness of interference of this nature and pending further investigation and resolution of the problem, the Federal Aviation Agency strongly urges that action be taken by all aircraft operators to preclude the use of such portable electronic devices during flight. To assist in the resolution of this problem, detailed reports of any instances of interference of this nature should be forwarded to the Federal Aviation Agency, Washington 25, D. C. (Attention: FS-1). This does not apply to portable recorders and dictating machines which meet Military Specifications MIL-1-16910 or other comparable military specifications nor to hearing aids.

TRANSCRIBED WEATHER BROADCASTS: Equipment is being provided at selected FAA FSS by which meteorological and Notice to Airmen data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid (L MF range or H facility.)

Broadcasts are made from a series of individual tape recordings. The first three tapes identify the station, give general wea conditions in the area, pilot reports (PIREP) and radar reports, when available, and winds aloft data. The remaining tapes contain weather at selected locations within a 400 mile radius of the central point. Changes, as they occur, are transcribed onto the tapes.

Transcribed weather broadcasts are presently being made at the following locations as indicated:

Location	Freq.
Boise, Idaho	359 kc
Boston, Mass.	382 kc
Chicago, (Joliet), Ill.	350 kc, 257 kc
Cincinnati, Ohio	335 kc
Cleveland, Ohio	344 kc
Denver, Colo	379 kc
Fort Worth, Texas	365 kc
Indianapolis, Ind.	260 kc
Los Angeles, Calif.	332 kc
Miami, Florida	365 kc
Milwaukee, Wisconsin	242 kc
Minneapolis, Minnesota	206 kc
New York, N. Y.	209 kc
Oakland, Calif.	362 kc
Pittsburgh, Pa.	254 kc
Washington, D. C.	332 kc
Wichita, Kans.	332 kc

SMUGGLING IS THREAT TO SECURITY: The smuggling of instruments of war, including atomic devices and biological agents, and the illegal entry of aliens, are a serious threat to the security of the U. S. The Bureau of Customs and the Immigration and Naturalization Service are your first line of defense.

Customs offers generous rewards for original information leading to the apprehension and conviction of any person or persons smuggling or attempting to smuggle into this country any of the articles or devices mentioned herein. Payment in cash will be made immediately following seizure and conviction of violators. The identity of the payee will be kept secret and fully protected at all times.

To qualify for a reward, information must be original and in sufficient detail to make possible the seizure of the article being smuggled and the arrest of the person or persons involved. If you have such information, use the quickest means available to report it to the nearest Customs, Immigration or FAA officer who will see to it that when seizure is made and violators convicted you will receive the award. The Bureau of Customs will also make cash payment for information leading to seizure and forfeiture of any article or device covered by this notice even though no arrest is made.

NAVIGATIONAL WARNING: The following are low level "FAIRBALL" routes used by the USAF when conducting low level navigation flights in jet aircraft at 500 to 2,000 feet above the terrain. At the termination of the low level flight, aircraft will climb to altitudes between 14,000 to 20,000 feet MSL. Aircraft will fly hemispheric rules. Flights will be operated at random intervals and under VFR conditions during daylight hours only.

Route 2-J-2: Start at 40-14N, 93-36W (Entry - call Lamoni VOR): 40-25N, 92-07W; 42-21N, 90-54W; 43-28N, 91-00W; end nav leg 43-25N, 92-50W; to target 43-22-30N, 94-04W. Note: For a bomb run only, entry reporting will be 43-28N, 91-00W (Call Lone Rock VOR); remainder of route is identical as above.

Route 2-M-1: Start at 31-45N, 91-49W (entry - call Alexandria Radio), 31-35N, 94-20W; 34-00N, 95-02W; 34-27N; 94-38W; 34-35N, 93-20W(end nav. leg), to target-Little Rock. Note: for a bomb run only, entry reporting point will be 34-27N, 94-38W, (call-Fort Smith Radio), remainder of route is identical with above.

Route 2-P-1: Start at 39-11N, 86-52W (entry-call Terre Haute Radio), 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-52N, 92-18W (end nav. leg.) 38-44N, 92-44W; start climb to target-Clinton, Mo. Note: for a bomb run only, entry reporting point will be 38-52N, 92-18W (call-Columbia Radio), remainder of route is identical with above.

Route 2-S-1: Start at 29-29, 91-46, (entry reporting point-Baton Rouge VOR); to turning point 28-00, 91-30; to turning point 27-00, 92-30; to turning point 27-50, 94-00; to navigation termination point, bomb run entry point, and LONG LOOK start climb (if applicable) 27-50, 95-45; to SHORT LOOK start climb (if applicable) 28-11, 96-34; to target at Matagorda Island 28-13-30, 96-39-00. After bombs away, proceed to 28-21-30, 96-42-00, then right turn to Palacios VOR. On SHORT LOOK mission do not exceed 5000' MSL until past Port O'Connor, Texas. On LONG LOOK do not descend below 18,000' MSL until past Port O'Connor, Texas.

Route 8-J: Cross Florence VOR at flt alt (entry point-call Jacksonville ARTCC) descend to start low level 34-22N, 79-05W; 33-21N, 80-05W; 32-08N, 82-11W; 31-20N, 81-54W; 30-32N, 82-51W; 30-21N, 83-00W; 29-47N, 83-30W; 28-48N, 82-42W. Start climb to target Tampa/St. Petersburg.

Route 8-J Alternate: Cross Tallahassee L/F at flt alt (entry point - call Jacksonville ARTCC) descend to start low level 29-31N, 83-24W; 28-48N, 82-42W. Start climb to target Tampa/St. Petersburg.

Route 8-K: Cross Niagara Falls TACAN/TVOR at flt alt (entry point - call Cleveland ARTCC) descend to start low level 42-49N, 77-18W; 42-14N, 79-21W; 42-07N, 79-30W; 40-55N, 79-28W; 40-50N, 78-57W; 42-28N, 76-55W; 42-46N, 76-16W; 42-47N, 76-08W; 42-28N, 73-55W. Start climb to target Springfield. NOTE: This route is used by jet fighter aircraft on Sats and Suns.

Route 8-K Alternate: Cross Syracuse VOR at flt alt (entry point - call Boston ARTCC) descend to 42-28N, 73-55W. Start climb to target Springfield.

Route 8-M: Cross Columbia VOR at flt alt (entry point - call Columbia Radio) descend to 34-23N, 80-25W. Start climb to target Charlotte.

Route 8-P-1: Start at 43-42N, 69-50W; terminate at 44-20N, 68-04W.

Route 8-P-2: Start at 43-42N, 69-50W; 43-53N, 69-07W; terminate at 44-20N, 68-04W.

Route 8-R-1: Start at 18-05N, 67-54W; 17-56N, 67-11W; 17-56N, 66-18W; 18-00N, 66-00W. Entry reporting point San Juan ARTCC.

Route 8-S: Cross Nantucket VOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 41-23N, 70-03W; 41-12N, 67-25W; 42-30N, 66-40W; 43-00N, 68-30W; 43-38N, 68-44W; 43-53N, 68-17W. Start climb to target at 44-46N, 67-50W.

Route 8-S Alternate: Cross Brunswick TVOR at flt alt (entry point - call Boston ARTCC) descend to start low level at 43-53N, 68-18W. Start climb to target 44-46N, 67-50W.

Route 8-T: Cross St. Petersburg VOR at flt alt (entry point - call Tampa Approach Control) descend to start low level at 27-33N, 83-16W; 27-30N, 84-43W; 27-24N, 84-51W; 26-10N, 85-00W; 26-00N, 84-51W; 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W; 27-01N, 81-03W. Start climb to target at 27-39N, 81-16W.

Route 8-T Alternate: Cross Ft. Myers VOR flt alt (entry point - call Miami ARTCC) descend to start low level at 25-51N, 81-41W; 25-56N, 81-32W; 26-57N, 81-03W. Start climb to target at 27-39N, 81-16W.

Route 15-A-1: Cross Salt Flat VOR at flight altitude (entry point - Call Salt Flat Radio), descend to start low level 30-50N, 103-00W; 30-10N, 102-10W; 30-30N, 100-05W; 32-00N, 99-15W; 33-05N, 99-30W; 34-25N, 100-30W. Start climb 34-39N, 100-56W; level off 35-01N, 101-33W, target Amarillo.

Route 15-A-3: Cross Douglas VOR at flight altitude (entry point - Call Douglas Radio), descend to start low level 43-00N, 103-00W; 41-30N, 101-30W; 39-25N, 102-10W; 38-00N, 101-40W, 36-00N, 100-45W. Start climb 35-50N, 101-00W; level off 35-25N, 101-36W, target Amarillo.

Route 15-B-2: Cross Peach Springs VOR at flight altitude (entry point-Call Las Vegas Radio), descend to start low level 37-07N, 114-30W; 38-45N, 116-30W; 39-40N, 115-10W; 41-00N, 114-50W; 42-10N, 113-55W; 43-10N, 114-25W. Start climb 43-18N, 115-02W; level off 43-30N, 115-52W, target Boise.

Route 15-C-1: Start descent Reno VOR, entry point 40-11N, 121-05W. Start climb 40-47N, 121-04W, target 41-55N, 121-04W.

Route 15-D-2: Entry at 32-37N, 102-37W to target at 32-34N, 101-08W.

Route 15-D-3: Start descent at Hudspeth VOR, Texas to start low level point at 31-08N, 105-10W to start climb at 30-48N, 104-46W to target at 30-18N, 104-02W.

Route 15-E-1: Start descemt 44-28N, 100-40W, entry point 44-34 1/2N, 101-30W. Start climb 44-43N, 103-28W, target 44-44 1/2N, 103-36W.

Route 15-F-1: Fairchild Air Force Base to 47-26N, 118-16W, target 47-52N, 119-07W.

Route 15-G-1: Cross Ukiah, California VOR at flight altitude (entry point)-(Call Ukiah Radio), descend to start low level 39-06N, 124-17W to 39-08N, 124-45W; 40-24N, 125-29W; 42-20N, 125-35W; 43-08N, 126-00W to climb point 43-32N, 124-48W to start climb for Long Look at 43-43N, 124-17W or to start climb for Short Look at 43-54N, 123-20W to target 43-58N, 123-05W, S of Eugene, Oregon.

Route 15-H-1: Entry at 43-21N, 117-18W to 42-24-30N, 118-36W.

Route 15-H-2: Entry at 42-31N, 120-14W to 42-44N, 119-38W to 43-34N, 118-12W.

Route 15-M-2: 36-18 1/2N, 121-54W to target, 35-19N, 120-52W, to target 36-18 1/2N, 121-54W. Route will be flown in both directions.

Route 15-R-1: Entry at 33-00N, 103-00W; to 34-00N, 102-28W; to target at 34-38-30N, 102-43W.

Route 15-T-1: Entry at 32-58N, 111-23W; to 32-54N, 109-50W.

PREFERRED ROUTES BETWEEN METROPOLITAN AREAS - Effective May 12, 1959 a complete list of preferred routes between major metropolitan areas will be published at periodic intervals in the Airman's Guide. The effective date of the published list and the date the next complete list is scheduled for publication will be provided.

Pilots are requested to use the preferred routes when filing IFR flight plans whenever possible. These routes have been developed to increase the efficiency of the air traffic control system.

1. Pilots can normally expect to receive clearance via the routes listed, thereby simplifying flight planning.
2. Considerable reduction in air/ground communication will ensue.
3. Departure and en route delays will be reduced.

Only those routes which are essential to achieve the above objectives have been included. Frequent review will be made to maintain accuracy of these routes on a national basis. Necessary revisions will be published in each issue of the Airman's Guide. Pilots are requested to make ink corrections to the last published list and retain and use, until a complete revised list is published.

RADAR WEATHER ADVISORY SERVICE (STAR GAZER) - On page 31 of the Flight Information Manual Volume 13 dated December 1959, Radar Weather Advisory Service (Star Gazer) will be discontinued on August 1, 1960, in the geographical area bounded by the following coordinates: 40-00N, 120-47W; NW to 41-25N, 121-50W; N to 45-50N, 121-50W; NE to 46-30N, 121-00W; N to a point on the U.S. - Canadian Border at 121-00W; thence E along the U.S. -Canadian Border to a point 113-25W; S to 42-00N, 113-25W; W to 42-00N, 119-25W; SW to the point of beginning.

RADAR - On page 30 of Flight Information Manual Volume 13, dated December 1959, add subtopic No-Gyro Vector or Approach - Aircraft Under Radar Control: A pilot under radar control will occasionally experience circumstances wherein his directional gyro or other stabilized compass is inoperative or inaccurate. When this occurs, he should so advise air traffic control and request a no-gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a no-gyro vector or approach. Prior to commencing such vector/approach the pilot will be advised to make all turns at standard rate, and that turn instructions should be executed immediately upon receipt. For example, "Turn Right"; "Stop Turn." When a surveillance or precision approach is made the pilot will be advised after his aircraft has been turned onto final approach to make turns at half standard rate.

RADAR WEATHER ADVISORY SERVICE - On pages 31 and 32 of Flight Information Manual Volume 13 dated December 1959, under Radar Advisory Service Air Defense Command delete listings under Michigan, Oregon and Washington.

GOOD OPERATING PRACTICES-IFR RADAR DEPARTURE SERVICE AVAILABLE- On page 53 of Flight Information Manual Volume 13 dated December 1959, delete paragraph 12.

FLIGHT ASSISTANCE FOREIGN EXCHANGE AND INTERPHONE SERVICE: As an aid to substantial groups of pilots operating from airports not within local calling distance of an FAA Flight Service Stations, leased telephones services are provided to the nearest FAA station. One such service, entitled "Foreign Exchange" (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is "Interphones" a private line extension to the nearest FAA station and is normally located in the operations office at an airport where it is available to all pilots. Fixed base operators at the same airport may lease extension service on these lines for the convenience of pilots at the cost of a local telephone extension.

FOREIGN EXCHANGE Location	Number	FSS Providing Service
Alamo, Tex.	MU 6-7211	Brownsville, Tex.
Alton, Ill.	HO 5-4112	St. Louis, Mo.
Baltimore, Md.	SA 7-7526	Washington, D.C.
Bedford, Mass.	CR 4-0050	Boston, Mass.
Beverly, Mass.	WA 7-1355	" "
Burbank, Calif.	TH 6-0400	Los Angeles, Calif.
Charlotte, N.C.	ED 2-7262	Hickory, N.C.
Chattanooga, Tenn.	AM 7-5343	Crossville, Tenn.
Chicago, Ill.	BI 2-3111-2	Joliet, Ill.
Chico, Calif.	FI 2-9074	Red Bluff, Calif.
Clarksdale, Miss.	MA 4-2364	Memphis, Tenn.
Colorado Spgs., Colo.	ME 4-3127	Pueblo, Colo.
Corpus Christi, Tex.	TU 4-5712	Alice, Tex.
Council Bluffs, Iowa	AT 6178	Omaha, Nebr.
Dayton, Ohio	BA 3-4571	Dayton, Ohio
Edinburg, Tex.	MU 6-7211	Brownsville, Tex.
Ft. Lauderdale, Fla.	JA 4-0163	Miami, Fla.
Harlingen, Texas	GA 5-1115	Brownsville, Texas
Hollywood, Fla.	JA 4-0163	Miami, Florida
Hot Springs, Ark.	NA 3-9711	Little Rock, Ark.
Huntington, W.Va.	JA 9-4471	Huntington, W.Va.
Kerrville, Tex.	CL 7-7295	Junction, Tex.
La Feria, Texas	GA 5-1115	Brownsville, Texas
Laredo, Tex.	No. 21	Cotulla, Texas
Lawrence, Mass.	MU 3-1412	Boston, Mass.
Lawton, Okla.	EL 5-1323	Wichita Falls, Tex.
Long Beach, Calif.	HE 2-9874	Los Angeles, Calif.
Lumberton, N.C.	RE 9-3000	Florence, S.C.
Marianna, Fla.	HU 2-2300	Dothan, Ala.
McAllen, Tex.	MU 6-7211	Brownsville, Tex.
Merced, Calif.	RA 2-0343	Stockton, Calif.
Middletown, Ohio	GA 2-5551	Dayton, Ohio
Mission, Tex.	MU 6-7211	Brownsville, Tex.
Morristown, N.J.	JE 8-2196	N.Y., N.Y.(IDL)
Newark, N.J.	MA 2-0121	N.Y., N.Y.(IDL)
New London-Groton, Conn.	GI 3-3245	Providence, R.I.
Norwood, Mass.	NO 7-6644	Boston, Mass.
Ogden, Utah	EX 4-8712	Salt Lake City Utah
Panama City, Fla.	SU 5-6631	Tallahassee, Fla.
Pecos, Tex.	4F2	Wink, Tex.
Pharr, Tex.	MU 6-7211	Brownsville, Tex.
Pompano Beach, Fla.	JA 4-0163	Miami, Fla.
Redding, Calif.	CH 1-1661	Red Bluff, Calif.
Richmond, Ind.	RI 2-2508	Dayton, Ohio
Rio Hondo, Texas	GA 5-1115	Brownsville, Texas
San Benito, Texas	GA 5-1115	Brownsville, Texas
San Juan, Tex.	MU 6-7211	Brownsville, Tex.
South Omaha, Nebr.	AT 6178	Omaha, Nebr.
Springfield, Ohio	FA 2-4562	Dayton, Ohio
Spring Valley, N.Y.	EL 6-0021	Poughkeepsie, N.Y.
Tacoma, Wash.	FU 3-4172	Seattle, Wash.
Teterboro, N.J.	AT 8-9092	New York (IDL)
Wildwood, N.J.	WI 2-4642	Millville, N.J.
Winston-Salem, N.C.	PA 5-1731	Hickory, N.C.

INTERPHONES Location	FSS Providing Service
Alliance Arpt., Nebr.	Scottsbluff, Nebr.
Beatrice Mun Arpt., Nebr.	Lincoln, Nebr.
Berz Arpt., Birmingham, Mich.	Detroit, Mich.
Boeing Fld., Wash.	Seattle, Wash.
Brackett Fld., La Verne, Calif.	Ontario, Calif.
Brainard Fld(Hartford, Conn.)	Windsor Locks, Conn.
Buchanan Fld., Concord, Calif.	Oakland, Calif.
Buffalo Aero. Corp., N.Y.	Buffalo, N.Y.
Buffalo Airpk., Gardenville, N.Y.	" "
Cable Arpt., Upland, Calif.	Ontario, Calif.
Chandler Fld., Fresno, Calif.	Fresno, Calif.
Chicago-Hammond Arpt., Ill.	Joliet, Illinois
Clover Fld., Santa Monica, Calif.	Los Angeles, Calif.
Converse County Arpt., Douglas, Wyo.	Casper, Wyo.
Culver City Arpt., Calif.	Los Angeles, Calif.
Davies County Arpt., Owensboro, Ky.	Evansville, Ind.
Deer Park Arpt., L.I., N.Y.	New York(IDL)
Delaware County(Johnson Fld), Muncie, Ind.	Indianapolis, Ind.
Detroit City Arpt., Mich.	Detroit, Mich.
DuPage Co. Arpt., W. Chicago, Ill.	Joliet, Illinois
Elgin Arpt., Illinois	Joliet, Illinois
Ellensburg Arpt., Wash.	Wenatchee, Wash.
El Monte Arpt., Calif.	Los Angeles, Calif.
Farmington, Mo.	Cape Girardeau, Mo.
FlaBob Arpt., Riverside, Calif.	Ontario, Calif.
Flushing Arpt., N.Y.	New York (IDL)
Fort Bridger Arpt., Wyo.	Rock Springs, Wyo.
Fort Dodge Mun Arpt., Iowa	Mason City, Iowa
Fullerton Mun Arpt., Calif.	Los Angeles, Calif.
Gary Mun Arpt., Ill.	Joliet, Illinois
Gooding Mun Arpt., Idaho	Burley, Idaho
Greely Arpt., Colo.	Denver, Colo.
Greenville Mun. Arpt., Miss.	Greenwood, Miss.
Half Moon Bay Arpt., Calif.	Oakland, Calif.
Hawthorne Mun. Arpt., Calif.	Los Angeles, Calif.
Hillsboro Arpt., Oreg.	Portland, Oreg.
Howell Arpt., Chicago, Ill.	Joliet, Illinois
Lockheed Air Terminal, Burbank, Calif.	Los Angeles, Calif
Lombard-Mitchell Fld., Ill.	Joliet, Illinois
Long Beach Mun. Arpt., Calif.	Los Angeles, Calif.
MacArthur Arpt., Islip, L.I., N.Y.	New York (IDL)
Marin County Arpt., Novato, Calif.	Oakland, Calif.
Marion Arpt., Ind.	Indianapolis, Ind.
McKinley Arpt., Fraser, Mich.	Detroit, Mich.
Meigs Fld., Chicago, Ill.	Joliet, Ill.
Midway Arpt., Chicago, Ill.	Joliet, Ill.
Modesto Mun. Arpt., Calif.	Stockton, Calif.
Morris Arpt., Morris, Ill.	Joliet, Ill.
Napa County Arpt., Calif.	Oakland, Calif.
Orange County Arpt., Santa Ana, Calif.	Los Angeles, Calif.
Oxnard-Ventura County Arpt., Calif.	Santa Barbara, Calif.
Palo Alto Arpt., Calif.	Oakland, Calif.
Palwaukee Arpt., Chicago, Ill.	Joliet, Illinois
Pearson Arpt., Vancouver, Wash.	Portland, Oreg.
Reid-Hillview Arpt., San Jose Calif.	Oakland, Calif.
Riverside Mun Arpt., Calif.	Ontario, Calif.
Rose Valley Arpt., Friendly, Md.	Washington, D.C.
Salem-McNary Arpt., Oreg.	Portland, Oreg.
San Carlos Arpt., Calif.	Oakland, Calif.
San Francisco Int'l Arpt., Calif.	Oakland, Calif.
San Jose Mun. Arpt., Calif.	Oakland, Calif.
Searcy Arpt., Stillwater, Okla.	Ponca City, Okla.
Sky Harbor Arpt., Northbrook, Ill.	Joliet, Illinois
Sky Ranch Arpt., Livermore, Calif.	Oakland, Calif.
Snohomich and Bellevue Arpts., Wash.	Seattle, Wash.
Sonoma County Arpt., Santa Rosa, Calif.	Ukiah, Calif.
Sunset Beach Arpt., Calif.	Los Angeles, Calif.
Torrance Mun. Arpt., Calif.	Los Angeles, Calif.
Tri City Arpt., San Bernardino, Calif.	Ontario, Calif.
Troutdale Arpt., Oreg.	Portland, Oreg.
Twin Falls Mun Arpt., (Joslin Fld), Idaho	Burley, Idaho
Van Nuys Arpt., Calif.	Los Angeles, Calif.
Weiss Arpt., Kirkwood, Mo.	St. Louis, Mo.
Wm. J. Fox Arpt., Lancaster, Calif.	Palmdale, Calif.
Winchester, Va.	Martinsburg, W.Va.
York Arpt., Thomasville, Pa.	Harrisburg, Pa.
Zahns Arpt., Amityville, L.I., N.Y.	New York (IDL)

✓ LIST OF PERSONS NOT PERMITTED TO FLY TO OR OVER CUBA IN PRIVATE PLANES: On November 1, 1959, the Secretary of State, under the powers delegated to him by Presidential Proclamation 3004 and pursuant to the provisions of Section 215 of the Immigration and Nationality Act and regulations and rules prescribed thereunder, requested the Attorney General to prevent the departure of certain persons to or over Cuba in private aircraft. Pursuant to this request, the Commissioner of Immigration and Naturalization Service has served "Notice of Prevention of Departure" on the below-listed individuals.

Section 215 of the Immigration and Nationality Act provides that if a plane is used as an instrument for the illegal departure of a person from the United States contrary to such an order, the plane is subject to confiscation in addition to criminal penalties which may be imposed on the violator or persons who aid and abet violators.

The Service continues investigation of all illegal activities in the United States in connection with the present situation in Cuba. From time to time additions to the list may be made. In the meantime, if a person seeking to rent a plane is not well known to you or there is any doubt as to whether he is in any way connected with illegal Cuban activities, you are requested to call the nearest Immigration and Naturalization Service office for advice. You may also obtain this information from the Flight Information Center, Miami, Florida, telephone FRanklin 7-1495, which is operated by the Immigration and Naturalization Service.

Your cooperation in this matter will materially aid the Immigration and Naturalization Service in carrying out its mission and possibly save you the loss of an aircraft.

NAME	DATE OF BIRTH	PILOT'S LICENSE NO.
ACOSTA-Rosell, Miguel	9- 3-22	Cuban lic. 652
ALPIZAR-Perez, Evelio	11-27-39	Student S616495
ALVAREZ-Builla Y Voghon, Orlando M.	10-16-09	Cuban Comm NR 4
ARJONA y Lopez, Rafael Manuel	10-24-15	Number unknown
ASHLEY, Otis H.	12-10-19	Number unknown
BAGLEY, Worth Woodward	4-26-32	Pvt. 1279178 ASEL
BAIR, Hugo Lynn	3- 1-34	Flight Instructor Certificate 1358448
BLANCO, -Navarro, Manuel Angel	9-27-26	
BLAND, Virginia L. (female)	8- 4-22	Comm. ASEL & S, & Instrument 1244338
BOURNE Avila, Jaime Ernesto	6-29-22	Cuban lic. 60 US Comm. 249324
BROOKLEY, William Quitman	12-24-28	
BROWDER, Edward	6-22-17	30362
CABRERA - Rodriquez, Timteo Amado	2-13-25	Cuban lic. no. 482
CAMACHO-Porro, Cesar Ricardo	12- 7-36	
CATASUS-Pazos, Felipe	7- 6-17	1475207
CHEVALIER, S. Eugene, Jr.	10- 5-22	
DAVIS, Howard K.	8-11-30	Pvt. 1429614 ASEL
DE CARDENAS-Blanco, Roberto Raul	12-19-19	
DE LEON De Leon, Gilberto	2-27-27	
DIAZ-Lanz, Pedro	11- 8-26	
ETCHEGOYEN y Gardia, Pedro Arturo	4-18-19	Cuban lic. no. 256
FERNANDEZ-Miranda, Roberto	6- 7-22	
FERNANDEZ-Mon, Daniel	1- 6-32	Cuban lic. 743
FERRER-Gonzalez, Bartolome Eduardo	5- 7-30	Cuban lic. no. 453
FIORINI, Frank Angelo	12- 9-24	Pvt. 1200700
FULLER, Robert Otis	5-11-35	
GARCIA Y Puyada, Elso Sergio	11- 7-25	Cuban lic. 1009
HERA Y CORTON, Abel Eulogio	3-11-25	Cuban 408
HERNANDEZ Martinez, Jose	9-20-31	
HERNANDEZ- Waybert, Gerardo P.F.	5-16-25	Cuban lic. 721
HERNANDEZ- Waybert, Gilberto A.C.	2- 2-27	Cuban lic. 305
HERRERA-Cabrer, Gonzalo	9-26-26	
HORMEL, Charles W.	2- 2-14	Pvt. 1437835
HUGHES, Paul J.	10-8-28	
IZQUIERDO-Ramirez, Orlando	9-24-24	Cuban S618868
JAFFE, Richard B.	8- 2-29	Pvt. ASEL 1425471
KOHN, Marvin	5-11-23	Comm. 1164122
LOPEZ-Dominguez, Angel	10-18-34	
LOPEZ-Vilaro, Fernando	7-28-39	Cuban lic. 1142
LORIE-Valls, Richard Luis	10-13-27	
LUAICES y Sotelo, Cesar Manuel	4-25-19	Cuban lic. 882
MANNING, Raymond	3-10-20	US 1162764
McDONALD, Alan C.	3- 5-32	1397327
MEREDITH, Spencer B. Jr.	5-12-31	
MEROLA, Joseph R.	10- 9-25	936421
MILLARES de la Osa, Roberto	11- 5-17	
MONNAR Marrero, Francisco	7-25-39	
MONTERO Machado, Pedro	4- 2-31	
NOBREGAS-Heria, Leslie	3-18-26	Cuban lic. 617
O'NEIL, Donald Louis	3-28-35	Comm. 1322639
OROZCO-Crespo, Miguel Angel	8-29-36	
PEDRAZA-Fuente, Ramon Rene	11-11-29	Cuban lic. 901
PEREZ Menendez, Jose Regino	8-17-18	Cuban lic. 224
PEREZ-San Roman, Robert Angel	4-18-35	
PIEDRA-Negueruela, Osvaldo	9- 3-35	
PINKSTON, Roy	2-23-25	Pvt. ASEL 1127766
PONZOA Alvarez, Gustavo Cesar	6- 1-24	Cuban Comm. 452 U.S. 2nd class 661896
PRELLEZO Del Barrio, Jorge Antonio	1-17-31	Cuban lic. 651
QUISENBERRY, Clement Blake	7-17-34	
REVUELTA-San Emeterio, Manuel	12-23-31	
ROJAS-Diaz, Manuel Calixto	9- 1-37	Mechanic, A&P 1438407
ROQUE, Luis	12-13-28	Number unknown
SANCHEZ-Ferrer, Armando Emelio	10- 1-24	Cuban lic. ATR 271
SAXTON, Gaylord	11-20-22	
SIERGALIS, William J.	5-14-25	ATR ASEL 604067
SPARKS, Paul	1-23-25	Comm. 466640
SPINING, Robert E.	11- 3-25	ATR AMEL 256602
SUTOR, Stuart	8-17-24	Pvt. ASMEL 358125
TELLECHEA-Miranda, Mario Carlos	12-11-29	Cuban lic. 502
TRUEBA-Rojas, Humberto	7- 4-25	
TUYA y Hernandez, Eloy Rene	1-18-22	Cuban Comm. 672
VALDES-Companel, Fauston Anibal	7-31-27	Cuban Comm. 845
VASQUEZ-Coeja, Daniel	3- 4-26	Number unknown
VERDECIA-Perez, Angel Rafael	2- 7-37	Student S363783
VIERA y Vera, Luis	6-25-31	Cuban lic. 593
VILLAMAR Rodriguez, Hector E.	10-20-37	Cuban Comm 697
VILLAMAR Rodriguez, Jose Reinero	10-28-31	Cuban lic. 911
VILLARAOS-Flores, Angel Alfonso	8- 2-26	Cuban lic. 929
WALL, William	12-12-25	C-198195
WEIGHMANN, James	10-22-25	
WHITEHOUSE, Edward J.	3-14-14	
WILSON, Raymond L.	12- 8-22	Number unknown
WINN, William Thomas	9-23-32	Comm. ASEL Instr. 1326948
ZARBA, Anthony	9-20-32	
ZAYAS-Castro, Carlos	11-15-28	

✓ ADDITIONAL NAMES -- Out of Alphabetical Order

COLLI y Gomez-Colon, Guido Alfredo	3-28-25	Cuban lic. 246
COSME Toribio, Luis Jorge	8-24-26	Cuban Comm No. 657
LEONARD-Santa Maria, Julio Cesar	5-22-18	Cuban Comm No. 29 U.S ASEL 1467536
SIGLER Echagarrua, Jose Maria	3-19-27	Cuban lic. 389

(30 August 1960)

AMARILLO, TEXAS VOR SHUT DOWN. During shutdown use the following: MEA

WATKINS GLEN, NEW YORK VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-35: SYR VOR-ELM VOR	SYR VOR direct ELM VOR	3500
V-252: GEE VOR-BGM VOR	GEE VOR direct BGM VOR	3500

During period of shutdown, the following substitute reporting points have been temporarily established:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Dundee	ELM VOR 004° M radial GEE VOR 128° M radial	3500

CHICAGO HEIGHTS, ILLINOIS VOR SHUTDOWN: During shutdown use the following:

FROM	TO	MEA
V-1510, V-126, V-92, V-8: North Liberty Int.	Temp. Chicago Heights Int. (GSH R-270, EON R-033)	5000
V-92, V-1510: Temp. Chicago Heights, Ill. Int.	Joliet, Ill., VOR	5000
2300' authorized westbound after passing temporary intersection.		
V-8, V-126: Temp Chicago Hgts, Ill. Int. via SE crs. MDW-LFR	Temp. City Int. (MDW-LFR SE Crs. API R-088)	5000
2000' authorized northwest bound after passing Temp. Chicago Heights Int.		
V-7: Zoro, Ind., Int. via LAF -338	Temp. Lowell Int. (EON R-096 LAF R-338)	4000
Descent to 2000' after passing Temp. Int.		
Temp. Lowell Int. via SE crs MDW LFR	Temp. Chicago Heights., Int. (JOT R-091, SE crs. MDW-LFR)	2000
Temp. Chicago Heights Int. via SE crs MDW LFR	Hammond Temp. Int. (SE crs. MDW-LFR, JOT R-081)	2000
Temp. Hammond Int. via EON R-016	Temp. Surf Int. (EON R-016, API R-073)	2500
Temp. Surf Int. via EON R-016	Temp Whitefish Int. (OBK R-091 EON R-016)	3500
Temp. Whitefish Int. via EON R-016	Temp. Sturgeon Int. (ELX R-271, EON R-016, MKE R-136)	4500
Temp. Sturgeon Int. via MKE R-136	Temp. Taylor Int. (MKE R-136, ORD R-017)	4500
V-422: Knox, Ind. VOR via OXI R-284	Temp. Chicago Heights, Ill., Int. (OXI R-284, EON R-034)	3500
V-51: Temp. Chicago Heights, Ill., Int. (JOT R-091, SE crs. MDW LFR)	Chicago Midway LFR	2500
Chicago Midway LFR via Direct	Temp. Morton Int. (ORD R-076, EON R-359)	2500
Redesignate following Int., Chicago Heights Shutdown		
Papi Int.	OBK R-076 - EON R-006	3000
Bullhead Int.	OBK R-107 - API R-047	2500
Morton Int.	ORD R-076 - EON R-359	2500
Beacon Int.	API R-073 - OBK R-137	2500
Tide Int.	API R-073 - EON R-024	2500
Crib Int.	API R-088 - EON R-022	2500
Steamboat Int.	API R-088 - EON R-027	2500
Gary Int.	EON R-035 - Chicago ILS Crs.	2000

En enroute flight beyond Tmpry Chicago Heights, Ill., Int., must cross Int., at tmpry MRA appropriate to planned route of flight.

AMARILLO, TEXAS VOR SHUT DOWN: During shutdown use the following:

ROUTE	SUBSTITUTE ROUTE	MEA
V-12: TCC-GAG	TCC 077° R, AMA LFR 078° inbnd brg	6000
	AMA LFR 222° M inbnd brg, GAG 223° R	4900
V-12S: TCC-AMA	TCC 089°, AMA LFR 066° M inbnd brg	6000
V-81: DHT-LBB	DHT 132° R, AMA LFR 130° M inbnd brg	5300
	AMA LFR 354° M inbnd brg, LBB 355° R	5500
V-81E: DHT-LBB	DHT 117° R, AMA LFR 144° M inbnd brg	5300
	AMA LFR 339° M inbnd brg, LBB 009° R	5500
V-114: AMA-CDS	AMA LFR 293° M inbnd brg, CDS 296° R	5000
V-140: AMA-SYO	AMA LFR 255° M inbnd brg SYO 254° R	4800
V-1518: TCC-SYO	TCC 077° R, AMA LFR 078° M inbnd brg	6000
	AMA LFR 255° M inbnd brg SYO 254° R	4800

EXISTING JET ROUTE	SUBSTITUTE JET ROUTE STRUCTURE
J-58V: LVS VOR-SPS VOR	LVS VOR; thence via 084° M radial LVS VOR and 288° M radial SPS VOR to the SPS VOR. Route MRA over site of AMA VOR 260.
J-17V: PUB VOR-ABI VOR	PUB VOR direct TBE VOR; thence via TBE VOR 127° M radial and the ABI VOR 323° M radial to the ABI VOR. Route MRA over site of AMA VOR 310.
J-26V: ROW VOR-ICT VOR	ROW VOR direct GAG VOR direct ICT VOR
J-78V: ABQ VOR-TUL VOR	ABQ VOR direct TCC VOR direct SYO VOR direct TUL VOR
J-6V: ABQ VOR-OKC VOR	ABQ VOR direct TCC VOR direct SYO VOR direct OKC VOR

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT
J-58V: AMA VOR	LBB VOR 357° M radial and LVS VOR 084° M radial. MRA flt level 260
J-17V: AMA VOR	LBB VOR 357° M radial and TBE VOR 127° M radial. MRA flt level 310
J-26V: AMA VOR	LBB VOR 357° M radial and GAG VOR 222° M radial
J-78V, J-6V: AMA VOR	LBB VOR 357° M radial and TCC VOR 074° M radial

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OKMULGEE VOR SHUT DOWN: During shutdown use the following:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
V-15: ADM VOR to EOS VOR	ADM VOR radial 026 and EOS VOR radial 217	8000
V-161: ADM VOR-TUL VOR	ADM VOR radial 026 and TUL VOR radial 179	8000
V-74S: FSM VOR-PNC VOR	FSM VOR radial 276 and PNC radial 126	8000
V-131: MLC VOR-TUL VOR	MLC VOR radial 347 and TUL radial 179	3000

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Okmulgee VOR	Tmpry Okmulgee Int. Defined as follows: MLC-VOR radial 347, or TUL-VOR radial 179, and FSM-VOR radial 276, or ADM-VOR radial 026, or EOS-VOR radial 217	7000
Maisie, Oklahoma Int.	EOS-VOR radial 217 TUL VOR radial 113	3500
Pharoah, Oklahoma Int.	ADM-VOR radial 026 MLC-VOR radial 331	5000
Sapulpa, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 219	5000
Kellyville, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 236	3000
Shell Lake, Oklahoma Int.	PNC-VOR radial 126 TUL-VOR radial 253	3000

DES MOINES, IOWA VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-6, V-8, V-1510: Carson, Iowa Int.	Temp. Lyman, Iowa Int. (OMA R-071 and LMN R-310)	4000
Temp Lyman, Iowa Int. via OMA R-071	Temp Des Moines, Iowa Int. (OMA R-071 and LMN R-008)	6500
Temp Des Moines, Iowa Int IOW R-262 and LMN R-008 via IOW R-262	Temp New Sharon, Iowa Int IOW R-262 and OTM R-326 or CID R-233	9000
V-13, V-77: Lamoni, Iowa VOR via LMN R-008	Temp Des Moines, Iowa LMN R-008 and TNU R-224	3500
Temp Des Moines, Iowa Int MCW R-182 and OTM R-286 via MCW R-182	Temp Ames, Iowa Int MCW R-182 and FOD R-129	9000
Temp Ames, Iowa Int via MCW R-182	Alden, Iowa Int	5200
V-13W: Ft. Dodge, Iowa VOR via FOD R-151	Temp Des Moines, Iowa Int FOD R-151 and TNU R-224	4500
V-161: Newton, Iowa VOR via TNU R-224	Temp Des Moines, Iowa Int TNU R-224 and FOD R-151	4500

Descent to 2700' authorized after passing Temp Int NE bound on V-161.

V-52: Ottumwa, Iowa VOR via OTM R-286	Temp Bussey, Iowa Int OTM R-286 and IOW R-246	3000
Temp Bussey, Iowa Int via OTM R-286	Temp Beech, Iowa Int OTM R-286 and TNU R-203	3500
Temp Beech, Iowa Int via OTM R-286	Temp Des Moines, Iowa Int OTM R-286 and TNU R-224	5000
DIRECT ROUTES:		
Mason City, Iowa VOR	Des Moines, Iowa LFR	3000
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Ottumwa, Iowa VOR	Des Moines, Iowa LFR	2200
Iowa City, Iowa VOR	Des Moines, Iowa LFR	2200
Newton, Iowa VOR	Des Moines, Iowa LFR	2700
Lyman, Iowa Int via 249/69 bearing to	Des Moines Iowa LFR	3000
Ft. Dodge, Iowa VOR	Des Moines, Iowa LFR	3000

TEMPORARY INTERSECTIONS:
Ankeny N-course DSM LFR and TNU R-255
Grimes 330° brng DSM LFR and TNU R-255

An enroute flight beyond Temp Des Moines, Iowa Int must cross Int at Temp MRA appropriate to planned route of flight.

SALINA, KANSAS VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-1512-14, V4: Russell, Kans VOR	Temp Salina, Kans Int (RSL R-079, HUT R-005)	4000
Temp Salina, Kans Int	Temp Ft. Riley, Kans Int (TOP R-252, EMP R-320)	7000
Temp Ft. Riley, Kans Int via TOP R-252	Maple Hill, Kans Int.	3000

REDESIGNATE THE FOLLOWING INTERSECTIONS:

Ft. Riley, Kans Int	TOP R-252	EMP R-320
Admire, Kans Int	TOP R-227	EMP R-343

An enroute flight beyond Temp Salina, Kans Int must cross int at temporary MRA appropriate to planned route of flight.

LONDON, KENTUCKY VOR SHUT DOWN: During shutdown use the following:

EXISTING ROUTE STRUCTURE	SUBSTITUTE ROUTE STRUCTURE	MEA
V-97E: TYS VOR Int V-4	None	
V-97W: TYS VOR-LEX VOR	None	
V-140 & V-1518: Hiway VHF Int-LOZ VOR	Hiway VHF Int - LOZ Rbn	7500
LOZ VOR- BLF VOR	BLF VOR 269° M radial direct LOZ Rbn	12,000
V-140S: BNA VOR-LOZ VOR	None	
V-140N: Hillside VHF Int-LOZ VOR	None	
V-97: LEX VOR-LOZ VOR	LEX VOR direct LOZ Rbn	3500
LOZ VOR-TYS VOR	LOZ Rbn direct TYS VOR	5000

During period of shutdown, the following substitute reporting points have been temporarily established as indicated:

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Richmond	LOU VOR 111° M radial LEX VOR 163° M radial	3500
Union Hall	LEX VOR 129° M radial FLM VOR 169° M radial YRK VOR 224° M radial	5000
Vincent	LEX VOR 129° M radial LOZ Rbn 210° M brg inbnd	5000
Daley	TYS VOR 025° M radial TRI VOR 311° M radial	6000
Westbourne	TYS VOR 351° M radial CSV VOR 045° M radial	7000
Tampico	TYS VOR 050° M radial AVL VOR 309° M radial	8000
Crawford	CSV VOR 342° M radial BNA VOR 076° M radial	5000
Bakerton	EWO VOR 161° M radial BNA VOR 045° M radial	5000

EAST TEXAS, PENNA VOR SHUT DOWN: During shutdown use the following:

EXISTING REPORTING POINTS	SUBSTITUTING REPORTING POINTS	MEA
V-30, V-1500-02-10-12: SEG VOR COL VOR	SEG VOR direct COL VOR	10,000' SEG VOR to Ringoes VHF Int. As published Ringoes-COL VOR. MCA V-30 Ringoes westbound 10,000.

During period of shutdown, the following reporting points have temporarily been established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MRA
Coopersburg	ABE VOR 198° M radial COL VOR 294° M radial	10,000
Ringoes	SBJ VOR 237° M radial COL VOR 294° M radial	2,000

WOLBACH, NEBRASKA VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-172: Freemont, Neb., Int.	Temp. Wolbach, Neb., Int. (EOL R-259° and GRI R-344°)	9500
Temp. Wolbach, Neb. Int. (via LBF R-67°)	North Platte, Neb., VOR	11,000
V-219: Temp. Wolbach, Neb. Int. (HCT R-052°, GRI R-344°)	Temp. Eddyville, Neb., Int. (LBF R-079°, HCT R-052°)	15,000
Temp. Eddyville, Neb., Int. (via HCT R-052°)	Hayes Center, Neb., VOR	4800

En enroute flight beyond Temporary Wolbach, Neb., Int., must cross Int. at temporary MRA appropriate to planned route of flight.

JANESVILLE, WISCONSIN VOR SHUT DOWN: During shutdown use the following:

FROM	TO	MEA
V-255: Rockford, Ill., VOR	Temp. Janesville, Wis., Int. (RFD R-012 and MKE R-226)	2500
V-63: Milwaukee, Wis., VOR (via MKE R-226)	Temp. Janesville, Wis., Int. (MKE R-226 and RFD R-012)	2500
V-177: Naperville, Ill., VOR (via API R-315)	Temp. Marengo, Ill., Int. (RFD R-090 and API R-315)	3500
Temp. Marengo, Ill., Int. (via API R-315)	Temp. Janesville, Wis., Int. (API R-315 and MKE R-226)	3500
V-216: Muskegon, Mich. VOR (via MKG R-253)	Temp. Windlake Int. (MKE R-160 and MKG R-253)	9500
Temp. Windlake, Wis., Int. (via MKG R-253)	Temp. Janesville, Wis., Int. (MKG R-253 and RKF R-012)	12,000

During shutdown redesignate the following intersections:

Wind Lake, Ill., Int.	MKG R-252 - MKE R-160
Marengo, Ill., Int.	RFD R-090 - API R-315
Harvard, Ill., Int.	MKE R-197 - OBK R-293
Big Bend, Wis., Int.	MKE R-159 - RFD R-046
Watertown, Wis., Int.	MKE R-269 - OSH R-180
Marshall, Wis., Int.	MKE R-269 - OSH R-200
Morey, Wis., Int.	LNR R-099- RFD R-342
New Glarus, Wis., Int.	LNR R-143 and 211° brg from MSN (LFR)
Rock Grove, Ill., Int.	RKF R-301 - PLL R-347

En enroute flight beyond Temporary Janesville, Wisconsin Int. must cross intersection at temporary MRA appropriate to planned route of flight.

ROCHESTER, NEW YORK VOR SHUTDOWN: During shutdown use the following:

EXISTING ROUTE STRUCTURE	SUBSTITUTE ROUTE STRUCTURE	MEA
V142: ROC VOR-Medina VHF Int.	NW crs ROC LFR to Int of BUF VOR 042° M radial	2000
V2/V14: BUF VOR-SYR VOR	BUF VOR direct	2100 ROC LFR
	ROC LFR direct	2000 SYR VOR
	SYR VOR	
V119/V147: GEE VOR-ROC VOR	GEE VOR direct ROC LFR	2000
V31/V34: ROC VOR-Bellona	ROC LFR 136° M brg from ROC LFR to Int GEE VOR 099° M radial	3000

EXISTING REPORTING POINT	SUBSTITUTE REPORTING POINT	MRA
Medina	NW crs ROC LFR BUF VOR 042° M radial	2000
Spencerport	GEE VOR 355° M radial BUF VOR 077° M radial	2500

(Continued)

Marion	GEE VOR 062° M radial SYR VOR 279° M radial	2000
Fishers	GEE VOR 070° M radial ATE VOR 330° M radial	3000
Bellona	ELM VOR 004° M radial GEE VOR 099° M radial	3500
Rush	Rush LF Int	As published
Mumford	BUF VOR 090° M radial GEE VOR 342° M radial	3000
Bennington	BUF VOR 132° M radial JHW VOR 049° M radial	4000

The Pilot's Automatic Telephone Weather Answering Service (PATWAS) is a transcribed service and is in addition to those already being carried in the Flight Information Manual. Hours of operation are Local Standard Time. PATWAS is in operation at the following Weather Bureau Airport Stations:

Station	Number	Hours of Operation (LST)
Baltimore, Md.	SO 5-0757*	(0600-2300)
Birmingham, Ala.	WO 1-2101*	(24 hours)
Boston, Mass.	LO 9-1773*	(0700-0300)
Chicago, Ill.	NO 7-5055*	(0600-2200)
Dallas, Texas	RI 8-0526*	(24 hours)
Denver, Colo.	DU 8-3653*	(24 hours)
Fort Worth, Texas	BU 3-1571*	(24 hours)
Indianapolis, Ind.	CH 4-2411*	(24 hours)
Long Beach, Calif.	DA 3-4626*	(24 hours)
Los Angeles, Calif.	SP 6-1640*	(24 hours)
Memphis, Tenn.	WH 8-1592*	(24 hours)
Minneapolis, Minn.	PA 9-9339*	(0700-2400)
Omaha, Nebr.	JA 3603*	(0530-2400)
Philadelphia, Pa.	SA 6-3503*	(0500-1900)
Phoenix, Ariz.	BR 5-8501*	(24 hours)
Pittsburgh, Pa.	SP 1-5330*	(24 hours)
Portland, Oreg.	AT 2-2235*	(0700-2400)
St. Louis, Mo.	TH 8-3303	(0530-2100)
St. Petersburg, Fla.	5-3086*	(24 hours)
Salt Lake City, Utah	EM 4-5571*	(24 hours)
Tampa, Fla.	RE 6-0375*	(24 hours)
Washington, D.C.	DI 7-4950*	(0500-2400)

BE SAFER WITH A FLIGHT PLAN!

FLIGHT ADVISORY SERVICE IN SPECIFIED AREAS: This service has been established as a means of providing an increased degree of safety for civil turbojet air carrier flights while operating within defined flight advisory areas. The service is performed by certain selected radar equipped facilities and provides the civil turbojet air carrier pilot with information to assist him in avoiding other pertinent traffic. Areas where radar is used to provide advisory service are referred to as "radar advisory areas." Areas within which advisory service is provided without the use of radar are referred to as "nonradar advisory areas." The following procedures applicable to said areas are designated by the Administrator of the Federal Aviation Agency as standing air traffic control instructions:

A. The procedures applicable to all aircraft operating VFR or operating on an ATC clearance to climb or descend in VFR conditions or to maintain VFR-on-top with respect to the radar advisory areas or nonradar advisory areas are defined as follows:

NOTE: The radar advisory areas and nonradar advisory areas and the flight levels comprising these areas are depicted on charts entitled "Flight Information Publication - En Route - High Altitude (U.S.)," published by the Aeronautical Chart and Information Center, Air Photographic and Charting Service(MATS) USAF, and "High Altitude - En Route " published by the U.S. Coast and Geodetic Survey, Washington, D.C.

These charts are available to users through the U.S. Coast and Geodetic Survey.

1. Radar Advisory Areas

a. No additional operational restriction, control or communications requirement is placed on civil or military flights conducted under visual flight rules (VFR flights or flights cleared to climb or descend in VFR conditions or cleared to maintain VFR-on-top) provided such flights when operating within the areas specified as radar advisory areas from flight level 240 to flight level 390 inclusive are equipped with a functioning radar beacon transponder. Unless advised otherwise by ATC, transponders shall be adjusted to reply as follows:'

(1) Basic Mark X equipped aircraft - Mode 3 .
(2) Civil turbojet air carrier aircraft - Mode A Code 40 .
(3) Civil aircraft (other than turbojet air carrier) and military SIF equipped aircraft operating at an assigned level- Mode A (military Mode 3) Code 02.
(4) Civil aircraft (other than turbojet air carrier) and military SIF equipped aircraft operating VFR or VFR-on-top - Mode A (military Mode 3) Code 62.
(5) NORAD interceptor aircraft on air defense duties - Mode 3 Code 00
(6) Flights operating on a mode other than Mode 3 will adjust transponder to reply on Mode 3 and the assigned mode simultaneously.

Aircraft operating within restricted, warning or prohibited airspace are encouraged to operate transponders as outlined above when in proximity to radar advisory areas but such operation is not a requirement except when leaving those areas to enter radar advisory areas.

b. Any aircraft not equipped with a functioning beacon operating VFR, or cleared to climb or descend in VFR conditions, or cleared to maintain VFR-on-top from flight level 240 to flight level 390, inclusive desiring to operate within radar advisory areas must obtain specific authorization from the appropriate ARTC center prior to the time of entering such areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across radar advisory areas without a functioning beacon.

c. **In the event of two-way communications failure which precludes obtaining authorization to operate within radar advisory areas, the pilot may proceed across these routes maintaining an appropriate VFR cruising altitude as specified in CAR 60 or AFR 60-16 for the direction of flight.**

2. **Nonradar Advisory Areas**

The following operational procedures apply to aircraft operating VFR, as well as those cleared by ATC to climb or descend in VFR conditions or cleared to maintain VFR-on-top, while between flight levels 270 and 310 inclusive with desire to fly across or within those areas specified as nonradar advisory areas.

a. **Specific authorization must be obtained directly from the appropriate ARTC center or through the nearest FSS prior to entering these specified areas. ATC clearance to climb or descend in VFR conditions or ATC clearance to maintain VFR-on-top does not constitute specific authorization to operate within or across nonradar advisory areas.**

b. Request for specific authorization to proceed VFR or VFR-on-top on or across these segments must include a position report, type of aircraft, and estimated time of entry and exit from these segments. Unrestricted authorization will be granted, except that when conflict with a civil turbojet air carrier flight is indicated, aircraft operating VFR-on-top will be advised of the civil jet traffic and said approval will restrict operation to specific flight level(s), time or place as appropriate to preclude conflict with civil jet traffic.

B. These services should not be considered as providing positive separation. Within the limitation of the service, civil turbojet air carrier aircraft will be provided with traffic information and radar vectors to avoid observed traffic. Consequently, these services do not relieve pilots of their responsibilities to see and avoid other aircraft.

C. Radio and radar failure procedures applicable to civil air carrier turbojet flights while operating within radar advisory areas follow:

1. In the event of a ground radar failure the pilot will continue in accordance with ATC clearance remaining on the facility's frequency unless otherwise advised;
2. In the event of loss of communication with a USAF(ADC) radar facility on the designated control frequency the pilot should attempt to re-establish communication with the facility on 121.5 mc. If unable, he should utilize either direct center frequency, the nearest FSS, or company radio.

The above procedures are applicable to the following jet routes and areas:

1. VOR/VORTAC Jet Route #1 (Los Angeles, Calif., to Seattle, Washington.)
2. VOR/VORTAC Jet Route #2 (San Antonio, Texas to Tallahassee, Florida.)
3. VOR/VORTAC Jet Route #3 (Oakland, Calif., to Spokane, Washington.)
4. VOR/VORTAC Jet Route #4 (Los Angeles, Calif., to Phoenix, Ariz.)
5. VOR/VORTAC Jet Route #8 (Tulsa, Okla., to New York, N. Y.)
6. VOR/VORTAC Jet Route #12 (Baltimore, Md., to Pittsburgh, Pa.)
7. VOR/VORTAC Jet Route #16 (Portland, Ore., to Pullman, Mich.; Buffalo, N.Y. to Boston, Mass.) Nonradar advisory area from 60 nmi W of Dillon, Mont. to Int. of J16V with Category "A" radar flight advisory area of J90V SW of Billings, Mont.
8. VOR/VORTAC Jet Route #19 (Omaha, Nebr., to Int. J19V with J64V.)
9. VOR/VORTAC Jet Route #21 (Omaha, Neb., to Duluth, Minn.) (Dallas, Tex., to San Antonio, Tex.)
10. VOR/VORTAC Jet Route #22 (Lake Charles, La., to intersection with J55V)
11. VOR/VORTAC Jet Route #24 (Phoenix, Ariz., to Albuquerque, N.M.) (Indianapolis, Ind. to its Int with J-43-V near Cincinnati, Ohio.)
12. VOR/VORTAC Jet Route #25 (Dallas, Tex., to Tulsa, Okla.)
13. VOR/VORTAC Jet Route #26 (Amarillo, Tex., to Appleton, Ohio.)
14. VOR/VORTAC Jet Route #29 (Houston, Tex., to Cleveland, Ohio.)
15. VOR/VORTAC Jet Route #31 (Dallas, Tex., to Chicago, Ill.)
16. VOR/VORTAC Jet Route #33 (Shreveport, La., to the Int. with J31V and Kansas City, Mo., to Des Moines, Iowa.)
17. VOR/VORTAC Jet Route #34 (Cleveland, Ohio to Pittsburgh, Pa.)
18. VOR/VORTAC Jet Route #35 (New Orleans, La., to St. Louis, Mo.)
19. VOR/VORTAC Jet Route #37 (New Orleans, La., to Spartanburg, S. C.)
20. VOR/VORTAC Jet Route #41 (Miami, Fla. VOR to St. Petersburg, Fla. VOR.)
21. VOR/VORTAC Jet Route #41 (Kansas City, Mo., to Omaha, Nebr.)
22. VOR/VORTAC Jet Route #42 (Dallas, Tex., to New York, N. Y.)
23. VOR/VORTAC Jet Route #43 (St. Petersburg, Fla. to the Int of J43V with J84V.)
24. VOR/VORTAC Jet Route #45 (Alma, Ga., to St. Louis, Mo.)
25. VOR/VORTAC Jet Route #49 (Alma, Ga., to Spartanburg, S. C.)
26. VOR/VORTAC Jet Route #52 (Dallas, Tex., to Atlanta, Ga.) via Texarkana, Ark., VOR; Greenwood, Miss., VOR; Birmingham, Ala., VOR. (Dallas, Tex-Birmingham, Ala; extension to J52V.)
27. VOR/VORTAC Jet Route #53 (Miami, Fla., to the Int. of J53V and J81V; Spartanburg, S. C., to Pittsburgh, Pa.)
28. VOR/VORTAC Jet Route #55 (From the intersection with J22V to Kenton, Del.)
29. VOR/VORTAC Jet Route #56 (Salt Lake City, Utah to Denver, Colo.) Nonradar advisory area from 163 nmi E of Salt Lake City to 19 nmi W of Kremmling, Colo.
30. VOR/VORTAC Jet Route #58 (San Francisco, Calif., to New Orleans, La.) Nonradar advisory area from 170 nmi E of Tonopah, Nev. to 20 nmi SE of Bryce Canyon, Utah. Effective 25 August 1960.
31. VOR/VORTAC Jet Route #60 (Los Angeles, Calif., to New York, N.Y.) Nonradar advisory area from 25 nmi SW of Bryce Canyon, Utah VOR to 70 mi WSW of Denver, Colo., and from 120 nmi ENE of Denver, Colo., VOR to 50 nmi WSW of Wolbach, Neb. VOR.
32. VOR/VORTAC Jet Route #62 (Idlewild, N. Y. to Nantucket VOR.)
33. VOR/VORTAC Jet Route #64 (Los Angeles, Calif., to Chicago, Ill.) Nonradar advisory

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ar: a from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.
Jet Route #57 (Idlewild, N. Y., to U. S. - Canadian Border.)

12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 165° and Molokai, Hawaii 257° M radials, Molokai, Hawaii VOR; thence via the Molokai, Hawaii 050° M radial for a distance of 101 nmi.

area from 20 nmi SW of Alamosa, Colo., VOR to 25 nmi SW of Hill City, Kansas VOR.

34. VOR/VORTAC Jet Route #67 (Idlewild, N. Y., to U. S. - Canadian Border.)
35. VOR/VORTAC Jet Route #69 (Spartanburg, S. C., to Gordonsville, Va.)
36. VOR/VORTAC Jet Route #70 (Seattle, Wash. to Idlewild, N. Y.)
37. VOR/VORTAC Jet Route #71 (Appleton, Ohio to Front Royal, Va.)
38. VOR/VORTAC Jet Route #75 (Miami, Fla., to U. S. - Canadian Border)
39. VOR/VORTAC Jet Route #77 (Miami, Fla., to U. S. - Canadian Border)
40. VOR/VORTAC Jet Route #78 (Los Angeles , Calif., to New York, N. Y.)
41. VOR/VORTAC Jet Route #79 (Miami, Fla., to Idlewild, N. Y.)
42. VOR/VORTAC Jet Route #80 (Oakland, Calif. to New York) Nonradar advisory areas from 145 nmi E of Tonopah, Nev. to 70 nmi WSW of Denver, Colo; from 120 nmi ESE of Denver, Colo. to 25 nmi W of Hill City, Kans.
43. VOR/VORTAC Jet Route #81 (The intersection of J81V and J53V to Barracuda Int.)
44. VOR/VORTAC Jet Route #82 (Chicago, Ill., to Boston, Mass.)
45. VOR/VORTAC Jet Route #84 (Oakland, Calif., to the U. S. Canadian Border) nonradar advisory areas from 50 nmi E of Rock Springs, Wyo. to 150 nmi E of Rock Springs and from 40 nmi E of Scottsbluff, Nebr., to 50 nmi W of Wolbach, Nebr. Advisory Service on Jet 84 Victor will be provided flight level 270 and above from 100 nmi W to 40 nmi E of Scottsbluff, Nebr.
46. VOR/VORTAC Jet Route #85 (Miami, Fla., to the U. S. - Canadian Border.)
47. VOR/VORTAC Jet Route #87 (Houston, Tex., to Northbrook, Ill.)
48. VOR/VORTAC Jet Route #89 (Northbrook, Ill., to Miami, Fla.)
49. VOR/VORTAC Jet Route #90 (Seattle, Wash., to Chicago, Ill.)
50. VOR/VORTAC Jet Route #95 (Idlewild, N. Y. to U. S.-Canadian Border.)
51. VOR/VORTAC Jet Route #97 (Boston, Mass. to the U. S./Canadian Border)
52. VOR/VORTAC Jet Route #103 (St. Petersburg, Fla. to Orlando, Fla.)
53. CONTROL 1150 (West Palm Beach, Fla., to Wilmington, N. C.)

AREAS

1. That area 20 nmi either side of a line from Des Moines, Iowa VOR; intersection of Des Moines, Iowa 060° & Northbrook, Ill., 274° M radials; Northbrook, Ill., VOR; Pullman, Mich., VOR; Waterville, Ohio VOR; Joliet, Ill., VOR; Des Moines, Iowa VOR plus the area bounded by this line.

2. Duluth, Minnesota to the U.S.-Canadian Border via the Duluth 047° M radial (direct route between Duluth & Lakehead, Canada.)

3. Spokane, Washington to the U.S.-Canadian Border via the Spokane 028° M radial (direct route between Spokane & Cowley, Canada.)

4. Los Angeles, Calif., VOR; intersection of Los Angeles, Calif. 170° & Long Beach, Calif. 208° M radials; thence via the Long Beach, Calif 208° M radial (Control Area Extension 1177 for a distance of 180 nmi.

5. Los Angeles, Calif. VOR; thence via the Los Angeles, Calif. 236° M radial (Control Area Extension 1316) for a distance of 180 nmi.

6. Los Angeles, Calif. VOR; Santa Barbara, Calif. VOR; thence via the Santa Barbara, Calif. 232° M radial (Control Area Extension 1176) for a distance of 180 nmi.

7. Oakland, Calif. VOR; thence via the Oakland, Calif. 218° M radial (Control Area Extension 1173 over Sunset Intersection) for a distance of 150 nmi.

8. Oakland, Calif. VOR; thence via the Oakland, Calif 250° M radial (Control Area Extension 1173 over Francis Intersection) for a distance of 150 nmi.

9. Seattle, Wash. VOR; intersection of Seattle, Wash. 175° & Portland, Oregon 332° M radials; Portland, Oregon VOR; Newport, Oregon VOR; thence via the Newport, Oregon 216° M radial (Control Area Extension 1419) for a distance of 110 nmi.)

10. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 039° M radial for a distance of 118 nmi.

11. Honolulu, Hawaii VOR; Koko Head, Hawaii VOR; thence via the Koko Head, Hawaii 054° M radial for a distance of 114 nmi.

12. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Molokai, Hawaii 257° M radials; Molokai, Hawaii VOR; thence via the Molokai, Hawaii 056° M radial for a distance of 101 nmi.

13. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 250° M radial for a distance of 87 nmi.

14. Honolulu, Hawaii VOR; intersection of Honolulu, Hawaii 168° and Koko Head, Hawaii 243° M radials; thence via the Koko Head, Hawaii 243° M radial for a distance of 107 nmi.

15. Honolulu, Hawaii VOR; thence via the Honolulu, Hawaii 168° M radial for a distance of 99 nmi.

16. Honolulu, Hawaii LFR; thence NW via Red Airway 87 to a point 40 nmi NW of Port Allen rbn.

17. Newark, New Jersey LFR; via the Newark LFR SE crs. (Control Area Extension 1147) to the Tuna Intersection.

18. Miami, Florida VOR; via the Miami VOR 118° M radial for a distance of 92 nmi (boundary of the Miami Oceanic Control Area)

19. Seattle, Washington VOR to the U.S.-Canadian Border via the Seattle VOR direct radial to the Victoria (Patricia Bay), B.C., Canada RR.

20. Wolbach, Nebraska VOR; direct to Pawnee City, Nebraska VOR.

21. Boston, Mass., Terminal Area--That area within 20 nmi to either side of J-16-V between Albany, N.Y. & Boston, Mass.

22. New York City, N.Y., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Bridgeport, Conn. Int. via Poughkeepsie, N.Y. VOR to Albany, N.Y., VOR.
b. Idlewild, N.Y., VORTAC via Huguenot, N.Y., VOR; Wilkes-Barre, Pa., VOR; to Philipsburg, Pa., VORTAC.

23. Baltimore, Md., Terminal Area -- That area within 20 nmi to either side of a direct crs from Baltimore, Md., VOR via Harrisburg, Pa., VOR to Philipsburg, Pa., VOR Baltimore,Md., Terminal Area--
a. That area within 20 nmi from the sides and within the triangle formed by a direct course from the Baltimore, Md., VOR to the Idlewild, N.Y., VOR to the Salisbury, Md., VOR; to the Baltimore, Md., VOR.
b. That area within 20 nmi to either side of the center line of Control Area Extension 1148.

24. St. Louis, Mo., Terminal Area--That area within 20 nmi to either side of a direct crs from the:
a. Int of J-80-V & Terre Haute, Ind., 268° M radial; via the Int. of Terre Haute VOR 268° & St. Louis VOR 057° M radials; to St. Louis VOR.
b. St. Louis, Mo., VOR via Troy, Ill., VOR; V-12 Bible Grove, Ill., VOR; to Int. of Bible Grove VOR 040° M radial and J-80-V.
c. Maryland Heights, Mo., VOR via V-12 Readsville, Mo., VOR; to Int. of Readsville VOR 302° M radial and J-80-V.
d. Springfield, Ill., VOR via V-69 to Gillespie, Ill. Int.
e. Marion, Ill., Int. via V-179 and V-4 to St. Louis, Mo., VOR.

25. Los Angeles, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. Los Angeles, Calif., VOR via V-208 Thermal, Calif., VOR; V-432 to Rice, Calif. VOR.
b. Los Angeles, Calif., VOR via V-201 Palmdale, Calif., VOR; V-12 to Hector, Calif., VOR.
c. Los Angeles, Calif., VOR via Int. of V-299 and Palmdale, Calif, 264° M radial; to Int. Palmdale, Calif., 264° M radial and J-1-V.
d. Los Angeles, Calif, VOR via V-25 Santa Barbara, Calif., VOR; to Int. of Santa Barbara VOR 336° M radial and J-1-V.
e. Peach Springs, Ariz., VOR via Twenty-Nine Palms, Calif., VOR; V-264 and V-16 to Los Angeles, Calif., VOR.

26. Oakland, Calif., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
a. San Francisco, Calif., VOR via V-199 to Red Bluff, Calif., VOR.
b. Pedro, Calif., Int. via V-27-W Salinas, Calif., VOR; to Int. of Salinas VOR 102° M radial and J-1-V.
c. Oakland, Calif., VOR via V-195 Benecia, Calif., Int.; Linden, Calif., VOR; to Int. of Linden VOR 100° M radial and J-58-V.

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27. Dallas, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Wichita Falls, Tex., VOR via Bridgeport, Tex., VOR to Dallas, Tex., VOR.
    b. Texarkana, Ark., VOR via V-278 to Dallas, Tex., VOR.
    c. Dallas, Tex., VOR via V-18 Quitman, Tex., VOR; V-54 to Texarkana, Ark. VOR.
    d. Dallas, Tex., VOR via the Int. of the Dallas VOR 230° and the Waco, Tex., VOR 344° M radials; to the Waco, Tex., VOR.
    e. Dallas, Tex., VOR via the Int. of the Dallas VOR 178° and the Waco, Tex., VOR 028° M radials; to the Waco, Tex., VOR.

28. Atlanta, Ga., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Nashville, Tenn., VOR to Crossville, Tenn. VOR.
    b. Spartanburg, S. C., VOR via V-20-N to Norcross, Ga., VOR.
    c. Atlanta, Ga., VOR via V-454 and V-185 to Spartanburg, S. C. VOR.

29. Miami, Fla., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Orlando, Fla., VOR via J-81-V to Miami, Fla., VOR.
    b. Lakeland, Fla., VOR via V-7, V-35, V-35-W, V-157-W, and V-51 to Biscayne, Bay, Fla., VOR.
    c. West Palm Beach, Fla., to Biscayne Bay, Fla., VOR.

30. Detroit, Mich., Terminal Area -- That area within the United States which is 20 nmi to either side of a line drawn from the Pullman, Mich., VOR via direct Lansing, Mich., VOR; direct Salem, Mich., VOR; via Salem VOR 109° M radial to the U.S. Canadian border; plus that area within the United States which is S of the above described line and N of J-60-V.

31. Denver, Colo., Terminal Area -- That area within 20 nmi to either side of a direct crs. from the:
    a. Denver, Colo., VOR via V-160 to a point 100 nmi NE of Denver VOR.
    b. Denver, Colo., VOR via V-148 Thurman, Colo., VOR; thence via Thurman VOR 028°M radial to a point 68 nmi NE of Thurman VOR.
    c. Kiowa, Colo., VOR via V-19 Pueblo, Colo., VOR thence via J-13-V to the northern edge of the currently depicted Category "B" area of J-64-V.
    d. Roggen, Colo., Int. via V-220 to Kremmling, Colo., VOR.
    e. Kiowa, Colo., VOR via Kiowa VOR 250° M radial to a point 80 nmi SW of Kiowa VOR.

32. From the Miami, Florida, VOR via the Marathon, Florida, Rdo Bcn; thence via Ctl Area Extension 1234 for a distance of 56 nmi -- bndry of the Havana Cuba Ctl Area.

33. Houston, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. Houston, Tex., VOR via the Int of the Houston 036° and the Lake Charles, La, 265° M radials to the Lake Charles VOR (V-222N).
    b. Houston, Tex., VOR via the Int of the Houston VOR 082° and the Lake Charles, La., VOR 233° M radials to the Lake Charles VOR. (V20S).
    c. Houston, Tex., VOR via the Int of the Houston VOR 315° and the Leona, Tex., VOR 162° M radials; to the Leona, Tex., VOR.
    d. Houston, Tex., VOR via the Int of the Houston VOR 345° and the Leona, Tex., VOR 132° M radials; to the Leona, Tex., VOR.

34. San Antonio, Tex., Terminal Area -- That area within 20 nmi to either side of a direct crs from the:
    a. San Antonio, Tex., VOR via the Int of the San Antonio VOR 048° and the Austin, Tex., VOR 166° M radials to the Austin, Tex., VOR.
    b. San Antonio, Tex., VOR via the Int of the San Antonio VOR 353° and the Austin, Tex., VOR 248° M radials; to the Austin, Tex., VOR.

35. New Orleans, La., Terminal Area -- That area within 20 nmi to either side of a direct course from the:
    a. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 320° and the Alexandria, La., VOR 098° M radials; to the Alexandria, La., VOR. (Overlies V-114-N)
    b. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 030° and the McComb, Miss., VOR 142° M radials; to the McComb, Miss., VOR.(Overlies V-9-E).
    c. McComb, Miss., VOR to the Int. of the McComb, Miss., VOR 222° and the New Orleans, La., VOR 320° M radials. (Overlies V-194).
    d. New Orleans, La., VOR via the Int. of the New Orleans, La., VOR 094° and the Mobile, Ala., VOR 219° M radials; to the Mobile, Ala., VOR. (Overlies V-240).
    e. Mobile, Ala., VOR to the Int. of the Mobile, Ala., VOR 258° and the New Orleans, La., VOR 030° M radials. (Overlies V-20-N.)
    f. Alexandria, La., VOR to the Baton Rouge, La., VOR. (Overlies V-114.)
    g. Baton Rouge, La., VOR via the Int. of the Baton Rouge, La., VOR 126° and the New Orleans, La., VOR 269° M radials; to the New Orleans, La., VOR.
    h. New Orleans, La. VOR via the Int of the New Orleans, La. VOR 220° and the Lafayette, La. VOR 102° M radials; to the Lafayette, La. VOR (overflies Victor Airway 20 South.)
    i. From the New Orleans, La. VOR via the Int of the New Orleans, La. VOR 094° and the Picayune, Miss. VOR 155° M radials; to the Int of the Picayune, Miss. VOR 155° M radial with Control Area Extension 1226.
    j. From the Int. of the Picayune, Miss. VOR 155° and the New Orleans, La. VOR 116° M radials to the Int of the New Orleans, La. VOR 116° M radial with Control Area Extension 1226.

36. Tampa, Fla., Terminal Area -- That area within 20 nmi to either side of a direct course from the:
    1. St. Petersburg, Florida VOR direct to the Orlando, Fla., VOR. (Overlies V-152.)
    2. St. Petersburg, Fla., VOR via the Int. of the St. Petersburg, Fla., VOR 038° and the Orlando, Fla., VOR 257° M radials; to the Orlando, Fla., VOR. (Overlies V152N).
    3. St. Petersburg, Fla., VOR via the Lakeland, Fla., VOR; to the Orlando, Fla., VOR. (Overlies V-152S).
    4. Ft. Meyers, Fla. VOR via direct St. Petersburg, Fla. VOR; to the Int of the St. Petersburg, Fla. VOR 349° and the Ocala, Fla. 233° M radials (Overlies Victor Airway 35.)
    5. From the Ocala, Fla. VOR 233° M radial to its int with the Cross City, Fla. VOR 183° radial.
    6. From the St. Petersburg, Fla VOR via the Int. of St. Petersburg, Fla. VOR 288° and the Cross City, Fla. VOR 183° M radials; to the Int of the Cross City Fla. VOR 183° and the Ocala, Fla. VOR 233° M radials.

37. From the St. Petersburg, Fla., VOR to the Int. of the St. Petersburg, Fla., VOR 274° M radial with Control Area Extension 1226.

38. From the Egmont Key, Fla., NDB via Control Area Extension 1226 to the Grand Isle, La., NDB.

39. From the Grand Isle, La., NDB via direct to the New Orleans, La., VOR.

40. From the Int. of J85-V and J41-V direct to the Egmont Key, Fla, NDB.

41. Green Federal Airway #1 (From the Int. of G1 with U.S.-Canadian Border W of Millinocket, Me., to Int. of G1 with U.S.-Canadian Border NE of Millinocket, Me.)

42. Within 100 nmi radius of Guam rdo rng and 20 nmi either side of a rhumb line route as indicated below:
    1. Honolulu/Guam
    2. Guam/Wake
    3. Guam/Manila

43. Pullman, Mich, VOR via direct Peck, Mich VOR; thence via the Peck, Mich VOR 078° M radial to the U.S./Canadian Border.

44. Cleveland Terminal Area - That area 20 nmi either side of the Cleveland 027° radial between Cleveland, Ohio, VORTAC and the U.S./Canadian Border.

AIR FORCE BLACKOUT TRAINING: A waiver to the provisions of section 60.23(A) of part 60 of the Civil Regulations has been granted to the Air Defense Command and they are conducting Interceptor Training against target acft without navigation lights at and above flight level 400 within the continental limits of the U.S.A. during hours of darkness. ADC assumes responsibility for radar separation between target and interceptor aircraft and all other aircraft.

VOR RECEIVER CHECK POINTS: The following means are available for checking the accuracy of VOR receivers: radiated test signals, airborne check points and ground check points. Pertinent details on the radiated signals and a tabulation of the check points (by facility, including complete location of the check points) will be found on pages 15-25 of the Flight Information Manual, Vol. 13, dated December 1959. As required, amendments to the radiated signals or check points are carried in the Airman's Guide under the heading "Flight Information Manual Corrections" Likewise, the radiated signals and the list of airports at which check points are located (tabulated by city and airport but without the specific details on the check points) are carried in the Airman's Guide from time to time.

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling opera

✓ JACKSONVILLE CENTER/WASHINGTON CENTER FLIGHT ADVISORY AREA BOUNDARY described as follows: Beginning at a point 32-40-00N, 76-25-00W; thence direct to 33-58-30N, 77-50-00W to 34-00-00N, 78-07-00W; 34-12-00N, 78-17-00W; 34-21-00N, 79-17-00W; 34-31-00N, 79-30-00W; 34-33-00N, 79-43-30W; 35-01-45N, 80-02-00W.

✓ PREFERRED ROUTES CORRECTIONS: Volume 15, Number 9 dated 5 July 1960:

(1) Page 126, Charleston to Cleveland should read: V35 PKB V59 V427 Kent, AVR 355 radial, ACO 302 radial Ascot, direct CLE.

(2) Page 126, Charlotte to Cleveland should read: V37 PAK V59 V427 Kent, AVR 355 radial, ACO 302 radial Ascot, direct CLE.

(3) Page 126, Chicago (Midway) to Cleveland should read: V6 VWV, V30, MFD 052 radial Penfield, direct CLE.

(4) Page 127, Chicago (O'Hare) to Cleveland should read: V84 PMM, V30, MFD 052 radial Penfield, direct CLE.

(5) Page 127, Cleveland to Charlotte should read: Medina V443E V133.

(6) Page 127, Cleveland to Columbus should read: Medina V443E V43.

(7) Page 127, Cleveland to Miami should read: Medina V443E V133 CRW V35 AVL V185 Dover V157 LAL V7 FMY V35.

(8) Page 127, Cleveland to Philadelphia should read: V6 V33 V12 V29 Darby direct PHL.

(9) Page 127, Dayton to Cleveland should read: V275 FDY, V14 ATO, V30, MFD 052 radial Penfield, direct CLE.

(10) Page 128, Miami to Cleveland should read: V157 ALD V37 PSK V59 V427 Kent, AVR 355 radial, ACO 302 radial Ascot, direct CLE.

(11) Page 130, St. Louis to Cleveland should read: V12 Wilbur, V11 IND, V14 ATO, V30, MFD 052 radial Penfield, direct CLE.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as follows:

(Part 608)

Effective 0001 EST 15 October 1960:

In Section 608.43, the Wilmington, Ohio, Restricted Area (R-109) is amended by deleting "Wright Air Development Center, Wright-Patterson AFB, Dayton, Ohio" and substituting therefor "Federal Aviation Agency, Indianapolis, Ind., Air Route Traffic Control Center."

Effective upon date of publication in Federal Register.

In Section 608.30, the Hammond Bay, Michigan, Restricted Area (R-424) is revoked.

SMUGGLING BY AIR INTO U. S: The cooperation of all pilots is requested by the U. S. Immigration and Naturalization Service and the U. S. Bureau of Customs in combatting the smuggling of illegal aliens and contraband into the U. S. by air. Many pilots may be in a position to obtain information concerning such illegal activity.

Report immediately any information which may come to your attention regarding smuggling by air, whether it be of persons or contraband, directly to the nearest U. S. Immigration and Naturalization Service or U. S. Bureau of Customs office, or through the FAA, if desired. To do so will help law enforcement and thereby lessen the possible need for imposing more restrictive regulations on flying and flyers. Rewards for original information leading to arrests and convictions or the seizure of contraband are paid by the Bureau of Customs.

BE SAFER WITH A FLIGHT PLAN!

USAF HIGH ALTITUDE AIR REFUELING AREAS (SAC TAC)

USAF jet aircraft have implemented, on a continuing basis, high altitude refueling operations in the areas described below, and at the altitudes and times specified for each area. During the scheduled refueling period, other IFR traffic will not be cleared through an active refueling area unless the refueling aircraft and the aircraft proposing to traverse the area can be provided radar separation by the FAA. Additional refueling areas on the east coast will be published in the near future. Effective date of changes (which are indicated by ✓) is September 11, 1960

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
1	Alley Box	44-30;126-45 44-30;124-15 39-00;126-45 39-00;124-15	Ukiah VOR 260°;62 Newport VOR 230°;29	240-290 1600-1800 M, W, F. 2200-2400 M, W, F. 0200-0700 T, Th, S. 1600-1800 T, Th. 2200-2400 T, Th. 0200-0700 W, F.
2	Ball Point	36-23;121-28 36-49;120-34 34-28;119-51 34-54;119-02	Oakland VOR 116°;92 Los Angeles VOR 308°;67 & Los Angeles VOR 286°;74 Oakland VOR 130°;88	270-290 1800-2200 M - F 0100-0500 T - S
3	Carbon Block	40-31;118-11 40-49;117-08 44-36;120-28 44-55;119-22	Reno VOR 033°;102 Dalles VOR 134°;64 & Dalles VOR 111°;70 Reno VOR 096°;126	240-290 1500-0800 M - S
4	Easy Fit	39-44;117-30 38-56;117-17 39-25;113-48 40-00;113-47 40-00;114-00 40-15;114-00	Tonopah VOR 329°;92 Provo VOR 237°; 9 & Provo VOR 230°;93 Tonopah VOR 329°,68	310-340 1500-0800 M - S.
5	Full Load	35-36;109-49 36-06;110-00 34-51;115-00 34-21;114-49	Rice VOR 325°;32 Grants VOR 282°; 119	260-290 1500-2300 M - F. 0300-0600 T - S.
6	Double Date	44-44;115-30 44-02;115-30 44-40;108-30 43-55;108-30	Boise VOR 015°;56 Sheridan VOR 225°;70	240-290 1500-2400 M - F. 0000-0700 T - S.
7	Drag Race	45-30;115-30 44-44;115-30 45-24;108-30 44-40;108-30	Boise VOR 002°;94 Sheridan VOR 265°;60	240-280 1600-1800 M - F. 2200-2400 M - F. 0000-0300 T - S
8	Fade Out	37-53;105-30 38-48;105-41 37-06;110-48 37-53;110-59	Hanksville VOR 179°;44 Pueblo VOR 270°;58 & Pueblo VOR 244°;55 Hanksville VOR 171°;69	240-260 1900-0700 M - S.
9	Happy Home	45-05;100-10 45-54;100-04 46-11;107-15 45-20;107-16	Sheridan VOR 337°;68 Aberdeen VOR 273°;75 & Aberdeen VOR 254°;75 Sheridan VOR 331°;43	310-340 ✓ 1500-2200 M - F. 2400-0700 T - S.
10	High Life	42-03;98-17 42-53;98-14 42-55;105-00 42-05;105-00	Casper VOR 96°;61 Wolbach VOR 355°;78 & Wolbach VOR 356°;53 Cheyenne VOR 37°;65	240-290 ✓ 1500-2200 M - F. 2400-0700 T - S.
11	Lime Soda	44-11;96-30 44-11;95-10 48-25;96-30 48-25;95-10	Sioux Falls VOR 029°;41 Fargo VOR 008°;104 & Duluth VOR 300°;167 Minneapolis VOR 231°;107	240-290 1500-2000 M - F. 0000-0400 T - S.

(Continued)

No.	Nickname	Area Boundary Coordinates	Ingress/Egress Reporting Points Bear. & Dist. (n mi.)	Utilization Flight Levels, Times(Greenwich), Days
12	Kitty Cat	37-47;99-33 38-36;99-57 37-02;105-35 36-17;105-08	Alamosa VOR 138°;24 Garden City VOR 043°;50 & Garden City VOR 073°;50 Las Vegas VOR 337°;49	NOTE: 330-360 flt levels deleted effect. May 8. 240-260 1400-1600 M - F. 1800-2330 M - F. 0000-0400 T - S.
13	Eagle Eye	36-58;99-10 37-47;99-33 36-17;105-08 35-31;104-43	Garden City VORTAC 108°;75 Las Vegas VOR 030°;20	240-260 1700-2400 M - F. 0000-0700 T - S.
14	Ivory Snow	33-15-30;103-40 32-26-30;103-32 33-50;99-06 33-00;99-00	Roswell VOR 098°;50 Wichita Falls VOR 218°;32 & Wichita Falls VOR 195°;52 Roswell VOR 118°;66	310-340 1700-2000 M - F. 2400-0700 T - S
15	Jam Pack	31 32;104-50 30-45;105-03 30-16;100-18 29-30;100-35	El Paso VOR 106°;80 San Antonio VOR 268°;102	310-340 1430-1930 M - F. 240-290 2130-2330 M - F. 0130-0530 T - S.
16	Quick Time	43-30;91-36 47-21;87-37 47-52;88-37 43-57;92-32	Minneapolis VOR 145°;91 Houghton BVOR 008°;31 & Houghton BVOR 059°;30 Nodine BVOR 218°;24	240-290 1600-2300 M - F. 0200-0600 T - S.
17	Panda Bear	39-23;92-41 40-08;86-48 40-57;87-00 40-14;92-57	Indianapolis VOR 329°;50 Kansas City VOR 062°;88	330-350 1600-2300 M - F. 0200-0600 T - S.
18	Sandy Spot	36-40;91-47 35-50;91-25 37-40;87-30 36-51;87-17 37-40;86-39 36-51;86-27	Flippin VOR 066°;39 Evansville VOR 115°;62 & Nashville VOR 003°;59 Memphis VOR 302°;99	310-340 1600-1800 M - F. 0100-0500 M - F. 2000-2300 M - F.
19	Old House	30-40;97-13 29-56;96-47 32-21;93-18 31-36;92-52	Austin VOR 070°;31 Shreveport VOR 131°;49 & Alexandria VOR 316°;40 Houston VOR 281°;89	310-340 1400-1800 M - F 2000-0000 M - F 0100-0500 T - S
20	Crazy Mary	31-24;88-00 32-07;88-00 32-10;92-16 31-32;92-13	Alexandria VOR 015°;40 Mobile VOR 010°;65	240-290 1600-2400 M - F 0000-0600 T - S
21	Dragon Tooth	28-18;90-45 28-56;90-45 29-01;94-52 28-20;94-52	Palacios VOR 080°;80 New Orleans VOR 195°;90	240-290 1400-2400 M - F. 2400-0500 T - S.
22	Mission Bell	28-00;94-00 27-13;94-20 25-31;89-05 24-42;89-30	27-36; 94-10 New Orleans Center 25-07; 89-17 New Orleans Center	310-340 1800-2100 M - F. 0100-0800 T - S.
23	Violin Case	32-09;85-53 31-23;86-25 30-19;82-47 29-36;83-18	Crestview VOR 020°;73 Gainesville VOR 320°;44 °;50 & Gainesville VOR 275°;43 Crestview VOR 017°;48	250-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
24	Two Ton	28-01;88-11 27-11;88-23 26-54;82-43 26-06;83-00	New Orleans VOR 150°;180 St. Petersburg VOR 183°;90	240-290 1900-2400 M - F 0200-0500 T - S 310-340 1600-1900 M 1400-1900 T - F 0000-0200 T - S
25	Arctic Bear	31-20;73-30 30-06;74-37 31-55;77-12 34-05;77-42 34-17;77-35	Wilmington VOR 135°;16 Myrtle Beach VOR 140°;123	240-290 1500-2400 M - F 0000-0500 T - S.
26	Arm Rest	24-45;78-52 24-08;79-20 22-12;74-05 21-29;74-32	Miami VOR 137°;122 Guantanamo LF 024°;137 & Guantanamo LF 022°;112 Miami VOR 143°;127	240-290 1600-2400 M 0000-0500 T - F 1400-2400 T - F 0000-0200 S
27	Farmer Boy	47-05;68-31 46-28;67-40 43-06;72-27 43-05;72-37 43-34;73-23	Albany VOR 049°;52 Presque Isle VOR 342°;13 & Albany VOR 075°;52 Presque Isle VOR 153°;13	240-290 1600-1900 M. 2400-0200 T-S. 1400-1900 T. 1400-1800 W-F. 310-340 1900-2400 M-T. 2200-2400 W-F. 0200-0400 Th-S.
28.	Long Drink	36-15;114-15 37-18;112-08 37-00;111-45 35-56;113-50	Las Vegas VOR 072°;53 Bryce Canyon VOR 137°;40	260-290 On request only. ✓
29.	Barts Rock	49-00;109-00 48-00;109-00 48-00;115-00 49-00;115-00	Mullan Pass VOR 359°;91 Lewistown VOR 354°;104 & Lewistown VOR 358°;80 Mullan Pass VOR 010°;57	310-340 1500-2400 M - F. 0000-0700 T - S.

SECOND ANNUAL GENERAL AVIATION FLY-IN: All pilots are invited to attend the second annual general aviation "fly in" to be held October 1, 1960 at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey."

SKY SHIELD EXERCISE: Effective September 10, 1960 between 0600Z and 1200Z a large scale air defense exercise to be known as SKY SHIELD will be conducted regardless of weather. The exercise will encompass the entire North American Continent North of the Mexican Border. The Administrator of FAA has determined that in the interest of safety, non-participating aircraft should not operate in the continental U.S. and Alaska during the exercise period. Pilots must plan their flights so as to be on the ground or outside the exercise area by 0600Z giving consideration to possible delay factors such as weather, departure delays, etc. During the early phase of the exercise, participating aircraft will be operating at all altitudes out to approximately 600 nmi from the coastline. Aircraft bound for the continental U.S. including Alaska will not be issued an Air Traffic Control clearance to approach closer than 150 miles to the Coast prior to 1200Z since flight in the offshore area will be hazardous during the entire exercise period.

NAVIGATIONAL WARNING-USAF OPERATION "OIL BURNER". USAF (Strategic Air Command) is conducting low level navigational flights in jet aircraft in both VFR and IFR weather conditions within 10 statute miles either side of the centerline of the routes on the following pages, and at the alts specified therein. At the termination of the low level flights, the acft climb to alts between 4000 and 22,000 feet MSL for simulated bomb runs on a target, which is located in the vicinity of a Radar Bomb Scoring site. The low alt simulated bomb run is referred to as a "Short Look;" the intermediate alt one as a "Long Look." "Oil Burner" flights are conducted during both the hours of daylight and darkness, only during times specified for each route.

(30 August 1960)

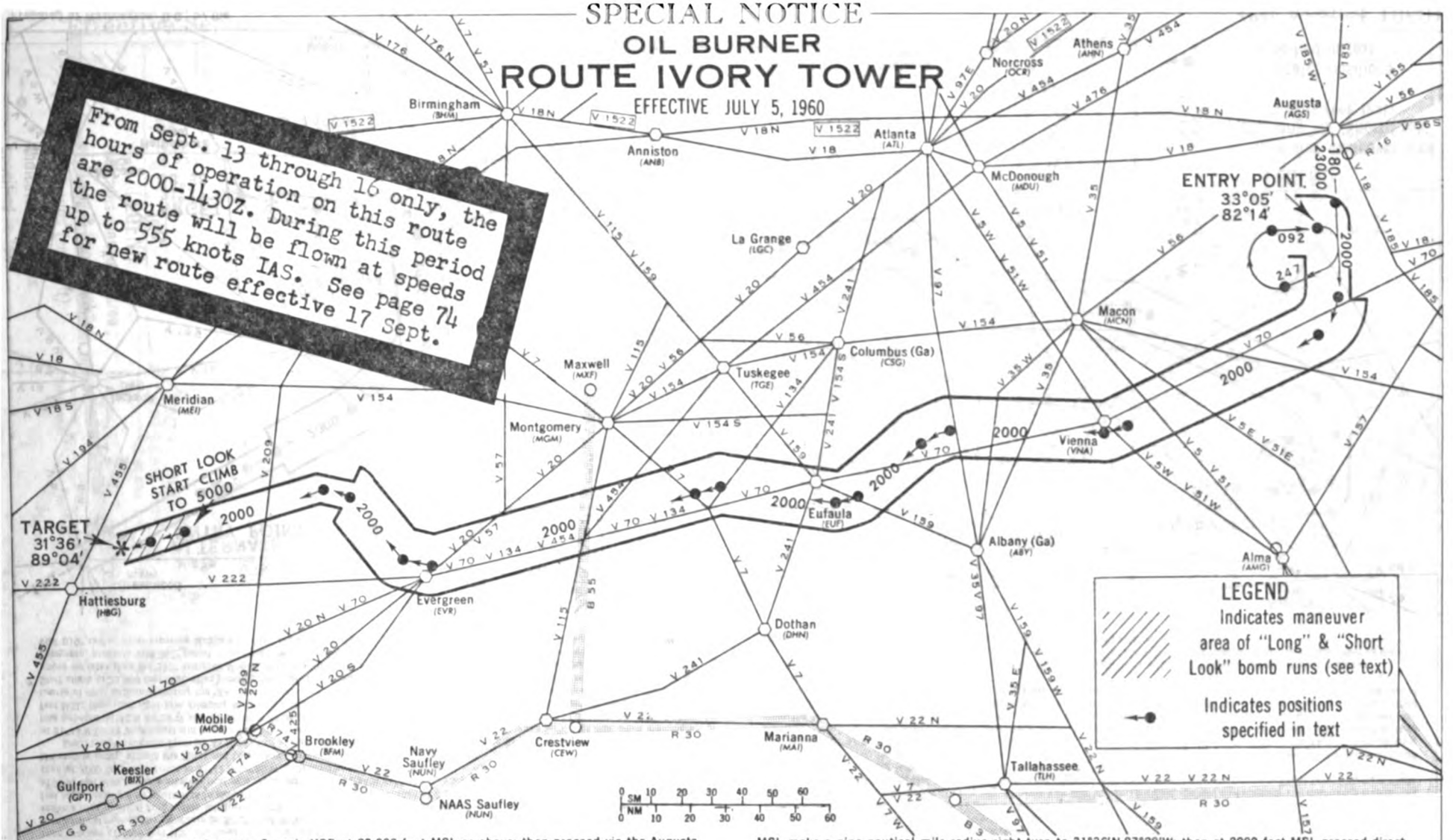
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER
ROUTE IVORY TOWER

EFFECTIVE JULY 5, 1960

From Sept. 13 through 16 only, the hours of operation on this route are 2000-1430Z. During this period the route will be flown at speeds up to 555 knots IAS. See page 74 for new route effective 17 Sept.



Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until 20 nautical miles South, then start a descent to 2000 feet MSL. At 30 nautical miles South, aircraft will start a right standard rate turn to a true course of 247° to 32°49'N-82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N-82°30'W to the entry point of the low level route at 33°05'N-82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N-82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N-82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL Southwest along the South edge of Victor Airway 70 to 32°10'N-83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N-83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N-84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N-84°32'W, then at 2000 feet MSL proceed direct to 31°53'N-84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N-85°01'W, then at 2000 feet MSL proceed direct to 31°54'N-85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N-85°49'W; then at 2000 feet MSL proceed direct to 31°34'N-87°18'W; then at 2000 feet MSL make a nine nautical mile radius right turn to 31°36'N-87°28'W; then at 2000 feet MSL proceed direct to 31°53'N-87°46'W; then at 2000 feet MSL make a nine nautical mile radius left turn to 31°55'N-87°55'W; then proceed at 2000 feet MSL to 31°43'N-88°43'W. At this point, "Short Look" missions will start a climb so as to reach 5000 feet MSL at 31°39'N-88°55'W; then at 5000 feet MSL proceed direct to the target at 31°36'N-89°04'W.

After the simulated bomb run, aircraft will proceed straight ahead, on the bomb run track, and climb to 6000 feet MSL. Upon reaching 6000 feet MSL, aircraft will make a right turn to a true course of 106° and maintain 6000 feet MSL until past the 180° radial of the Meridian, Mississippi VOR; then start a climb to 22,000 feet MSL proceeding direct to the intersection of the McComb, Mississippi VOR 068° radial and the Meridian VOR 160° radial; then continue climbing in a non-standard, one minute holding pattern (making all turns to the left) Southwest of the intersection on the 068° radial of the McComb VOR.

Only "Short Look" missions are conducted on this route. The hours of operation on this route are 2000Z to 2400Z Monday through Friday, and 0000Z to 0800Z Tuesday through Saturday.

Prepared at Washington, D.C., by the
U.S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE

OIL BURNER

ROUTE IVORY TOWER

EFFECTIVE SEPTEMBER 17, 1960

Aircraft will enter at Augusta, Georgia VOR at 23,000 feet MSL or above; then proceed via the Augusta VOR 180° radial at assigned altitude until twenty nautical miles south, then start a descent to 2000 feet MSL. At thirty nautical miles south, aircrafts will start a right standard rate turn to a true course of 247° to 32°49'N 82°26'W; then start a right standard rate turn to a true course of 092° at 33°06'N 82°30'W to the entry point of the low level route at 33°05'N 82°14'W, and at 2000 feet MSL, turn right to intercept the 180° radial of the Augusta VOR to 32°46'N 82°08'W. Aircraft will then make a nine nautical mile radius right turn to 32°35'N 82°16'W at 2000 feet MSL; then proceed at 2000 feet MSL southwest along the south edge of Victor Airway 70 to 32°10'N 83°25'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 32°09'N 83°30'W; then at 2000 feet MSL, proceed direct to 32°09'N 84°25'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 32°07'N 84°32'W, then at 2000 feet MSL proceed direct to 31°53'N 84°54'W; then at 2000 feet MSL, make a nine nautical mile radius right turn to 31°51'N 85°01'W, then at 2000 feet MSL proceed direct to 31°54'N 85°46'W; then at 2000 feet MSL, make a nine nautical mile radius left turn to 31°54'N 85°49'W; then at 2000 feet MSL proceed direct to 31°32'N 87°32'W; then at 2000 feet MSL direct to 31°42'N 88°06'W, at this point the navigation portion of the route ends and the route width narrows to ten statute miles, at both the Short and Long Look targets.

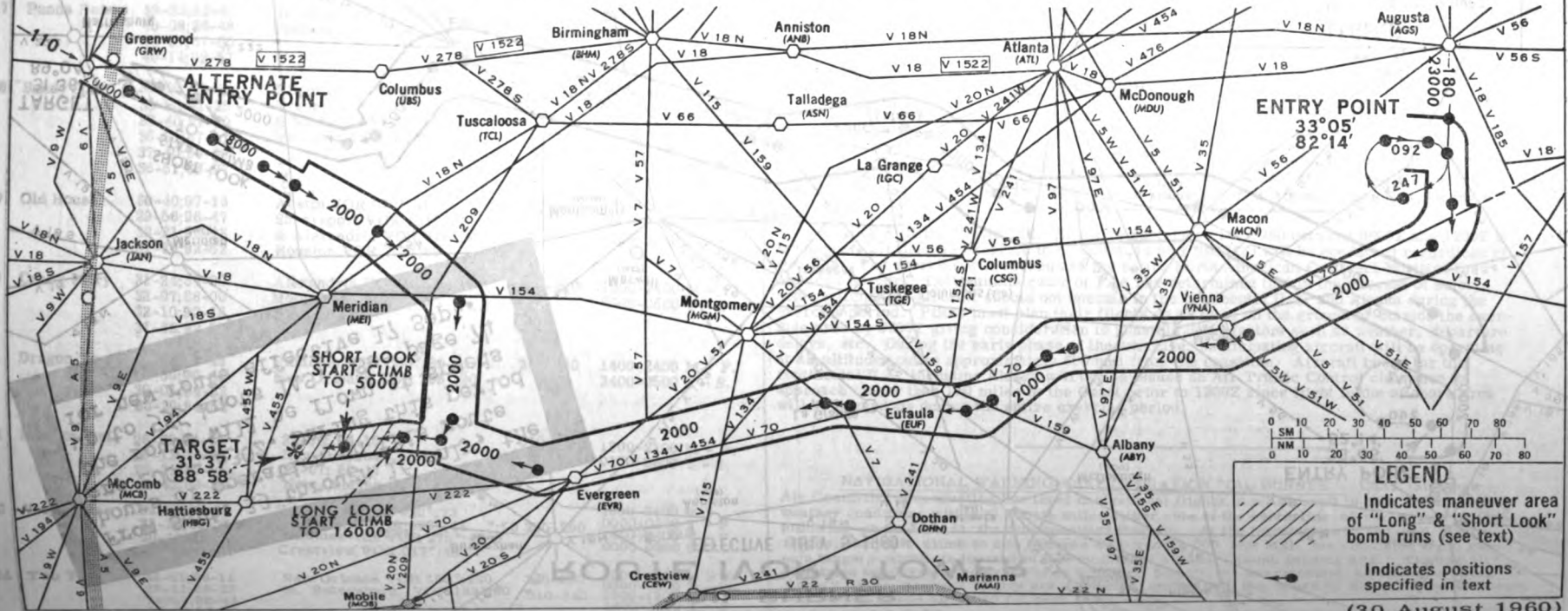
Short Look bomb run: From 31°42'N 88°06'W aircraft will proceed direct at 2000 feet MSL to 31°42'N 88°21'W; thence direct to target at 31°37'N 88°58'W. Aircraft will begin climb after passing Meridian, Mississippi 178° radial, and reach 5000 feet MSL when crossing a line between 31°42'N 88°59'W and 31°37'30"N 88°54'30"W. After passing target aircraft will proceed direct to 31°35'N 89°14'W at 5000 feet MSL; then start right turn climbing to cross 31°45'N 89°14'W at 6000 feet MSL on a true course of 080°. Aircraft will maintain a true course of 080° until intercepting the 064° radial of McComb, Mississippi VOR, maintain 6000 feet to Meridian, Mississippi VOR 180° radial. Start climb to 23,000 feet MSL after crossing Meridian 180° radial. Proceed outbound on McComb 064° radial, reach 15,000 feet MSL or above no later than the 352° radial of Mobile, Alabama VOR. Maintain 23,000 feet MSL or below until reaching the intersection of the Evergreen, Alabama VOR 300° radial. Turn right inbound on Evergreen VOR 300° radial maintaining 23,000 feet MSL until crossing Mobile VOR 010° radial. After crossing Mobile VOR 010° radial, start climb to Flight Level 270, reach Flight Level 270 prior to crossing Mobile VOR 027° radial. Maintain Flight Level 270 to Evergreen VOR.

Long Look bomb run: From 31°42'N 88°06'W aircraft will proceed direct to 31°42'N 88°21'W at 2000 feet MSL. Start climb to 16,000 feet MSL, aircraft will reach 16,000 feet MSL at or before crossing a line between 31°42'N 88°59'W and 31°37'30"N 88°54'30"W; maintain 16,000 feet MSL to target at 31°37'N 88°58'W; then turn left to 31°24'N 89°04'W maintaining 16,000 feet MSL. Turn right to 31°40'N 89°22'W at 16,000 feet MSL; continue right turn climbing to 17,000 feet MSL so as to cross 31°45'N 89°14'W at 17,000 feet MSL on a true course of 080°. Aircraft will maintain a true course of 080° until intercepting the 064° radial of McComb, Mississippi VOR, maintain 17,000 feet MSL to Meridian, Mississippi VOR 180° radial. Start climb to 23,000 feet MSL after crossing Meridian 180° radial. Proceed outbound on McComb 064° radial, reach 21,000 feet MSL no later than 352° radial of Mobile, Alabama VOR. Maintain 23,000 feet MSL or below until reaching the intersection of Evergreen, Alabama VOR 300° radial. Turn right inbound on Evergreen VOR 300° radial maintaining 23,000 feet MSL until crossing Mobile VOR 010° radial. After crossing Mobile VOR 010° radial, start climb to Flight Level 270, reach Flight Level 270 prior to crossing Mobile VOR 027° radial, maintain Flight Level 270 to Evergreen VOR.

Alternate Entry to the oil burner route. Cross the Greenwood, Mississippi VOR at 20,000 feet MSL, proceed via the Greenwood VOR 110° radial to 32°47'N 88°30'W maintaining 20,000 feet MSL until fifteen nautical miles southeast; then descend so as to cross the Jackson, Mississippi Vor 037° radial at 8,000 feet MSL; maintain 8,000 feet MSL until crossing the Jackson VOR 053° radial; then descend so as to cross the Jackson VOR 061° radial at 2000 feet MSL. Then at 2000 feet MSL proceed direct to 32°20'N 88°00'W; then at 2000 feet MSL direct to 31°45'N 88°03'W; then at 2000 feet MSL direct to 31°42'N 88°06'W; thence execute Short Look or Long Look via established route. Alternate entry route width restricted to ten statute miles until crossing the Jackson, Mississippi VOR 061° radial. Remainder of alternate entry route width twenty statute miles.

Hours of operation on this route are 2000Z to 2400Z Monday through Friday and 0000Z to 0800Z Tuesday through Saturday.

The route width on the 180° radial of the Augusta, Georgia VOR from the VOR to 32°46'N 82°08'W, is five statute miles on the east side of the route centerline and ten statute miles on the west side of the route centerline.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE TAR PAIL
EFFECTIVE SEPTEMBER 11, 1960

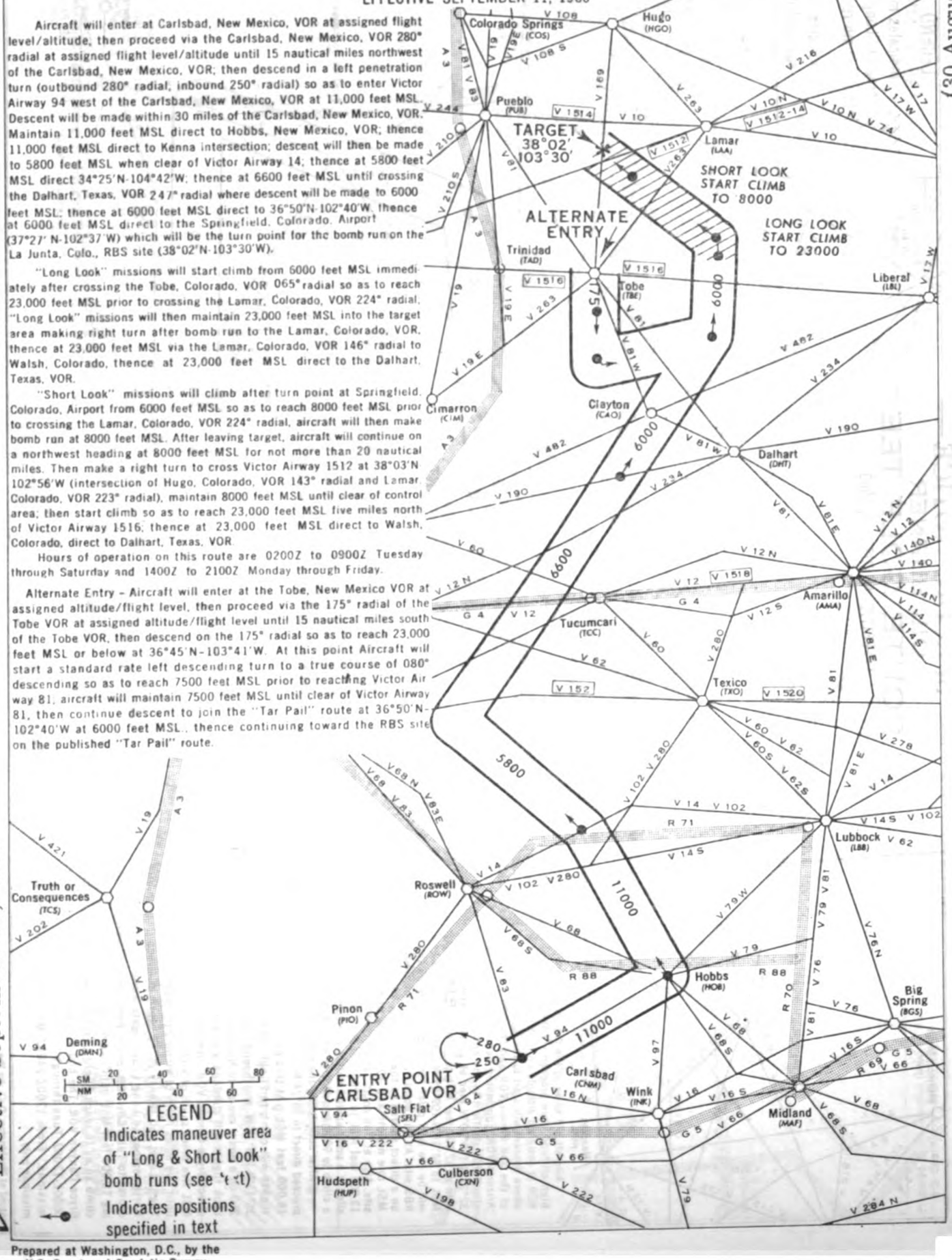
Aircraft will enter at Carlsbad, New Mexico, VOR at assigned flight level/altitude, then proceed via the Carlsbad, New Mexico, VOR 280° radial at assigned flight level/altitude until 15 nautical miles northwest of the Carlsbad, New Mexico, VOR; then descend in a left penetration turn (outbound 280° radial, inbound 250° radial) so as to enter Victor Airway 94 west of the Carlsbad, New Mexico, VOR at 11,000 feet MSL. Descent will be made within 30 miles of the Carlsbad, New Mexico, VOR. Maintain 11,000 feet MSL direct to Hobbs, New Mexico, VOR; thence 11,000 feet MSL direct to Kenna intersection; descent will then be made to 5800 feet MSL when clear of Victor Airway 14; thence at 5800 feet MSL direct 34°25'N-104°42'W; thence at 6600 feet MSL until crossing the Dalhart, Texas, VOR 247° radial where descent will be made to 6000 feet MSL; thence at 6000 feet MSL direct to 36°50'N-102°40'W, thence at 6000 feet MSL direct to the Springfield, Colorado, Airport (37°27' N-102°37'W) which will be the turn point for the bomb run on the La Junta, Colo., RBS site (38°02'N-103°30'W).

"Long Look" missions will start climb from 6000 feet MSL immediately after crossing the Tobe, Colorado, VOR 065° radial so as to reach 23,000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial. "Long Look" missions will then maintain 23,000 feet MSL into the target area making right turn after bomb run to the Lamar, Colorado, VOR, thence at 23,000 feet MSL via the Lamar, Colorado, VOR 146° radial to Walsh, Colorado, thence at 23,000 feet MSL direct to the Dalhart, Texas, VOR.

"Short Look" missions will climb after turn point at Springfield, Colorado, Airport from 6000 feet MSL so as to reach 8000 feet MSL prior to crossing the Lamar, Colorado, VOR 224° radial, aircraft will then make bomb run at 8000 feet MSL. After leaving target, aircraft will continue on a northwest heading at 8000 feet MSL for not more than 20 nautical miles. Then make a right turn to cross Victor Airway 1512 at 38°03'N 102°56'W (intersection of Hugo, Colorado, VOR 143° radial and Lamar, Colorado, VOR 223° radial), maintain 8000 feet MSL until clear of control area; then start climb so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; thence at 23,000 feet MSL direct to Walsh, Colorado, direct to Dalhart, Texas, VOR.

Hours of operation on this route are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.

Alternate Entry – Aircraft will enter at the Tobe, New Mexico VOR at assigned altitude/flight level, then proceed via the 175° radial of the Tobe VOR at assigned altitude/flight level until 15 nautical miles south of the Tobe VOR, then descend on the 175° radial so as to reach 23,000 feet MSL or below at 36°45'N-103°41'W. At this point Aircraft will start a standard rate left descending turn to a true course of 080° descending so as to reach 7500 feet MSL prior to reaching Victor Airway 81; aircraft will maintain 7500 feet MSL until clear of Victor Airway 81, then continue descent to join the "Tar Pail" route at 36°50'N-102°40'W at 6000 feet MSL., thence continuing toward the RBS site on the published "Tar Pail" route.



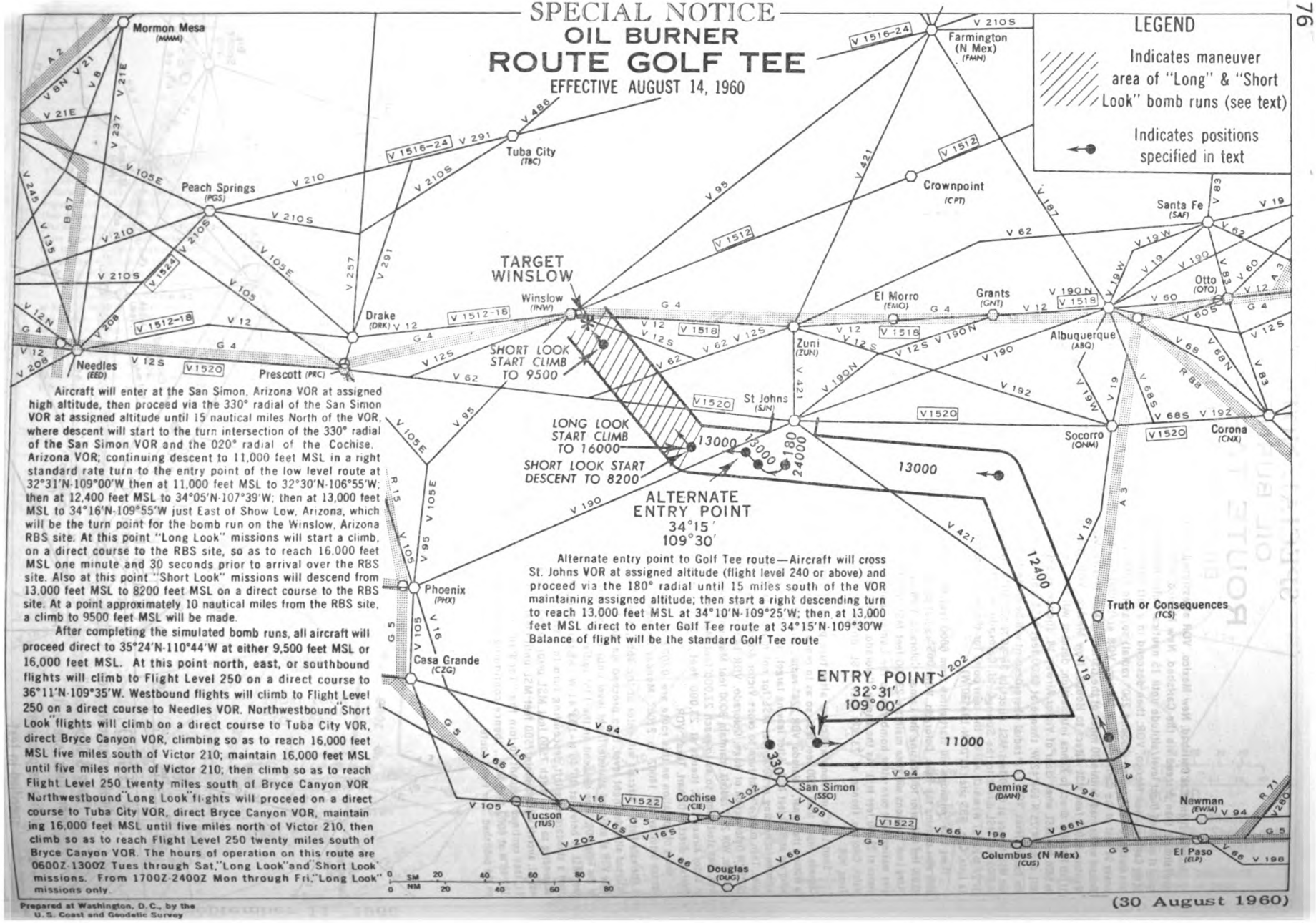
Effective September 11, 1960

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

SPECIAL NOTICE

OIL BURNER
ROUTE GOLF TEE

EFFECTIVE AUGUST 14, 1960



Aircraft will enter at the San Simon, Arizona VOR at assigned high altitude, then proceed via the 330° radial of the San Simon VOR at assigned altitude until 15 nautical miles North of the VOR, where descent will start to the turn intersection of the 330° radial of the San Simon VOR and the 020° radial of the Cochise, Arizona VOR; continuing descent to 11,000 feet MSL in a right standard rate turn to the entry point of the low level route at 32°31'N-109°00'W then at 11,000 feet MSL to 32°30'N-106°55'W; then at 12,400 feet MSL to 34°05'N-107°39'W; then at 13,000 feet MSL to 34°16'N-109°55'W just East of Show Low, Arizona, which will be the turn point for the bomb run on the Winslow, Arizona RBS site. At this point "Long Look" missions will start a climb, on a direct course to the RBS site, so as to reach 16,000 feet MSL one minute and 30 seconds prior to arrival over the RBS site. Also at this point "Short Look" missions will descend from 13,000 feet MSL to 8200 feet MSL on a direct course to the RBS site. At a point approximately 10 nautical miles from the RBS site, a climb to 9500 feet MSL will be made.

After completing the simulated bomb runs, all aircraft will proceed direct to 35°24'N-110°44'W at either 9,500 feet MSL or 16,000 feet MSL. At this point north, east, or southbound flights will climb to Flight Level 250 on a direct course to 36°11'N-109°35'W. Westbound flights will climb to Flight Level 250 on a direct course to Needles VOR. Northwestbound "Short Look" flights will climb on a direct course to Tuba City VOR, direct Bryce Canyon VOR, climbing so as to reach 16,000 feet MSL five miles south of Victor 210; maintain 16,000 feet MSL until five miles north of Victor 210; then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. Northwestbound "Long Look" flights will proceed on a direct course to Tuba City VOR, direct Bryce Canyon VOR, maintaining 16,000 feet MSL until five miles north of Victor 210, then climb so as to reach Flight Level 250 twenty miles south of Bryce Canyon VOR. The hours of operation on this route are 0600Z-1300Z Tues through Sat. "Long Look" and "Short Look" missions. From 1700Z-2400Z Mon through Fri. "Long Look" missions only.

Alternate entry point to Golf Tee route—Aircraft will cross St. Johns VOR at assigned altitude (flight level 240 or above) and proceed via the 180° radial until 15 miles south of the VOR maintaining assigned altitude; then start a right descending turn to reach 13,000 feet MSL at 34°10'N-109°25'W; then at 13,000 feet MSL direct to enter Golf Tee route at 34°15'N-109°30'W Balance of flight will be the standard Golf Tee route

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

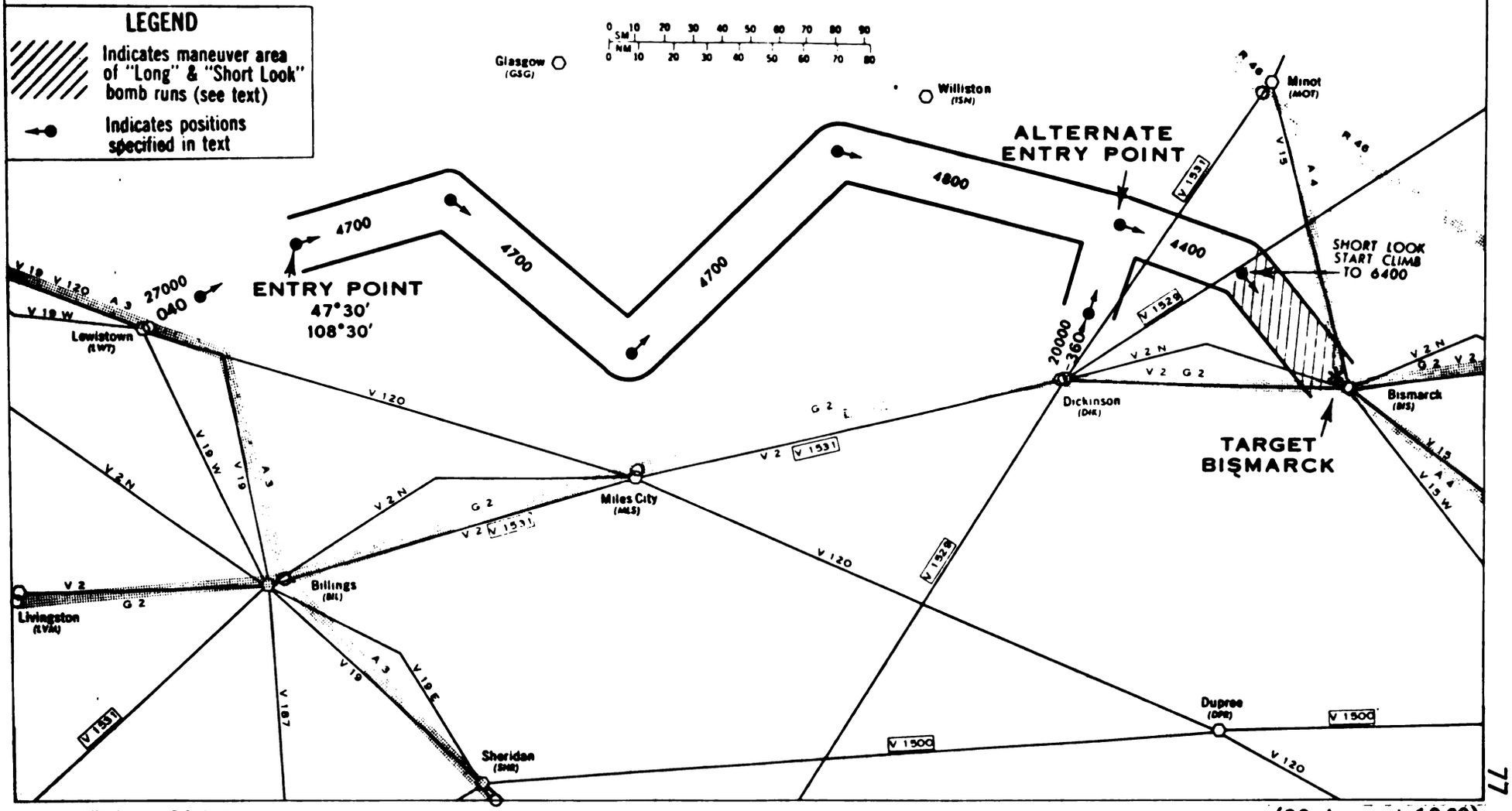
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER
ROUTE BEAR CLAWS
EFFECTIVE MARCH 27, 1960

Aircraft will enter at Lewistown, Montana VOR at flight level 270 or above; then proceed via the 040° radial of the Lewistown VOR at assigned flight level until 20 nautical miles Northeast; then descend to 4700 feet MSL to the entry point of the low level route at 47°30'N-108°30'W; then proceed at 4700 feet MSL to 47°45'N-107°22'W; then proceed at 4700 feet MSL to 47°00'N-106°00'W; then proceed at 4700 feet MSL to 48°00'N-104°27'W; then proceed at 4800 feet MSL to 47°38'N-102°20'W; then proceed at 4400 feet MSL to 47°28'N 101°25'W. At this point, "Short Look" missions will climb to 6400 feet MSL and proceed direct to the RBS site at Bismarck, North Dakota. Aircraft will maintain 6400 feet MSL until clear of controlled airspace, climbing to flight level 260 towards Dupree to reach flight level 260 at a point 15 nautical miles Northeast of the Dupree VOR. "Long Look" missions will not be made on this route. The hours of operation on this route are 1400Z to 2100Z Monday through Friday, and 0200Z to 0900Z Tuesday through Saturday.

Alternate entry point to Bear Claws route—Aircraft will enter at Dickinson, North Dakota VOR at or above 20,000 feet MSL, then proceed via the 360° radial of the Dickinson VOR at 20,000 feet MSL or above to a point 20 nautical miles North of the VOR where descent will start to 4400 feet MSL to join the Bear Claws route at 4400 feet MSL on the 360° radial of the Dickinson VOR; thence continue on Bear Claws route above



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE

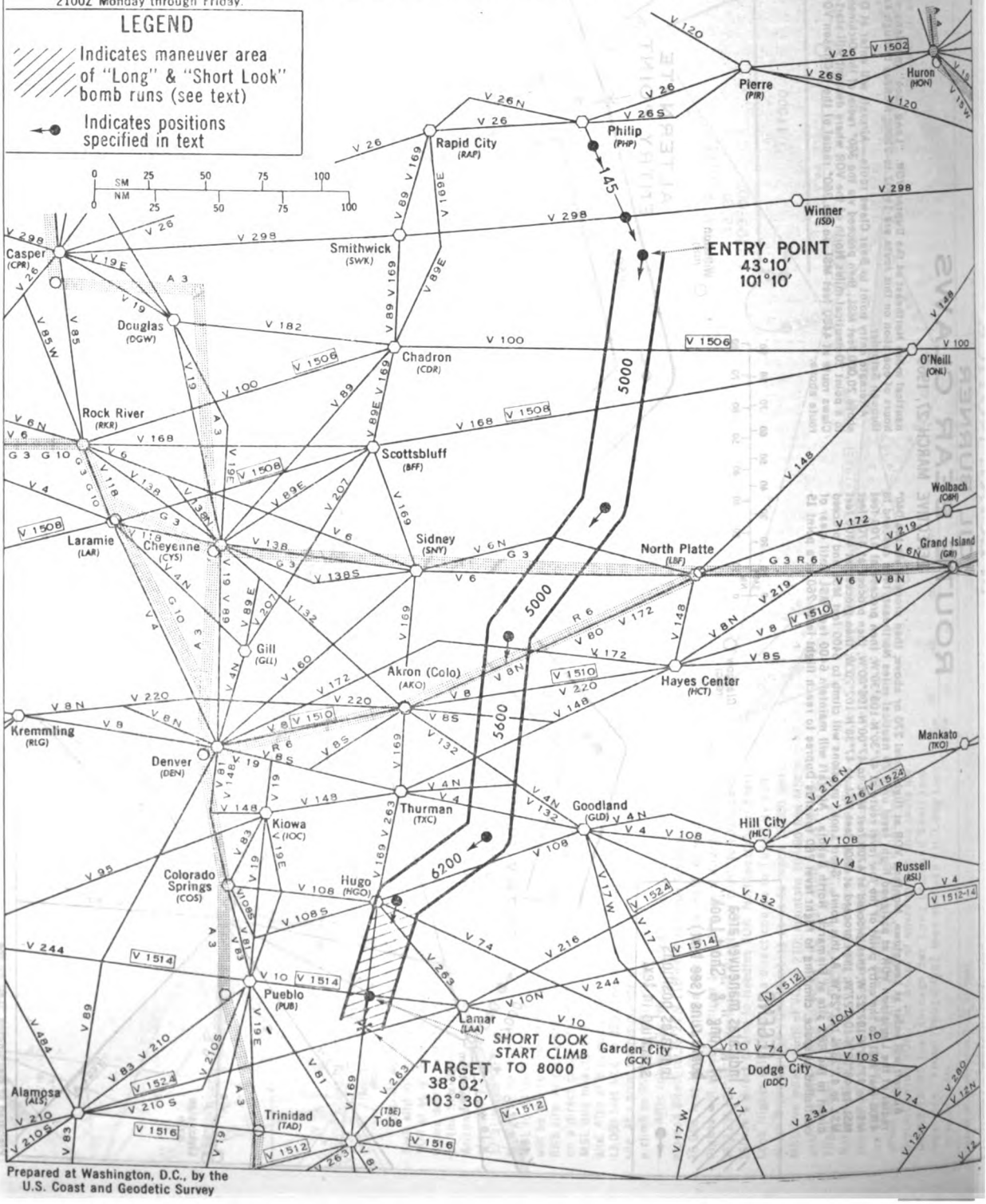
OIL BURNER

ROUTE ROUGH WOOD

EFFECTIVE JUNE 19, 1960

Aircraft will enter at Philip, South Dakota, VOR at assigned altitude/flight level (between 20,000 feet MSL and flight level 250); then proceed via the Philip VOR 145° radial, maintaining assigned altitude until 10 nautical miles southeast of the Philip VOR where descent will start to 5,000 feet MSL, crossing 43°26'N-101°20'W at or below 13,000 feet MSL, proceeding direct to low-level entry point at 43°10'N-101°10'W; then at 5,000 feet MSL direct to 41°30'N-101°30'W; then at 5,000 feet MSL direct to 40°40'N-102°20'W; then at 5,600 feet MSL direct to 39°19'N-102°29'W; then at 6,200 feet MSL direct to 38°52'N-103°13'W; then at 6,000 feet MSL direct to the La Junta, Colorado RBS site at 38°02'N-103°30'W; aircraft will start climb when crossing the Lamar, Colorado VOR 252° radial and reach 8,000 feet MSL when crossing the Lamar VOR 247° radial; maintain 8,000 feet MSL over the La Junta, Colorado RBS Site; turn left to a direct course to Walsh, Colorado, maintain 8,000 feet until five nautical miles southeast of Victor Airway 169; then climb on a direct course to Walsh, Colorado so as to reach 23,000 feet MSL five miles north of Victor Airway 1516; maintain 23,000 feet MSL direct to Dalhart, Texas, VOR.

"Short Look" missions only authorized over this route. Hours of operation are 0200Z to 0900Z Tuesday through Saturday and 1400Z to 2100Z Monday through Friday.



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

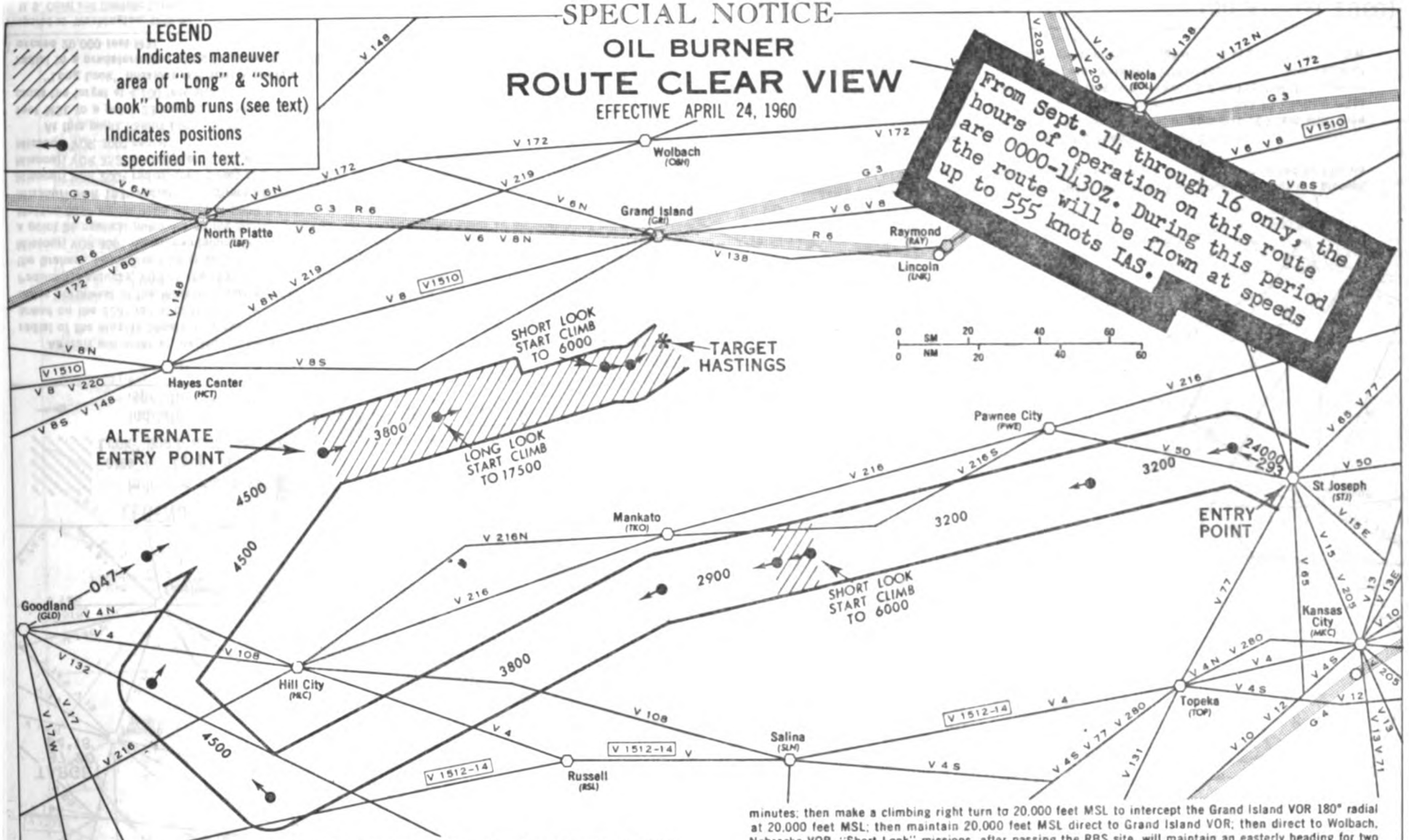
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER

ROUTE CLEAR VIEW

EFFECTIVE APRIL 24, 1960



Aircraft will enter at St. Joseph, Missouri VOR at flight level 240 or above; then proceed via the 293° radial of the St. Joseph VOR at flight level 240 or above to 40°06'N-95°14'W; then descend direct to 39°43'N-97°30'W to reach 3200 feet MSL prior to 40°00'N-96°00'W, then proceed direct to 39°43'N-97°30'W, then climb to 6000 feet MSL for a "Short Look" mission at 39°41'N-97°41'W; then descend to 2900 feet MSL direct to 39°35'N-98°18'W; then climb to 3800 feet MSL to 38°44'N-100°22'W; then climb to 4500 feet MSL to 39°11'N-101°00'W; then direct at 4500 feet MSL to 40°08'N-100°06'W. At this point "Long Look" missions will descend to and maintain 3800 feet MSL until reaching 40°17'N-99°30'W where climb to bombing altitude of 17,500 feet MSL begins. "Short Look" missions will descend to 3800 feet MSL at 40°08'N-100°06'W, and proceed at 3800 feet MSL to 40°28'N-98°35'W; then climb so as to cross 40°29'N-98°26'W at 6000 feet MSL; then continue at 6000 feet MSL for bomb run. After completing the simulated bomb runs over the RBS site approximately 5 miles east of Hastings, Nebraska, "Long Look" missions will maintain heading for two minutes; then make a climbing right turn to 20,000 feet MSL to intercept the Grand Island VOR 180° radial at 20,000 feet MSL; then maintain 20,000 feet MSL direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR. "Short Look" missions, after passing the RBS site, will maintain an easterly heading for two minutes and then start a right climbing turn to 8000 feet MSL to intercept the Grand Island VOR 180° radial; then proceed direct to Grand Island VOR; then direct to Wolbach, Nebraska VOR maintaining 8000 feet MSL. Enroute clearance will then be received from Denver ARTC Center. The hours of operation on this route are 0000Z to 1400Z Tuesday through Saturday.

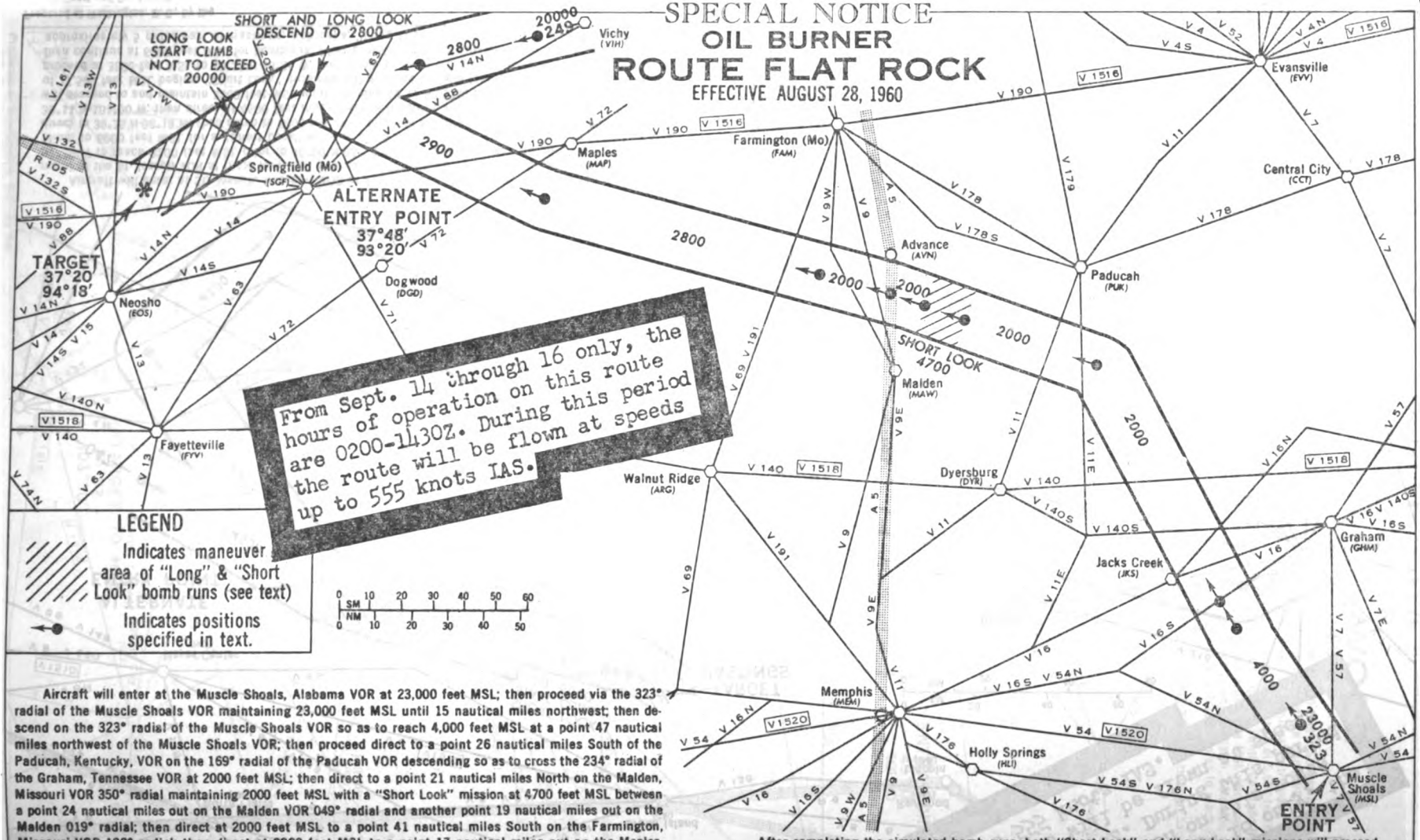
Alternate entry point to Clear View route—Aircraft will enter at Goodland, Kansas VOR at 23,000 feet MSL; then proceed via the 047° radial of the Goodland VOR at 23,000 feet MSL or assigned altitude to a point 35 nautical miles Northeast on the Goodland VOR 047° radial. At this point start descent to 4500 feet MSL, level off at or before a point 52 nautical miles on the Hill City, Kansas VOR 358° radial; thence via the primary route

The route width from 99°00'W to the target is five statute miles on the north side of the route centerline and ten statute miles on the south side of the route centerline.

Prepared at Washington, D.C., by the
U. S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE
OIL BURNER
ROUTE FLAT ROCK
EFFECTIVE AUGUST 28, 1960



Aircraft will enter at the Muscle Shoals, Alabama VOR at 23,000 feet MSL; then proceed via the 323° radial of the Muscle Shoals VOR maintaining 23,000 feet MSL until 15 nautical miles northwest; then descend on the 323° radial of the Muscle Shoals VOR so as to reach 4,000 feet MSL at a point 47 nautical miles northwest of the Muscle Shoals VOR; then proceed direct to a point 26 nautical miles South of the Paducah, Kentucky, VOR on the 169° radial of the Paducah VOR descending so as to cross the 234° radial of the Graham, Tennessee VOR at 2000 feet MSL; then direct to a point 21 nautical miles North on the Malden, Missouri VOR 350° radial maintaining 2000 feet MSL with a "Short Look" mission at 4700 feet MSL between a point 24 nautical miles out on the Malden VOR 049° radial and another point 19 nautical miles out on the Malden 019° radial; then direct at 2000 feet MSL to a point 41 nautical miles South on the Farmington, Missouri VOR 182° radial; then direct at 2800 feet MSL to a point 17 nautical miles out on the Maples, Missouri VOR 200° radial; then direct at 2900 feet MSL to a point 27 nautical miles out on the Springfield, Missouri VOR 352° radial; then direct at 2800 feet MSL to a point 25 nautical miles out on the Springfield, Missouri VOR 300° radial.

At this point "Short Look" missions will proceed to the target at 37°20'N-94°18'W maintaining 2,800 feet MSL to a point 33 nautical miles out on the Neosho, Missouri VOR 009° radial; then climb so as to cross the target at 4,700 feet MSL.

"Long Look" missions will start a climb at a point 25 nautical miles out on the Springfield VOR 300° radial to a predetermined altitude, above the RBS site as filed in the flight plan. This altitude will never exceed 20,000 feet MSL.

After completing the simulated bomb runs, both "Short Look" and "Long Look" missions will proceed to Bartlesville, Oklahoma VOR, maintaining bombing altitude. Normally aircraft will be routed by ATC via the Tulsa, Oklahoma VOR.

The hours of operation on this route are 0200Z to 1400Z Tuesday through Saturday.

Alternate Entry Point–Aircraft will enter at Vichy, Missouri, VOR at or above 20,000 feet MSL, then proceed via the 249° radial of the Vichy VOR at 20,000 feet MSL or above to a point 15 nautical miles southwest of Vichy VOR where descent will start to 2,800 feet MSL, reaching 2,800 feet MSL at a point 46 nautical miles out on the 034° radial of the Springfield, Missouri, VOR thence via the 249° radial of Vichy VOR to a point 27 nautical miles out on the 352° radial of the Springfield VOR at 37°48'30"N-93°20'W thence continue on Flat Rock route.

Prepared at Washington, D.C. by U.S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE

SPECIAL NOTICE

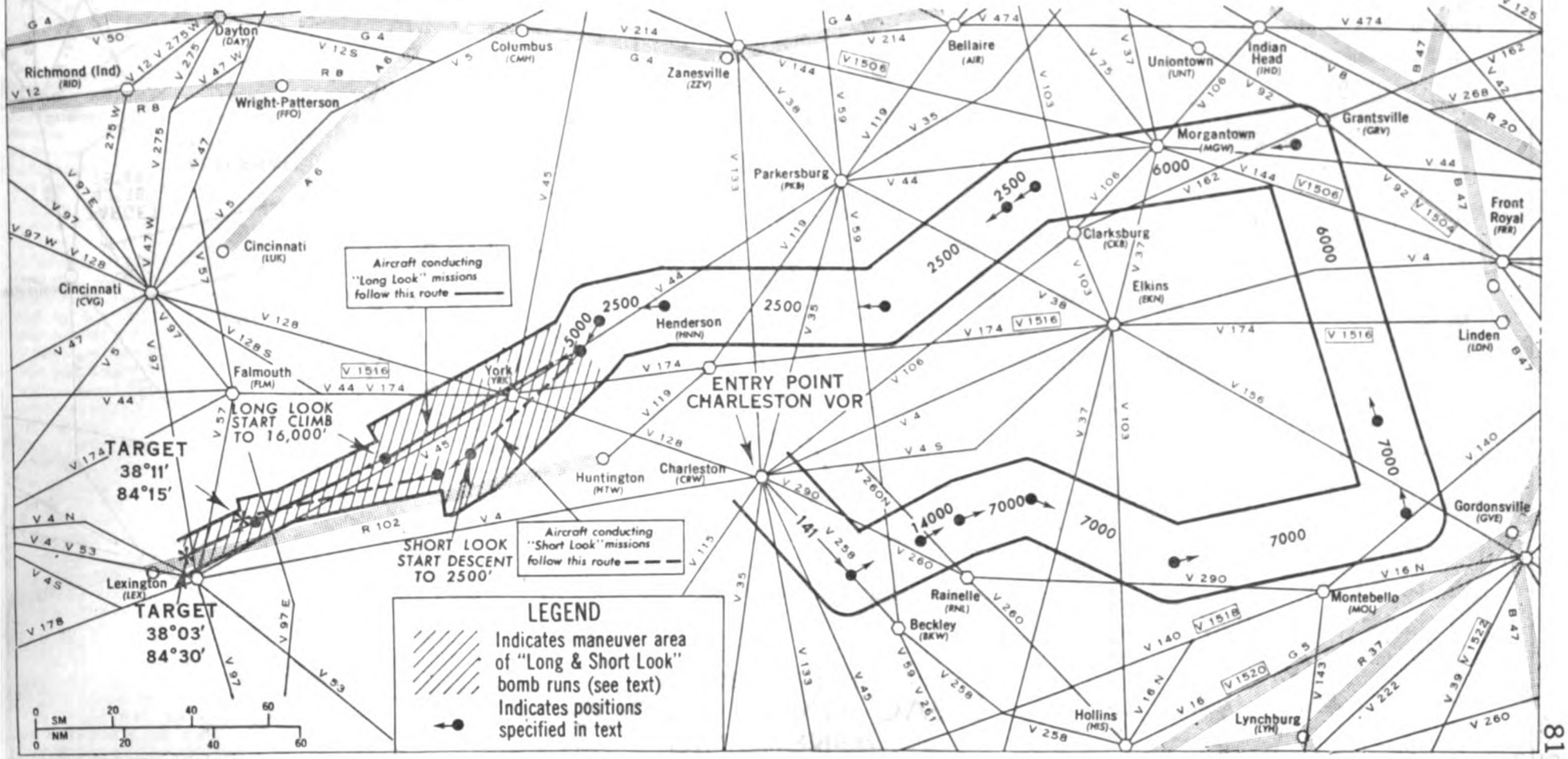
OIL BURNER
ROUTE GREEN VALLEY
EFFECTIVE July 31, 1960

Aircraft will enter at Charleston, W. Va., VOR at or above Flight Level 240; and proceed via the 141° radial of the Charleston VOR to 37°59'N-81°22'W, maintaining assigned flight level to this point. Then proceed to 38°08'N-81°00'W descending to cross this point at 19,000' MSL or above. Aircraft will then continue descent to cross 38°12'30"N-80°49'W at 14,000' MSL; and to cross 38°16'N-80°30'W at 7,000' MSL; then proceeding to 38°01'N-79°49'W at 7,000' MSL; then to 38°11'N-78°41'30"W at 7,000' MSL; then to 38°32'N-78°49'W at 7,000 MSL; descend to 6,000' MSL immediately after passing 38°32'N-78°49'W; then at 6,000 feet MSL to 39°33'N-79°10'W; then 39°25'N-80°27'W at 6,000' MSL; then descending to cross 39°21'N-80°34'W at 2,500' MSL; then to 38°59'N-81°11'W at 2,500' MSL; then to 38°59'N-82°14'W at 2,500' MSL; then to 38°51'N-82°33'W at 2,500' MSL; then climbing to cross 38°49'N-82°38'W at 5,000' MSL.

"Short Look" Missions will maintain 5,000' MSL from 38°49'N-82°38'W to 38°26'N-83°09'W; then descend to cross 38°22'N-83°18'W at 2,500' MSL (end of navigation leg). Aircraft will then proceed to cross the target at 38°11'N-84°15'W at 5,000' MSL. After the simulated bomb run, the aircraft will proceed via a 270° heading to cross the Lexington, Ky., VOR 024° radial at 6,000' MSL; then continuing via a 270° heading, cross Lexington VOR 322° radial at 6,000' MSL. The aircraft will then climb on the Lexington VOR 322° radial to cross Louisville, Ky., VOR 070° radial at 11,000' MSL; cross Louisville VOR 050° radial at 17,000' MSL, maintaining this altitude until after crossing Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 280.

"Long Look" Missions will proceed from 38°49'N-82°38'W; maintaining 5,000' to 38°25'N-83°34'W; then climb to cross 38°10'N-84°11'W at 16,000' MSL; then to the target at 38°03'N-84°30'W at 16,000' MSL. After the simulated bomb run, the aircraft will make a right turn to intercept the Lexington, Ky., VOR 322° radial, still at 16,000' MSL; then climb on the Lexington VOR 322° radial so as to cross Louisville VOR 070° radial at 17,000' MSL and the Louisville VOR 050° radial at 21,000' MSL; maintaining 21,000' MSL until after crossing the Louisville VOR 018° radial; then continuing climb so as to cross Louisville VOR 352° radial at Flight Level 310. At end of navigation points (Short Look 38°22'N-83°18'W, and Long Look 38°25'N-83°34'W) route widths reduced from 20 statute miles to 10 statute miles to target.

The hours of operation on this route are 0100Z to 1300Z, Tuesday through Saturday



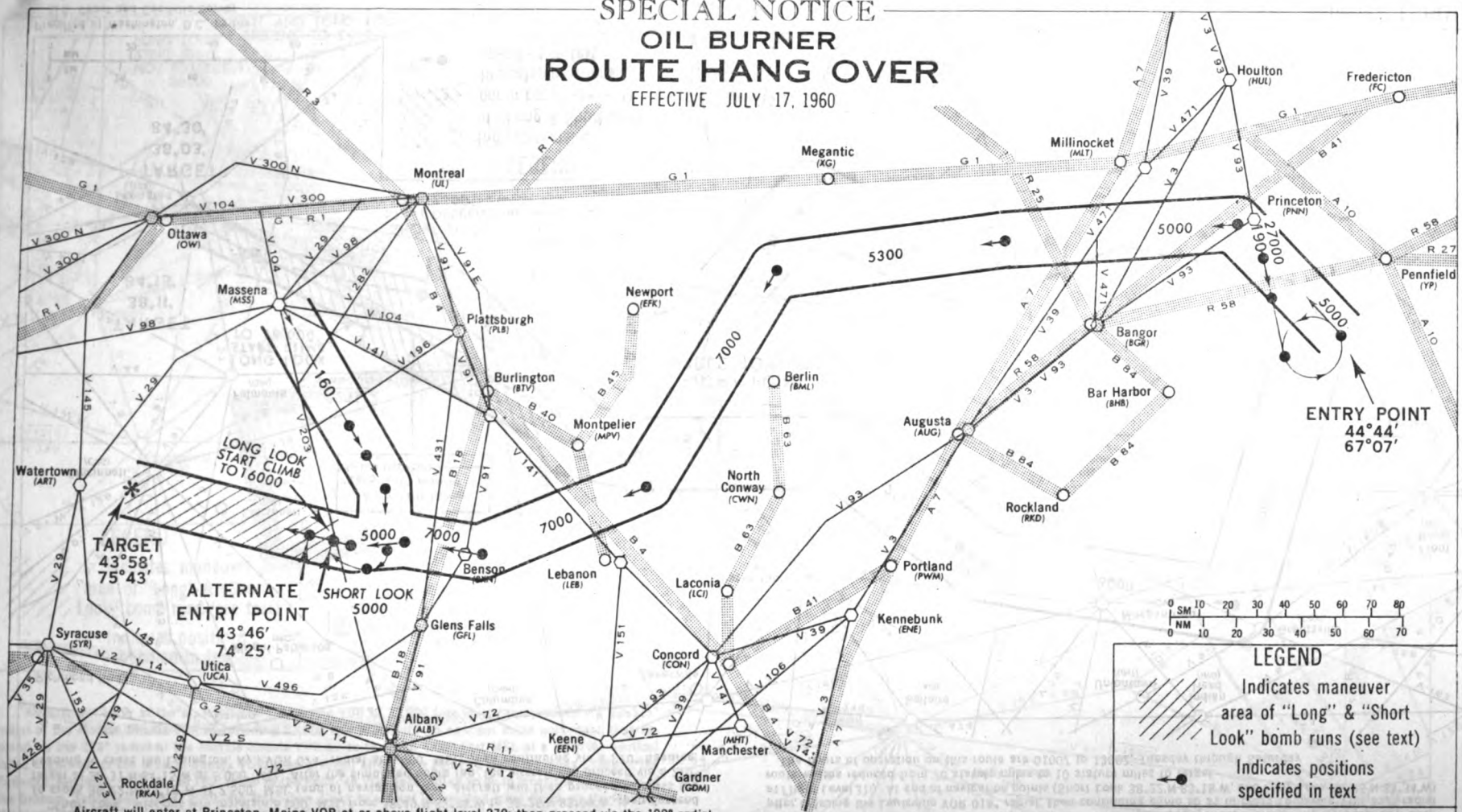
Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

SPECIAL NOTICE

OIL BURNER
ROUTE HANG OVER

EFFECTIVE JULY 17, 1960



Aircraft will enter at Princeton, Maine VOR at or above flight level 270; then proceed via the 190° radial of the Princeton VOR at flight level 270 until 45°08′N-67°39′W. Descent will then be made Southbound on the 190° radial of the Princeton VOR to cross 44°56′N-67°36′W at or above 20,000 feet MSL; then continuing descent to 44°39′N-67°32′W; then start a complete orbit in a left-hand pattern to reach 5000 feet MSL at the entry point of the low level route at 44°44′N-67°07′W; then to 45°19′N-67°49′W at 5000 feet MSL; then to 45°16′N-69°30′W at 5000 feet MSL; then climb to 5300 feet MSL to 45°08′N-71°09′W; then climb to 7000 feet MSL to 44°03′N-72°04′W; then to 43°42′N-73°12′W at 7000 feet MSL; then to 43°45′N-73°45′W at 7000 feet MSL; then descend to 5000 feet MSL to 43°44′N-74°07′W; then to 43°45′N-74°15′W at 5000 feet MSL; then to 43°46′N-74°25′W at 5000 feet MSL; then to the RBS site at 43°58′N-75°43′W. "Long Look" missions will start climb at 43°45′N-74°15′W so as to cross the RBS site at 16,000 feet MSL. "Short Look" missions will maintain 5000 feet MSL from 43°45′N-74°15′W direct to the RBS site. After the simulated bomb runs are completed, "Short Look" missions will make a right turn to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then climb clear of Victor Airway 29 on the 060° radial of the Watertown VOR to intercept the 296° radial of the Burlington, Vt. VOR at 17,000 feet MSL; then proceed via the 296° radial of the Burlington VOR to cross the 190° radial of the Massena, New York VOR at altitude of 20,000 feet MSL; to cross the 240° radial of the Plattsburgh, New York VOR at flight level 280; then to the Burlington VOR. "Long Look" missions will maintain 16,000 feet MSL, turn right to the 060° radial of the Watertown, New York VOR to 44°13′N-75°38′W; then via the same route and altitudes as "Short Look". The hours of operation on this route are 1830Z-2400Z Monday through Friday, and 0000Z-0630Z Tuesday through Saturday.

Alternate entry to "Hang Over" route – Aircraft will enter at Massena, N.Y. VOR at flight level 290, then proceed via the 160° radial of the Massena VOR maintaining flight level 290, after crossing the 280° radial of the Burlington, Vermont VOR descent will be started to 5,000 feet MSL; continue on the 160° radial of the Massena VOR and cross the Burlington VOR 267° radial at 23,500 feet MSL, cross the Burlington VOR 250° radial at 14,500 feet MSL; at this point turn right to intercept the 010° radial of the Albany, New York VOR; continue descent on the Albany VOR 010° radial to its intersection with the Benson, Vermont VOR 287° radial; at this point make a standard right turn to intercept the "Oil Burner" "Hang Over" route at 43°46′N-74°25′W. Aircraft will be at 5,000 feet MSL prior to crossing the 74°W longitude. Remainder of flight via the "Hang Over" route.

Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

(30 August 1960)

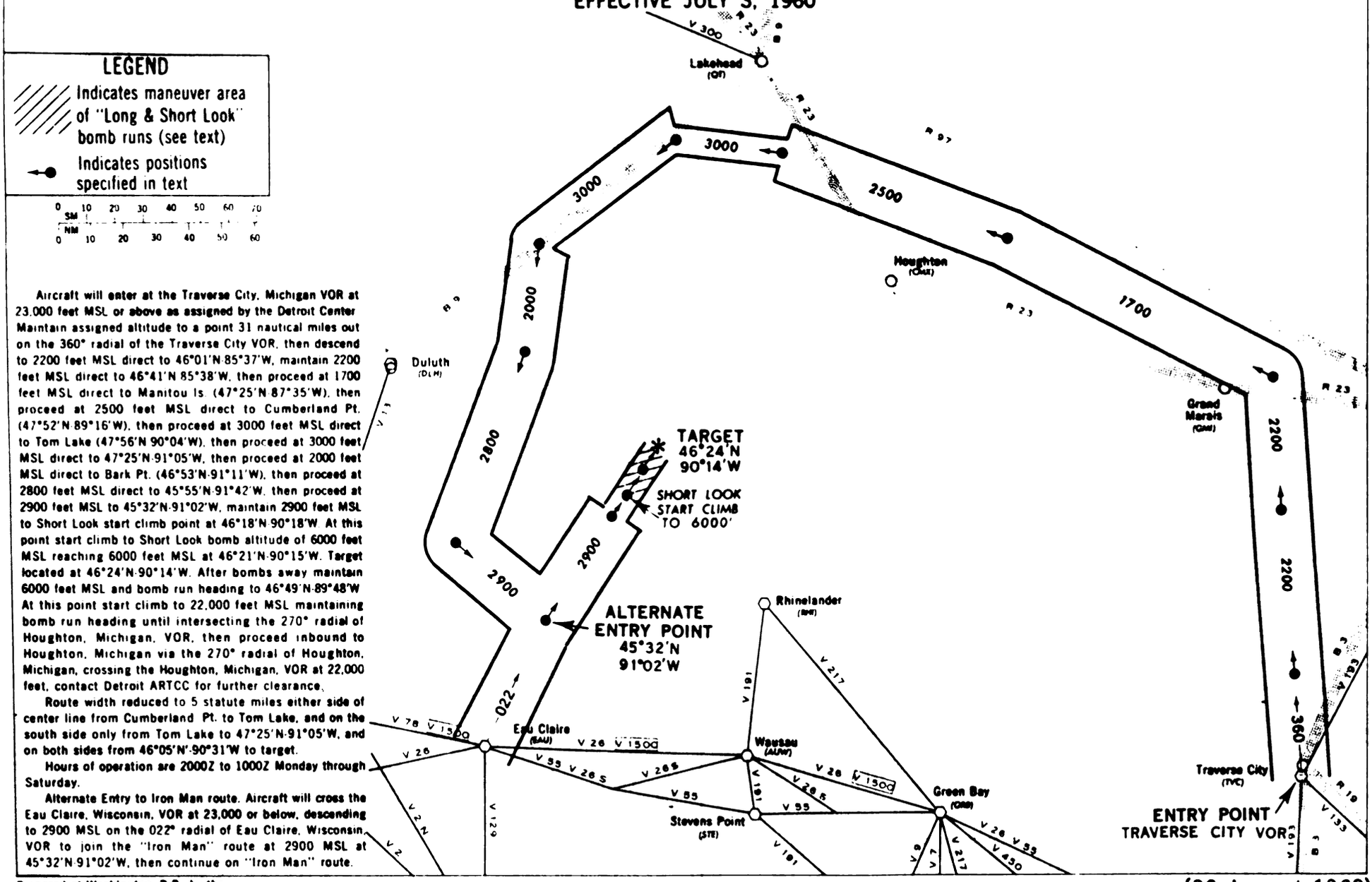
SPECIAL NOTICE

SPECIAL NOTICE

OIL BURNER

ROUTE IRON MAN

EFFECTIVE JULY 3, 1960



Aircraft will enter at the Traverse City, Michigan VOR at 23,000 feet MSL or above as assigned by the Detroit Center Maintain assigned altitude to a point 31 nautical miles out on the 360° radial of the Traverse City VOR, then descend to 2200 feet MSL direct to 46°01'N-85°37'W, maintain 2200 feet MSL direct to 46°41'N-85°38'W, then proceed at 1700 feet MSL direct to Manitou Is. (47°25'N-87°35'W), then proceed at 2500 feet MSL direct to Cumberland Pt. (47°52'N-89°16'W), then proceed at 3000 feet MSL direct to Tom Lake (47°56'N-90°04'W), then proceed at 3000 feet MSL direct to 47°25'N-91°05'W, then proceed at 2000 feet MSL direct to Bark Pt. (46°53'N-91°11'W), then proceed at 2800 feet MSL direct to 45°55'N-91°42'W, then proceed at 2900 feet MSL to 45°32'N-91°02'W, maintain 2900 feet MSL to Short Look start climb point at 46°18'N-90°18'W. At this point start climb to Short Look bomb altitude of 6000 feet MSL reaching 6000 feet MSL at 46°21'N-90°15'W. Target located at 46°24'N-90°14'W. After bombs away maintain 6000 feet MSL and bomb run heading to 46°49'N-89°48'W At this point start climb to 22,000 feet MSL maintaining bomb run heading until intersecting the 270° radial of Houghton, Michigan, VOR, then proceed inbound to Houghton, Michigan via the 270° radial of Houghton, Michigan, crossing the Houghton, Michigan, VOR at 22,000 feet, contact Detroit ARTCC for further clearance.

Route width reduced to 5 statute miles either side of center line from Cumberland Pt. to Tom Lake, and on the south side only from Tom Lake to 47°25'N-91°05'W, and on both sides from 46°05'N-90°31'W to target.

Hours of operation are 2000Z to 1000Z Monday through Saturday.

Alternate Entry to Iron Man route. Aircraft will cross the Eau Claire, Wisconsin, VOR at 23,000 or below, descending to 2900 MSL on the 022° radial of Eau Claire, Wisconsin, VOR to join the "Iron Man" route at 2900 MSL at 45°32'N-91°02'W, then continue on "Iron Man" route.

Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

(30 August 1960)

✓ OPERATION PATHFINDER: This is the area positive control program in the Indianapolis-Chicago area. The airspace between 24,000' MSL up to and including flight level 350 and within the coverage of the three long-range radar sites at Indianapolis, Indiana; London, Ohio, and Chicago, Illinois, will become positive controlled airspace effective 0500Z on October 15, 1960. A small portion of this airspace, east of Restricted Area R-109 and adjoining R-109, will extend from 24,000' MSL up to and including flight level 600. The area is depicted on all high-altitude RF charts and described in Part 601 of the Regulations of the Administrator. The positive control route segments which underlie this area have been raised from 22,000' MSL up to, but not including, 24,000' MSL. All other positive control route segments extend from 17,000' MSL to 22,000' MSL, inclusive.

The following are the requirements for flight in the positive control area:

1. No person shall operate an aircraft without prior approval of air traffic control.
2. All VFR activities, including aircraft on IFR flight plans operating VFR conditions on top, are prohibited.
3. All aircraft shall be equipped for IFR flight and all pilots shall be rated for instrument flight.
4. All aircraft shall be equipped with a functioning radar beacon transponder which shall be operated to reply on such mode and/or code as may be specified by ATC.
5. All aircraft shall be equipped with radio equipment capable of providing direct pilot-controller communications on the frequencies specified by air traffic control for the area in which flight is conducted.

It should be noted that items 1, 2 and 3 above are applicable to any positive controlled airspace, i.e., positive control route segments or the positive control area. The special equipment requirements in items 4 and 5 are applicable only to the positive control area. Aircraft not meeting these equipment requirements will be rerouted around, over or under the area if operating on ATC clearance. It is the responsibility of all pilots to avoid the area if not on ATC clearance.

Operating Practices

1. Pilots operating VFR, including those on IFR flight plans operating VFR conditions on top, must obtain an ATC clearance at assigned flight level prior to or at the time of entry into the positive control area.
2. Pilots operating on IFR flight plans at assigned flight level require no special clearance to enter the positive control area.
3. Pilots operating VFR or VFR conditions on top may climb or descend in VFR conditions as necessary in order to avoid positive control area, if they so desire.
4. Pilots operating VFR, and desiring to penetrate positive control area, must file an abbreviated flight plan with ATC as follows:
   a. Aircraft identification and type;
   b. True air speed;
   c. Altitude/flight level being maintained VFR (if air filed, present position and altitude);
   d. Estimated time of penetration of positive controlled airspace;
   e. Point of penetration;
   f. Requested route and flight level in positive control area.

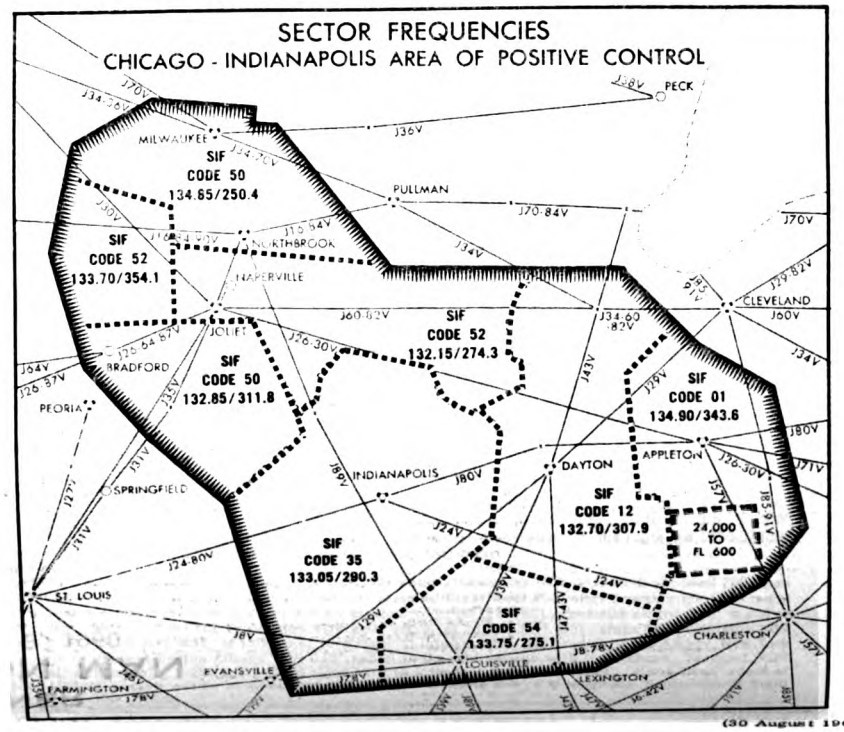
This flight plan may be filed prior to departure or air filed with an FAA Flight Service Station. In either case, it must be filed at least 30 minutes prior to the estimated time of penetration of the positive control area.

5. It is emphasized that the flight level assigned to pilots operating VFR/VFR conditions on top is valid only within the positive control area. Such pilots are expected to revert to their original status (VFR/VFR conditions on top) when leaving positive control area.
6. The chart (facing) shows the required frequencies for flight through the various positive control sectors of Indianapolis and Chicago ARTC Centers. Pilots flying in aircraft without manual tuning capabilities should preset the required frequencies shown on this chart prior to departure. If after presetting the frequencies required by Indianapolis and Chicago Centers, insufficient capability exists to preset other center area discrete frequencies needed along the route of flight, the national common frequency (301.4 mc) may be used for communication with other centers.

✓ SPECIAL NOTICE: Operation Pathfinder, the area positive control program, will be implemented commencing October 15, 1960, at 0500Z in the Indianapolis-Chicago area. The positive control area, which is depicted on high-altitude RF charts extends from 24,000' MSL up to and including flight level 350. In this area, all VFR activities, including VFR conditions on top operations, are prohibited. Pilots operating VFR/VFR conditions on top and desiring to enter the Positive Control Area must be IFR qualified and must obtain ATC clearance at assigned flight level prior to entry. In addition, the following following special equipment requirements must be met:

1. All aircraft must have functioning airborne radar beacon transponder.
2. All aircraft must have radio equipment capable or providing direct pilot/controller communications on the frequencies specified by ATC for the area in which flight is to be conducted.
3. All aircraft must have the instruments and equipment required for IFR operations.

Positive control route segments underlying the Indianapolis-Chicago positive control area have have been raised to 24,000' MSL, also effective October 15, 1960, at 0500Z. See chart below.



(30 August 1960)

Positive Control Area - That area bounded by a line beginning at lat 41-45-30, long. 83-19-45; thence to 41-39-30, 83-15-15; 41-00-00, 82-30-00; 40-32-00, 81-40-00; 39-12-00,

✓ ATC PROCEDURES - On page 73 of Flight Information Manual Volume 13 dated December 1959, delete left column and substitute the following:

Positive Controlled Airspace - Positive controlled airspace is that airspace wherein all aircraft are controlled in accordance with the provisions of Special Civil Air Regulation 424C. There are two types of positive controlled airspace: positive control route segments and positive control areas.

The following basic requirements are applicable in any positive controlled airspace (this includes any route segments or areas so designated):

1. No person shall operate an aircraft without prior approval of air traffic control.

2. All VFR activities, including aircraft operating VFR conditions on top, are prohibited.

3. All aircraft shall be equipped for instrument flight and all pilots shall be rated for instrument flight.

The following procedures are applicable to any positive controlled airspace:

1. A pilot flying VFR must file a flight plan and receive ATC clearance for flight across positive controlled airspace. This flight plan may be abbreviated but must include the following items.

   a. Aircraft identification;
   b. Aircraft type;
   c. True air speed;
   d. Altitude/flight level being maintained VFR (if air filed-present position and altitude);
   e. Estimated time of penetration of positive controlled airspace;
   f. Point of penetration;
   g. Requested route and altitude flight level.

2. Pilots operating VFR/VFR conditions on top will be assigned an altitude/flight level by ATC prior to or at the time of penetration of positive controlled airspace. It is emphasized that this clearance is valid only within positive controlled airspace. It is expected that pilots will revert to their original status (VFR/VFR conditions on top) upon leaving positive controlled airspace unless the pilot requests and is cleared to do otherwise.

Positive Control Route Segments - That airspace normally between 17,000' MSL and 22,000' MSL, inclusive, on all airways or portions of airways coincident with those listed below comprise positive control route segments, except positive control route segments which underlie positive control area extend from 17,000' MSL up to but not including 24,000' MSL.

Positive Control Areas - That airspace within the continental control area so designated by the Administrator.

In addition to the terms and conditions specified above for flight in any positive controlled airspace, the following special equipment requirements are applicable in positive control areas:

1. All aircraft shall be equipped with a functioning radar beacon which shall be operated to reply on such mode and/or code as may be specified by ATC.

2. All aircraft shall be equipped with radio equipment capable of providing direct pilot-controller communications on the frequencies specified by ATC for the area in which flight is conducted.

Aircraft not meeting the above equipment requirements will be rerouted by ATC around, under or over the positive control area, if operating on ATC clearance. It is the responsibility of pilots operating VFR to avoid the area.

Positive control areas are depicted on high-altitude RF charts. The discrete frequencies required for flight within positive control areas and the appropriate radar beacon transponder codes are depicted in the Airman's Guide. Pilots flying in aircraft without manual tuning capabilities should preset the appropriate positive control frequencies prior to departure.

Positive Controlled Airspace

Positive Control Route Segments

(List the current airspace so designated. It is not necessary to differentiate between the segments which extend from 17,000' MSL to 22,000' MSL and those portions underlying positive control area which extend to 24,000' MSL. This point is covered above.)

Positive Control Area - That area bounded by a line beginning at lat 41-45-30, long. 83-19-45; thence to 41-39-30, 83-15-15; 41-00-00, 82-30-00; 40-32-00, 81-40-00; 39-12-00, 81-25-00; 38-40-00, 82-00-00; 37-51-00, 84-00-00; 37-40-00, 87-30-00; 39-45-00, 88-11-00; 40-18-00, 89-00-00; 41-00-00, 89-50-00; 42-00-00, 90-15-00; 43-00-00, 90-00-00; 43-25-00, 89-00-00; 43-20-00, 87-43-20; 43-14-20, 87-44-30; 43-14-55, 87-30-00; 41-53-00, 86-08-00; thence to point of beginning, extending upward from 24,000' MSL to flight level 350, inclusive. Within this airspace the area bounded by a line beginning at 39-30-00, 83-02-00; 39-25-00, 82-00-00; 38-48-30, 82-00-00; 38-48-30, 83-02-00; thence to point of beginning, extends upward to flight level 600.

✓ ATC PROCEDURES - On page 88 of Flight Information Manual Volume 13 dated December 1959 under Recommended ADIZ Practices change paragraph carried over from page 87 from "FAA stations will not accept long distance collect calls from any pilot within either the Eastern or Western Defense Area" to read: "FAA stations will not accept long distance collect calls from any pilot within the Defense Area, as defined by the Air Defense Identification Zones and Defense Area chart on page 89."

✓ SEARCH AND RESCUE - On page 50 of the Flight Information Manual Volume 13 dated December 1959 under Rescue Coordination Centers chg Robins AFB, Georgia "Robins AFB, Georgia, telephone Warner Robins, Georgia WAlker 6-2781, or ask operator for Robins Rescue Coordination Center ."

✓ SEARCH AND RESCUE - On page 50 of the Flight Information Manual Volume 13 dated December 1959 under Area of Responsibility add: "Robins Rescue Coordination Center (CONAC): Ohio, Kentucky, Virginia, West Virginia, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi and District of Columbia."; and delete under Area of Responsibility of Mitchell Rescue Coordination Center (CONAC) delete Kentucky, Ohio, Virginia and West Virginia."

✓ FLIGHT INFORMATION CORRECTIONS: Correct Flight Information Manual Volume 13 dated December 1959 as follows:

(1) Page 50, corrections for Search & Rescue - see this issue of Airgi page 85.
(2) Page 73, corrections for ATC Procedures - see this issue of Airgi page 85.
(3) Page 88, corrections for ATC Procedures - see this issue of Airgi page 85.

NEW AIR TRAFFIC CONTROL ADVISORY SERVICE: IFR aircraft operating in accordance with an ATC authorized cruising level of VFR conditions-on-top are required by CAR 60.44 to be flown at the altitudes/flight levels specified in CAR 60.32 for VFR flight. Noncompliance by pilots with the cruising level requirements of CAR 60 compromises intended segregation between aircraft operating at VFR and IFR altitudes/flight levels. Beginning April 5, 1960, pilots of IFR aircraft operating in accordance with an air traffic control authorized cruising level of VFR conditions-on-top and reporting at an altitude/flight level incorrect for direction of flight will be advised by air traffic control facilities of the appropriate level/s for direction of flight. Controllers will provide this advisory service on a "workload permitting" basis. The provision, or lack of provision of this service should not be construed to relieve or diminish pilot responsibility for operation at the correct altitudes/flight levels for direction of flight.

USAF LOW ALTITUDE REFUELING AREAS: USAF aircraft conduct refueling operations throughout the continental United States at altitudes ranging from 13,000 to 18,000 feet. These refueling operations may be conducted anywhere in the United States at anytime, however, they are generally confined to these areas. Refueling aircraft have right of way over other aircraft in accordance with C.A.R. 60.14 (b).

SAC No.	Name	Area Coordinates
101	Bus Stop	43-30; 123-15 40-00; 123-15 40-00; 123-43 43-30; 123-43
102	Web Foot	33-42; 120-42 35-30; 121-07 34-45; 125-08 32-59; 124-33
103	Rippling Water	32-32; 118-00 32-31; 117-30 32-10; 117-10 39-19; 117-10 29-14; 118-26
104	White Horse	41-21; 117-30 41-33; 119-15 46-17; 116-28 46-29; 118-22
105	Lucky Throw	37-45; 115-25 38-43; 113-23 41-57; 118-48 42-55; 116-37
106	Lumber Jack	45-00; 114-58 45-49; 117-20 49-07; 115-00 48-14; 112-32
107	Bedrock	44-50; 114-55 46-03; 109-15 44-03; 114-35 45-13; 108-56
108	Dark House	43-15; 105-20 45-04; 105-03 45-27; 111-50 43-38; 111-51
109	Deadwood	36-35; 113-48 36-04; 113-27 38-44; 108-50 38-12; 108-31
110	Bay Wood	33-50; 112-05 34-31; 111-48 33-12; 107-25 32-31; 107-45
111	Frost Weed	49-00; 113-20 49-00; 108-00 48-30; 108-00 48-30; 113-20
115	Big Boy	43-58; 97-44 43-58; 100-37 48-58; 97-36 48-58; 100-47
116	Five Star	42-40; 97-43 43-29; 97-39 42-40; 102-45 43-29; 102-48
117	Little Abner	39-31; 101-55 39-50; 102-00 40-04; 97-40 40-24; 97-43
118	Golden Rod	35-49; 101-47 36-35; 103-07 39-48; 100-03 38-57; 98-41
119	Lone Star	30-00; 101-42 30-13; 101-24 32-37; 104-02 32-49; 103-44
120	Cactus Plant	30-16; 101-07 30-36; 101-05 30-26; 104-46 30-47; 104-49
125	Cloud Bank	45-59; 93-23 46-28; 95-08 50-32; 90-22 51-04; 92-15
126	Rainy Day	42-33; 95-35 42-33; 94-24 45-51; 95-37 45-51; 94-24
127	Tool Bin	42-48; 91-13 43-37; 91-12 42-44; 95-58 43-34; 96-02
128	Wonder Boy	39-34; 97-20 39-54; 97-33 40-54; 93-00 41-13; 93-10
129	Black Ball	41-00; 90-27 41-20; 90-35 39-57; 94-37 40-15; 94-47
130	Deacon Jones	36-00; 94-20 36-50; 90-00 36-50; 94-37 37-40; 90-13
131	Fire Ball	33-40; 95-30 30-35; 95-30 30-35; 94-15 33-40; 94-15
132	White Cat	30-19; 93-48 30-39; 93-53 31-00; 89-55 31-20; 89-59
133	River Front	29-50; 90-50 24-50; 90-50 29-50; 93-10 24-50; 93-10
140	Fat Cat	43-35; 89-10 44-28; 91-48 47-00; 86-46 47-55; 89-33
141	Lazy Day	43-30; 87-53 45-08; 83-08 45-54; 83-38 44-14; 88-25
142	Dan Boone	37-27; 82-08 36-40; 86-42 37-27; 86-57 38-16; 82-21
143	Rain Check	31-14; 89-34 31-14; 89-00 34-41; 89-34 34-41; 89-00
144	Sea Trout	28-00; 83-00 26-00; 83-00 26-00; 88-00 28-00; 88-00
150	Tea Shop	41-35; 79-24 42-24; 79-32 42-45; 74-25 41-55; 74-21
151	Duck Pin	34-31; 81-12 35-46; 83-24 38-23; 77-31 39-44; 79-33
152	Grain Field	31-13; 84-55 32-17; 81-17 33-05; 81-35 32-00; 85-15
160	Fighting Fox	43-26; 71-35 44-25; 72-48 45-44; 67-25 46-48; 68-35
161	Dragon Fly	40-00; 68-50 39-38; 67-52 43-10; 66-45 42-47; 65-45
162	Salty Dog	34-10; 74-15 33-00; 73-05 30-30; 76-30 31-40; 77-42
163	Rough Water	30-00; 77-00 32-00; 77-00 32-00; 72-10 30-00; 72-15
164	Fire Cracker	24-30; 77-28 26-00; 77-28 26-00; 72-00 24-30; 72-00

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about 1 month, making former prints obsolete for aviation use. Keep orders to a minimum until new edition is printed.

Jacksonville	Norfolk Local	WAC 408
Miami	WAC 119	WAC 410
Orlando	WAC 190	WAC 467
Savannah		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - dates shown are release dates.

Kansas City	8-9-60	WAC 263	8-9-60

Instrument Approach Procedure Charts - Radio Facility Charts released since August 8, 1960

AL 383 RNG/VOR	Scottsbluff Airport, Nebraska
AL 14 RNG/VOR	Alexandria Airport, Minnesota
AL 26 ADF-1/ILS R9	Atlanta Airport, Georgia
AL 72 ILS R7/ILS R25	Casper Air Terminal, Wyoming
AL 203 ADF/ILS R4	Indianapolis(Weir Cook) Arpt., Indiana
AL 236 ADF/ILS R30	Long Beach Airport, California
AL 288 ADF	New Orleans Airport, Louisiana
AL 318 RNG/ILS R35/ADF/ILS R17	Pensacola Airport, Florida
AL 345 RNG	Roberts Field, Oregon
AL 378 ILS R7	Santa Barbara Airport, California
AL 521 ADF/ILS R11	Jefferson County Airport, Texas
AL 523 RNG/VOR	Black Moshannon State Airport, Pa.
AL 582 RNG-1/RNG-2/ADF/ILS R34	Seattle-Tacoma Int'l Arpt., Washington
AL 637 VOR	Goodwin Field, Arkansas
AL 647 ADF	Emmet County Airport, Michigan
AL 709 VOR Rwys 4 & 31	University of Illinois Arpt., Illinois

AL Revision Notice No. 27-60 Eastern & Western
FAA Radar (Western) pages 1 thru 6 incl.)
High Altitude - RF 301/302, 303/304, 305/306, 307/308
Low Altitude - RF 101/102, 103/104, 105/106, 107/108, 109/110, 111/112, 113/114, 115/116, 117/118, 119/120, 121/122, 123/124, 125/126, 127/128, 120/130, 131/132, 132A
RF L/MF Norfolk Terminal Area
RF/VOR Terminal Area - Albany, Albuquerque, Atlanta, Birmingham, Charlotte, Dayton, Denver, El Paso, Greensboro, Hartford, Houston, Jacksonville, Little Rock, Los Angeles-Burbank, Louisville, Memphis, Milwaukee, Mobile, Montgomery, Nashville, Oklahoma City, Omaha, Orlando, Phoenix, Portland, Reno, Richmond, Sacramento, San Antonio-Austin, San Francisco-Oakland, South Bend, Syracuse-Utica, Waco, Wichita-Hutchinson
RF LF/VOR Terminal Area - Boston, Chicago, Cleveland, Dallas-Ft. Worth, Miami, New York, Philadelphia, Pittsburgh, St. Louis
RF Oil Burner Route Charts - Golf Tee, Green Valley, Tar Pail
RF High Altitude Index, RF High Altitude Legend
RF Dates of Latest Paints
RF Low Altitude Legend

NEW CHARTS

AL 26 ADF-2/ILS R33 - Atlanta, Georgia - Atlanta Airport
AL 288 VOR - New Orleans, Louisiana - New Orleans Airport
AL 647 VOR - Pellston, Michigan - Emmet County Airport
AL 5031 ADF/VOR - Killeen, Texas - Hood AAF
AL 5032 ADF/RNG/VOR - Corpus Christi, Texas - Corpus Christi Int'l Airport
RF 191 (Hawaiian Islands & Hololulu) Arrival & Departure Charts
LF/VOR Terminal Area - Kansas City, Washington

DISCONTINUED CHARTS

AL 745 VOR - Atlanta, Georgia - Fulton County Airport
(Procedure cancelled, effective 8-6-60)
L/MF Washington Terminal Area
RF/VOR Kansas City Terminal Area
RF/VOR Washington Terminal Area

FEDERAL AVIATION AGENCY

FLIGHT PLAN

Form Approved
Budget Bureau No. 04-R072.

1 Type of Flight Plan ☐ IFR ☐ VFR ☐ DVFR | 2 Aircraft Identification | 3 Aircraft Type | 4 Estimated True Air Speed Knots | 5 Departure Time Proposed Z Actual Z

6 Initial Cruising Altitude | 7 Point of Departure | 8 Route of Flight

9 Destination (Airport & City) | 10 Altitude Changes En Route | 11 Estimated Time En Route Hours Minutes | 12 Fuel on Board Hours Minutes

13 Alternate Airport | 14 Remarks

15 Pilot's Name | 16 Pilot's Address or Aircraft Home Base | 17 No. of Persons Aboard

18 Color of Aircraft | 19 Flight Watch Stations (FAA use)

SEE REVERSE SIDE

CLOSE FLIGHT PLAN UPON ARRIVAL

Form FAA 398 (2-60)

BE SAFER WITH A FLIGHT PLAN!

VOR RECEIVER CHECK POINTS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ±4° be indicated through use of the ground check or ±6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

**Atlanta (Municipal 112.0 mc)
*Birmingham (Municipal 111.0 mc)
*Boston-Bedford (Hanscom 111.0 mc)
*Chicago(Midway 111.0 mc)
*Chicago(O'Hare Int'l 112.0 mc)
*Detroit (Willow Run 109.0 mc)
*El Paso (International 111.0 mc)
*Fort Wayne (Baer 111.0 mc)
*Fort Worth (Amon Carter 109.0 mc)
*Fort Worth (Meacham 108.2 mc)
*Indianapolis(Weir Cook 109.0 mc)
*Jacksonville (Imeson 111.0 mc)
*Kansas City (Municipal 112.0 mc)
*Los Angeles (International 111.0 mc)
*Memphis (Municipal 111.0 mc)
**Miami (International 112.0 mc)
*Minneapolis-St. Paul(Wold Chamberlain 111.0 mc)
*Nashville (Berry 111.0 mc)
*New York (Idlewild 112.0 mc)
*New York (La Guardia 108.4 mc)
*Philadelphia (International 111.0 mc)
*Pittsburgh(Grtr. Pittsburgh 111.0 mc)
*St. Louis (Lambert 111.0 mc)
*San Francisco (Int'l 111.0 mc)
*Tampa (International 111.0 mc)
**Wichita (Municipal 111.0 mc)

*Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois - Civil Memorial (Troy, Illinois VOR)
Anderson, South Carolina
Ardmore, Oklahoma - Municipal
Asheville, N.C.- Hendersonville
Augusta, Georgia - Bush
Augusta, Maine - State
Austin, Texas - Mueller Municipal
Bakersfield, Calif.- Meadows Field
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County (Port Arthur VOR)
Bellingham, Washington
Benton Harbor, Mich. - Ross (Keeler, Mich. VOR)
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI (Pulaski, Virginia VOR)
Boise, Idaho - Air Terminal
Brownsville, Texas - Rio Grande Valley International
Brunswick(St. Simons Island), Ga. McKinnon
Burlington, Iowa
Burlington, Vermont - Municipal
Butler, Missouri
Butte, Montana
Casper, Wyoming - Air Terminal
Chadron, Nebraska
Charlotte, N.C. -Douglas (Ft. Mill, S.C. VOR)
Charlottesville, Va.- Albemarle (Gordonsville, Va. VOR)
Cleveland, Ohio - Cleveland-Hopkins
Coalinga, California
Columbia, Missouri
Columbus, Ohio- Port Columbus (Appleton, Ohio VOR)
Cordova, Illinois
Corpus Christi, Texas - Cliff Maus
Cotulla, Texas
Crescent City, Calif. - Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - International
Dallas, Texas - Love Fld.
Danville, Virginia
Decatur, Alabama - Pryor Fld.
Defiance, Ohio - Bryan-Defiance Mem'l.
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich.- Wayne-Major (Carleton, Mich. VOR)
Douglas, Ariz.- Bisbee-Douglas Int'l
DuBois, Idaho - Municipal
Eagle Lake, Texas
El Dorado, Ark.- Goodwin Fld.
Ellensburg, Washington-Bowers
El Paso, Texas - International
Ephrata, Washington
Evansville, Indiana-Dress Mem'l
Evergreen, Ala.- Middleton Fld.
Fargo, North Dakota
Farmington, Missouri
Fayetteville, Arkansas
Fort Smith, Arkansas
Fortuna, Calif.- Rohnerville
Gage, Oklahoma
Galveston, Texas - Municipal
Gila Bend, Arizona
Grand Island, Nebraska
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pa.- York State
Hattiesburg, Miss.- Municipal
Hayes Center, Nebraska
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash.- Bowerman Fld.
Hot Springs, South Dakota (Smithwick VOR)
Houghton, Mich.- County Mem'l
Houlton, Maine
Houma, Louisiana - Municipal (Thibodaux VOR)
Houston, Texas - Andrau
Houston, Texas - Ellington AFB (Houston VOR)
Huron, South Dakota - Howes
Hutchinson, Kansas
Imperial, California
Indianapolis, Indiana - Weir Cook
Jackson, Michigan - Reynolds Fld. (Litchfield, Mich. VOR)
Jackson, Mississippi - Hawkins
Jackson, Tennessee- McKellar Fld
Jacksonville, Florida - Imeson
Janesville, Wisconsin - Rock County
Joliet, Illinois
La Crosse, Wisconsin
Lake Charles, La.- McFillen Arpk.
Lamoni, Iowa
Laredo, Texas
Laurel, Mississippi - Municipal
Lawrenceville, Va.(Blackstone VOR)
Lexington, Kentucky- Blue Grass
Lewiston, Montana
Lincoln, Nebraska - Union
Livingston, Montana
London, Kentucky
Long Beach, California
Lufkin, Texas
Lynchburg, Va. - Preston Glenn (Montebello, Va. VOR)
Malden, Missouri
Marysville, California-Yuba Co.
Massena, N.Y.- Richards Fld.
McComb, Mississippi-Pike Co.
Meridian, Mississippi - Key Fld.
Midland, Texas - Air Terminal
Miles City, Montana
Milwaukee, Wis.-General Mitchell Fld
Minneapolis, Minn.- St. Paul Int'l (Wold-Chamberlain Fld)
Minot, North Dakota
Moline, Illinois - Quad City
Monroe, La.- Selman Fld.
Montgomery, Ala.- Dannelly Fld.
Muscle Shoals, Alabama
Nashville, Tennessee-Berry Fld.
Neosho, Missouri
New Orleans, La.- Moisant Int'l
Newton, Iowa
North Bend, Oregon
Oakland, California
Oklahoma City, Oklahoma Will Rogers Fld.
Old Town, Maine (Bangor VOR)
O'Neill, Nebraska
Ontario, California - Int'l
Oshkosh, Wisconsin
Ottumwa, Iowa
Palmdale, California-AF Plant #42
Peoria, Illinois-Grtr. Peoria (Bradford, Illinois VOR)
Philip, South Dakota
Phoenix, Arizona
Picayune, Mississippi
Pittsburgh, Pa.-Grtr. Pittsburgh
Plattsburgh, New York
Pocatello, Idaho-Phillips
Pontiac, Illinois
Pontiac, Michigan (Flint VOR)
Port Huron, Mich.-St. Clair Co. (Peck VOR)
Portland, Maine (Kennebunk VOR)
Portland, Oreg.-International
Poughkeepsie, N.Y.-Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado - Memorial
Raleigh, N.C.-Raleigh-Durham
Rawlins, Wyoming
Red Bank, N.J. (Colts Neck VOR)
Red Bluff, California - Municipal
Roswell, New Mexico
Russell, Kansas
Sacramento, California
St. Joseph, Mo.-Rosecrans Mem'l
St. Louis, Missouri - Lambert
Salina, Kansas
Salt Flat, Texas - 8A, ELP-FTW
Salt Lake City, Utah #1
San Diego, California-Lindbergh
San Francisco, Calif.- Int'l (Oakland, Calif. VOR)
Sault Ste. Marie, Michigan
Sayre, Oklahoma
Shreveport, La.- Grtr. Shreveport
Shreveport, La.-Downtown
Sidney, Nebraska
Spokane, Washington - Int'l
Syracuse, New York - Hancock
Tallahassee, Fla.- Dale Mabry
Tampa, Florida - Int'l
Texarkana, Arkansas
Thurman, Colorado (Akron, Colo. VOR)
Topeka, Kansas - Philip Billard
Tucson, Arizona
Traverse City, Mich.- Municipal
Tyler, Texas - Pounds Fld. (Quitman & Sulphur Spgs VOR)
Ukiah, California
Valdosta, Georgia
Vandalia, Illinois
Waco, Texas
W. Chicago, Ill.- Dupage Co. (Naperville, Ill. VOR)
W. Palm Beach, Fla.- Palm Beach Int'l
White Plains, N.Y.-Westchester Co. (Wilton, Conn. VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex.-Sheppard AFB
Wilkes Barre, Pa.-Wilkes Barre-Scranton
Wilmington, N.C.-New Hanover Co.
Wink, Texas -18, ELP-FTW
Winner, South Dakota
Winslow, Arizona
Winston Salem, North Carolina
Worcester, Mass. (Gardner VOR)
Yakima, Washington
Yuma, Arizona- MCAAS/Yuma Co.

GROUND

Aberdeen, South Dakota - Saunders
Albany, Georgia
Albuquerque, N.Mex.-Kirtland AFB
Alice, Tex.-Jim Wells Co. Mun.
Allentown, Pa.- Allentown-Bethlehem- Easton
Amarillo, Texas - Air Terminal
Ardmore, Oklahoma - Municipal
Athens, Georgia
Beaumont, Texas- Jefferson Co. (Port Arthur VOR)
Big Spring, Texas-Howard County
Binghamton, N.Y.-Broome County
Bismarck, North Dakota
Blythe, California - Municipal
Boston, Mass.- Logan
Bowling Green, Ky.-Warren County
Bozeman, Montana-Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Tex.- Rio Grande Valley Int'l
Carlsbad, New Mexico
Cedar Rapids, Iowa
Charleston, S. C.-AFB/Municipal
Charlotte, N.C.- Douglas
Chattanooga, Tenn.- Lovell Fld.
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Tex.- Easterwood
Columbia, S.C.- Municipal
Columbus, Ga.- Muscogee County
Columbus, Miss.- Lowndes County
Covington, Ky.- Grtr. Cincinnati
Crestview, Florida
Cross City, Florida- SS, MEM-TPA
Dalhart, Texas

(Continued)

VOR RECEIVER CHECK POINTS

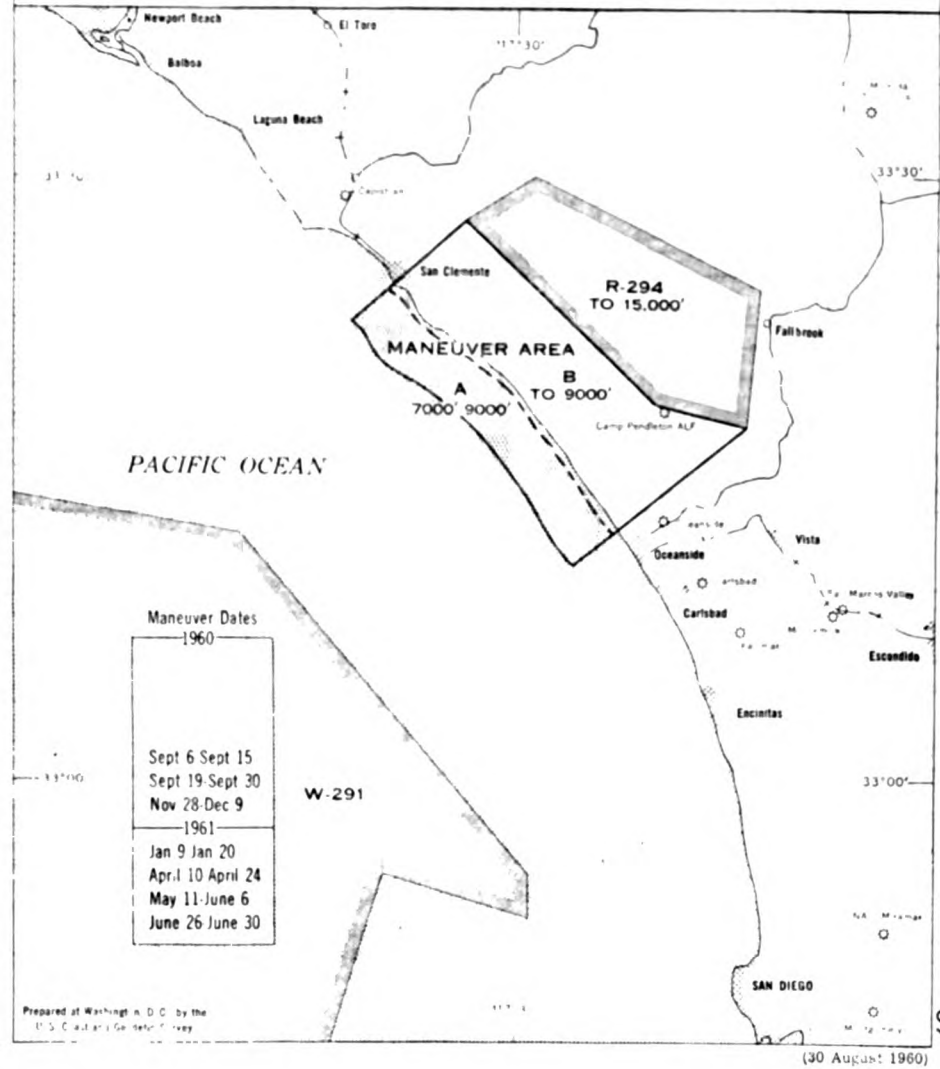
GROUND (Continued)

- Dickinson, North Dakota
- Dodge City, Kansas
- Dothan, Alabama
- Duluth, Minnesota
- Dyersburg, Tennessee
- E. Hartford, Conn. - Rentschler
- Eau Claire, Wisconsin
- Elizabeth City, N.C. - CGAS
- Elko, Nevada
- Elmira, N.Y. - Chemung County
- Erie, Pa. - Erie- Port Erie
- Eugene, Oregon- Mahlon-Sweet
- Fillmore, California
- Florence, South Carolina
- Fort Dodge, Iowa
- Fort Myers, Florida - Page Fld
- Fort Stockton, Texas
- Garden City, Kansas - New
- Gila Bend, Arizona - AF Aux.
- Green Bay, Wis. - Austin-Straubel
- Greensboro, N.C. - High Point
- Greenwood, Miss. - Municipal
- Greenwood, S. C. - County
- Gulfport, Mississippi
- Helena, Montana
- Hobbs, New Mexico
- Hobbs, New Mexico-Lea County
- Houston, Texas
- Huron, South Dakota - Howes
- Hyannis, Mass. - Barnstable Mun
- Jacksonville, Florida - Imeson
- Jamestown, N. Dak. - Municipal
- Johnstown, Pa. - Cambria County
- Junction, Texas- Kimble County
- Key West, Florida - Boca Chica
- Key West, Florida - International
- Kinston, N.C. - Stallings, Fld
- Klamath Falls, Oregon
- Knoxville, Tenn. - McGhee-Tyson
- Lafayette, Louisiana
- La Grange, Georgia - Callaway
- Lansing, Michigan- Capital City
- Laramie, Wyoming - Brees Fld
- Laredo, Texas
- Las Vegas, New Mexico
- Lawton, Oklahoma VOR
- Little Rock, Ark. - Adams Fld
- Longview, Texas - Gregg County
- Los Angeles, California
- Louisville, Kentucky - Bowman
- Louisville, Kentucky - Standiford
- Lubbock, Texas
- Macon, Georgia - Cochran
- Marfa, Texas - Alpine
- Marianna, Fla. - Graham AB
- Martinsburg, West Virginia
- Mason City, Iowa - Municipal
- McAlester, Oklahoma - New
- Memphis, Tennessee
- Meridian, Miss. - Key Fld
- Mineral Wells, Texas
- Missoula, Montana - County
- Mobile, Alabama - Bates Fld
- Monroe, Louisiana - Selman
- Morgantown, West Virginia
- Muscle Shoals, Alabama
- Myrtle Beach, South Carolina
- Nantucket, Mass. - Memorial
- Needles, Calif. - 25A, LAX-AMA
- New Bern, North Carolina
- New Orleans, La. - Moisant Int'l
- Oakland, Calif. -Metro. Oakland Int'l
- Olympia, Washington
- Orlando, Florida
- Paducah, Kentucky - Barkley
- Palacios, Texas
- Parkersburg, W. Va. - Wood Co.
- Paso Robles, Calif. - County
- Pendleton, Oregon
- Peoria, Illinois - Grtr. Peoria
- Philadelphia, Pa. -N. Philadelphia
- Phillipsburg, Pa. -Black Moshannon-State
- Pierre, South Dakota
- Pine Bluff, Arkansas - Grider Fld
- Ponca City, Oklahoma
- Pontiac, Illinois
- Pueblo, Colorado-Memorial
- Quincy, Illinois-Baldwin Quincy
- Raleigh, N.C. -Raleigh-Durham
- Rapid City, South Dakota
- Red Bank, New Jersey
- Redmond, Oregon- Roberts
- Reno, Nevada
- Roanoke, Va. - Woodrum Fld
- Rochester, N.Y. -Monroe County
- Rock Springs, Wyoming
- Rocky Mount, North Carolina
- St. Petersburg, Fla. -Pinellas County Int'l
- Saginaw, Michigan-Tri-City
- Salinas, California
- Salisbury, Md. -Salisbury-Wicomico County
- San Angelo, Texas - Mathis
- San Antonio, Texas - Int'l
- San Juan, Puerto Rico - Int'l
- San Francisco, Calif. - Int'l
- Santa Barbara, California
- Santa Catalina, California
- Santa Fe, New Mexico - New
- Savannah, Georgia - Travis Fld
- Scottsbluff, Nebraska
- Seattle, Wash. -Seattle Tacoma Int'l
- Sheridan, Wyoming - County
- Sioux City, Iowa
- Sioux Falls, S. Dak. - Municipal
- South Bend, Ind. -St. Joseph Co.
- Spartanburg, S.C. -Municipal
- Springfield, Illinois - Capital
- Springfield, Missouri
- Terre Haute, Ind. - Hulman
- Thermal, California
- Truth or Consequences, New Mex.
- Tucumcari, New Mexico
- Tulsa, Oklahoma
- Tuscaloosa, Ala. - Van De Graaff
- Twin Falls, Idaho - Joslin Fld
- Vero Beach, Florida
- Vichy, Missouri
- Walla Walla, Washington
- Walnut Ridge, Arkansas
- Washington, D.C. - National
- Watertown, South Dakota
- Wausau, Wisconsin - Alexander
- Westfield, Massachusetts
- W. Palm Beach, Fla. -Palm Beach Int'l
- Wheeling, W. Va. -Ohio County
- Youngstown, Ohio
- Zanesville, Ohio

SPECIAL NOTICE

CALIFORNIA
OCEANSIDE
MARINE CORPS MANEUVER AREA

Maneuvers, including air support to Marine Corps landing exercises are being conducted in the charted area. Pilots should contact Oceanside, San Diego, Thermal, Long Beach, Ontario and Los Angeles FSS for information pertaining to air activity during daylight hours on the maneuver dates.



(30 August 1960)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS - IT IS YOUR RESPONSIBILITY!

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New Obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

This list covers recent obstructions (television tower, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. Newly added or changed information will be indicated by arrows. Towers under construction are carried in Notam section until completed.

CITY and AIRPORT NAME	DISTANCE and BEARING ARPT - TWR	HEIGHT (feet) MSL	AGL	LATITUDE LONGITUDE	CHART REF
ALABAMA					
Birmingham	4.7 SSW;206	1802	795	33-29-19, 86-47-58	8
COLORADO					
Pueblo Mem'l	5.4 NW;331	6322	980	38-22-25, 104-33-27	23
FLORIDA					
Naples-America	6.0 SE;142	670	660	26-03-09, 81-42-08	49
Pensacola Municipal	24 W;291	1397	1257	30-37-38, 87-37-31	53
Tallahassee, Dale Mabry	14.5NNE;27	1249	1010	30-39-46, 84-12-36	53
GEORGIA					
Winder, 4, ATL-LGA	10 SSE;168	2049	1017	33-49-24, 83-37-45	75
ILLINOIS					
Peoria, Greater Peoria	6.5 E;106	1276	536	40-38-03, 89-32-21	17
IOWA					
Bettendorf	2.3 E; 103	1649	982	41-32-50, 90-28-36	24
KANSAS					
Hays	2.5 WNW;294	2849	821	38-53-05, 99-20-20	70
LOUISIANA					
Baton Rouge, Ryan	9.0NNW;348	639	529	30-40-55, 91-11-10	6
MAINE					
Auburn, Lewiston	11.9 SW; 229	2049	1619	43-55-28, 70-29-28	10
MICHIGAN					
Chesaning	5.0 NE;49	1599	999	43-13-48, 84-03-35	51
Jackson, Reynolds	12 NW;336	1946	983	42-26-33, 84-34-21	51
MINNESOTA					
Duluth	4.8 SE;135	2049	805	46-47-20, 92-06-51	28
Fairmont	2.0 SW;240	1710	500	43-38-00, 94-28-00	27
Willmar	3.8 NE;57	1648	500	45-08-25, 95-00-50	82
Sauk Center	8.5WSW;264	2525	1130	45-41-03, 95-08-14	82
Sleepy Eye	9.0 SSE;157	1632	600	44-06-20, 94-36-56	82
Hector	7 W;287	1649	550	44-45-50, 94-52-10	82
MISSOURI					
Jefferson City, Memorial	6.8 NNE;35	1773	929	38-41-28, 92-05-43	38
St. Louis, Lambert	10.5 SSE;169	1649	1152	38-34-08, 90-19-51	38
St. Louis, Lambert	13.8 SSE;165	1649	1214	38-31-47, 90-17-58	38
NEBRASKA					
Hay Springs	2.1 S;180	4578	583	42-38-25, 102-42-04	13
Scottsbluff	8.5 NNW;339	5144	677	41-59-58, 103-39-55	16
North Platte-Lee Bird	5.0 NNW;344	3630	612	41-12-13, 100-43-58	46
NEW YORK					
Albany	25.4 NW;316	2176	1356	43-03-36, 74-12-42	2
NORTH DAKOTA					
Minot, International	12.1 S;191	3123	1053	48-03-02, 101-20-29	52
Fargo, Hector	16.5 WNW;293	2153	1206	47-00-43, 97-11-58	31
OHIO					
Toledo, National	6.4 ESE; 116	1629	1049	41-41-00, 83-24-49	19
OKLAHOMA					
Cordell	1.7 W;281	2081	503	35-18-24, 98-59-26	60
Grandfield	2.5 SSE;161	2199	1059	34-12-55, 98-43-13	60
Kingston-Lake Texoma State Park	9.5 W;288	1828	978	34-02-29, 96-48-04	60
PENNSYLVANIA					
Philadelphia, North Phila.	11.0 WSW;257	1364	1116	40-02-38, 75-14-26	58
SOUTH DAKOTA					
Flandreau Municipal	5.0 E;100	2748	1117	43-59-05, 96-28-45	78
Mitchell	5.0 SSE;163	1927	572	43-41-25, 98-00-27	78
Reliance, Fletcher	6.2 NNW;346	2883	711	43-57-55, 99-36-11	78
TEXAS					
Brownwood	4.8 SSW;214	2049	549	31-43-33, 99-00-45	5
Lubbock Municipal	7.5 SSW;198	4085	859	33-31-35, 101-52-12	21
WASHINGTON					
Seattle, Boeing	7.0 NNW;338	1007	599	47-38-01, 122-21-20	76
WEST VIRGINIA					
Charleston, Kanawha Co.	14.9 W;277	2049	999	38-24-28, 81-54-14	36
Glen Dale (Stacks)	6.5 SSW;209	1250	601	39-50-47, 80-49-14	36
Parkersburg, Stewart	25.0 SSW;211	1227	600	38-56-15, 81-49-30	36
WISCONSIN					
Eau Claire	5.5 SSE;159	1847	958	44-47-58, 91-27-59	82
Wausau	3.1 WSW;263	2549	648	44-55-10, 89-41-12	35
Madison, Truax	9.5 SW;230	2227	1107	43-01-52, 89-30-18	51
Pewaukee, Capitol Drive	4.5 SE;150	1549	687	43-01-56, 88-07-54	51
Green Bay, Austin Straubel	10.8 N;5	1722	962	44-39-56, 88-07-47	35

COAST & GEODETIC SURVEY SECTIONAL CHARTS: 1-Aberdeen 2-Albany 3-Albuquerque 4-Aroostook 5-Austin 6-Beaumont 7-Bellingham 8-Birmingham 9-Boise 10-Boston 11Burlington 12-Butte 13-Casper 14-Charlotte 15-Chattanooga 16-Cheyenne 17-Chicago 18-Cincinnati 19-Cleveland 20-Corpus Christi 21-Dallas 22-Del Rio 23-Denver 24-Des Moines 25-Detroit 26-Douglas 27-Dubuque 28-Duluth 29-Elko 30-El Paso 31-Fargo 32-Glacier Park 33-Grand Canyon 34-Grand Junction 35-Green Bay 36-Huntington 37-Jacksonville 38-Kansas City 39-Klamath Falls 40-Kootenai 41-La Grande 42-Lake Huron 43-Lake Superior 44-Lake of The Woods 45-Lewiston 46-Lincoln 47-Little Rock 48-Los Angeles 49-Miami 50-Miles City 51-Milwaukee 52-Minot 53-Mobile 54-Mt. Shasta 55-Mt. Whitney 56-Nashville 57-New Orleans 58-New York 59-Norfolk 60-Oklahoma City 61-Orlando 62-Phoenix 63-Pocatello 64-Portland 65-Prescott 66-Rapid City 67-Reno 68-Roswell 69-Sacramento 70-Salina 71-Salt Lake City 72-San Antonio 73-San Diego 74-San Francisco 75-Savannah 76-Seattle 77-Shreveport 78-Sioux City 79-Spokane 80-Trinidad 81-Tulsa 82-Twin Cities 83-Washington, D.C. 84-Wichita 85-Williston 86-Winston Salem 87 Yellowstone

(30 August 1960)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the FAA. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Columbia LFR	LOM	Direct	1700	T-dn	300-1	300-1	200-½
→ Columbia VOR	LOM	Direct	1700	C-dn	400-1	500-1	500-1½
→ Thomas Int	LOM (final)	Direct	1200	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn South side SW crs, 226° Outbnd, 046° Inbnd, 1700' within 10 mi.
Minimum altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 046°-3.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, climb to 2000' on crs of 046°, intercept and proceed outbound on NW crs of LFR or R-005 of VOR within 20 miles or, when directed by ATC, climb to 2000' on West then East crs of LFR or R-080 of VOR within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Columbia, S.C.	Columbia 244'	LOM CA	1, Amdt 5, 1 Oct 60	4, 18 Jun 60

Columbus LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of E course, 096° Outbnd, 276° Inbnd, 2500' within 10 miles. Not authorized beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 276° -5.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles after passing LOM, climb to 2500' on 276° crs, from LOM within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Columbus, Ohio	Port Columbus 816'	LOM CM	1, Orig., 1 Oct 60	None

Daytona Beach VOR	LOM	190°-9.5	1400	T-dn	300-1	300-1	200-½
Daytona Beach LFR	LOM	226°-4.2	1400	C-dn	400-1	500-1	500-1½
Smyrna Int	LOM	318°-13.0	1400	S-dn-6	400-1	400-1	400-1
Lake Helen Int	LOM	019°-9.8	1400	A-dn	800-2	800-2	800-2
Woodruff Int	LOM (Final)	058°-15.0	1400				
Barberville Int	LOM	125°-17.7	1400				

Procedure turn S side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 065°-5.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 1400', make right turn, returning to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Daytona Beach, Fla	Daytona Beach Municipal 34'	LOM DB	1, Orig, 24 Sep 60	None

Ft. Smith VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int 253° brng to LOM & 300°				C-d	600-1	600-1	600-1½
• brng to Ft. Smith RBn	LOM (Final)	direct	1500	C-n	600-2	600-2	600-2
Int 253° brng to LOM &				S-dn-25	600-1	600-1	600-1
R-090 FSM VOR	LOM	direct	1600	A-dn	800-2	800-2	800-2
Int 253° brng to LOM &							
343° brng to Ft Smith RBn	LOM	direct	1600				
Ft. Smith RBn	LOM	direct	2200				

• Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1600' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude over LOM inbnd final, 1500'
Crs and distance, facility to airport, 253°-6.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.9 mi after passing LOM, climb to 1800' on crs of 253° within 15 mi or, when directed by ATC, climb to 2500' direct to Ft. Smith RBn.
AIR CARRIER NOTE: 300-1 required for takeoff on rnwys 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in takeoff or landing minima authorized for cargo and ferry flights.
CAUTION: Water tower 611' 1 mile W of W end of Rnwy 7.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Fort Smith, Ark	Municipal 468'	LOM FOI	1, Amdt 9, 1 Oct 60	8, 27 Jun 59

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Int V-53 & SE crs MJ LFR	LOM (Final)	Direct	1900	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of SE crs, 137° outbnd, 317° inbnd, 1800' within 10 mi.
Minimum altitude over facility on final approach crs, 1200'.
Crs and distance, facility to airport, 317° - 3.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 1900' on 317° crs from LOM within 10 mi. or, when directed by ATC, make climbing right turn and climb to 1900' and proceed direct to the MKG VORTAC.

★ City and State: Muskegon, Mich | Airport Name & Elev.: Muskegon County 628' | Fac. Class & Ident.: LOM MK | Procedure No. & Eff. Date: 1, Orig, 24 Sep 60 | Sup. Amdt. No. Dated: None

SAT-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
SAT RBn	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045° to 230° 0-20 mi 2200'
230° to 045° 0-10 mi 2200'
230° to 045° 10-15 mi 2500'
230° to 045° 12-20 mi 3000'
Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of radio tower 2049' msl 19 miles SE of airport.

Procedure turn N side of NW crs, 303° Outbnd, 123° Inbnd, 3000' within 10 mi. Beyond 10 mi NA.
Minimum altitude over LOM on final approach crs, 2500'
Crs and distance, facility to airport, 123°-5.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, intercept and climb to 3000' on 174° brng from SAT RBn within 20 miles or, when directed by ATC, turn right, climb to 3000' on SAT VOR R-158 within 20 miles.

★ City and State: San Antonio, Tex | Airport Name & Elev.: International 800' | Fac. Class & Ident.: LOM AN | Procedure No. & Eff. Date: 3, Orig, 1 Oct 60, or upon com. of facility | Sup. Amdt. No. Dated: None

Billings Int	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Sparta Int*	LOM	Direct	2800	C-dn	400-1	500-1	500-1½
SGF VOR	LOM	Direct	2700	S-dn	400-1	400-1	400-1
SF LFR	LOM	Direct	2700	A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 195° Outbnd, 015° Inbnd, 2700' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 015°-3.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 2500' on crs 015°. Proceed to the SGF VORTAC.

*Sparta Int: Int R-139 SGF VOR & R-283 Dogwood VOR.

★ City and State: Springfield, Mo | Airport Name & Elev.: Springfield Municipal 1367' | Fac. Class & Ident.: LOM SG | Procedure No. & Eff. Date: 1, Orig, 24 Sep 60 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Ft Smith Rbn	FSM-VOR	Direct	2200	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d	600-1	600-1	600-1
				S-n-25	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 046 Outbnd, 226 Inbnd, 1900' within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 226-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, climb to 1800 on R-235 within 20 mi. or, when directed by ATC, climb to 2200' direct to Ft. Smith RBn.
CAUTION: 620 MSL unlighted Hill 1.5 mi E of airport.
AIR CARRIER NOTE: 300-1 required for T.O. Runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in T.O. or landing minima authorized for Cargo or Ferry flights.

★ → City and State: Fort Smith, Ark | Airport Name & Elev.: Municipal 468' | Fac. Class & Ident.: SVORTAC FSM | Procedure No. & Eff. Date: 1, Amdt 5, 1 Oct 60 | Sup. Amdt. No. Dated: 4, 2 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All Directions	ISO VOR	Direct	#MEA	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				*A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 052° Outbnd, 232° Inbnd, 2000' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 232° -3.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi. after passing Kinston VOR, make immediate right climbing turn to 2000', returning to ISO VOR on radial 232.
CAUTION: 390' MSL Radio Tower 2 mi. SW of Airport.

\# Initial approach altitude above 5000' not authorized due to proximity Restricted Area 125 to approach radial.
* Authorized as an alternate for Air Carriers only; provided they have approval of communications and weather service at this airport. Weather service not available to the general public.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Kinston, N. C.	Stallings Field 93'	BVOR ISO	1, Orig., 1 Oct 60	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

				T-dn	300-1	300-1	200-½
				C-dn	*500-1	*500-1	*500-1½
				S-dn-31	400-1	*400-1	*400-1 ←
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 125 Outbnd, 305 Inbnd, 1300 within 10 miles.
→ Minimum Altitude over facility on final approach crs, *400
Crs and distance, breakoff point to app end rny 31, 310-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1700 on R-305 within 20 miles
→ CAUTION: Radio tower 687' MSL 3.7 miles west of airport
Major Change: Deletes transition from Orlando LFR

*If ILS OM or LOM not identified on final, descent below 700' msl NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Orlando, Fla	Orlando 113'	BVOR ORL	Ter VOR-31, Amdt 1, 1 Oct 60	Orig. 20 Aug 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure Cancelled, effective 1 Oct 60

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Burbank, Calif	Lockheed Air Terminal 764'	SBML BUR	1, Amdt 7, 24 Aug 57	6, 3 Aug 57

Procedure Cancelled, effective 1 Oct 60

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Merced, Calif.	Merced 155'	MRAWZ MER	1, Amdt 5, 3 Jul 58	4, 25 May 57

Tallahassee VOR	TH-LFR		Direct	1500	T-dn	300-1	300-1	200-½
→ TL LOM	TH-LFR		Direct	1500	C-dn	500-1	500-1	500-1½
					S-d-9*	400-1	NA	NA
					A-dn	800-2	800-2	800-2

Procedure turn S side of NW crs, 296° Outbnd, 116° Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 084°-2.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 mi, climb to 1500' on E crs within 20 mi. or, when directed by ATC, turn right, climb to 1300' on S crs of LFR within 20 mi.
AIR CARRIER NOTE: Take-offs with less than 200-½ NA.
CAUTION: 300' MSL unlighted terrain one mi NE of airport
Major change: Deletes transition from Quincy FM

*Runway 9-27 closed to all aircraft over 7000 lbs. and to all night operations.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→Tallahassee, Fla	Dale Mabry 70'	SBRAZ TH	1, Amdt 12, 1 Oct 60	11, 20 Dec 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine or More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
ORD-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Northbrook VOR	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
NBU-LFR	LOM	Direct	2500	S-dn-14R	200-½	200-½	200-½
MDW-LOM	LOM	Direct	2500	A-dn	600-2	600-2	600-2
Morton Int	LOM	Direct	2500				
Spring Lake Int	LOM	Direct	2500				
Elgin Int	LOM	Direct	2500				
Crystal Int	LOM	Direct	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from LOM. Refer to radar procedures for O'Hare if sector altitude information desired.

Procedure turn W side of NW crs, 318° Outbnd, 138° Inbnd, 2200' within 10 miles.
Minimum altitude at Glide Slope Int inbnd, 2200'
Altitude of Glide Slope and distance to approach end of runway at LOM, 2132'-5.3; at LMM, 861'-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ Make immediate climb to 1500' via the back course O'Hare ILS then make a right climbing turn to 2500' or higher
→ altitude specified by ATC and proceed to the Spring Lake Int via V-172 and API R-349 or, when directed by ATC,
→ (1) make immediate left turn, climb to 2500' or higher altitude specified by ATC and proceed to Northbrook VOR via
→ ORD R-030 and OBK R-135, (2) make immediate left turn climb to 3500', proceed to Morton Int via ORD R-076, (3) make
→ immediate left turn, climb to 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.
NOTE: Simultaneous Parallel ILS Approach Study being conducted to Rnwys 14R and 14L, when WX is 2600-3 or better with pilot's concurrence. Rnwy 14R LOM designated "ROMEO"; Rnwy 14L LOM designated "LIMA".

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill.	O'Hare International 666'	ILS I-ORD	ILS-14R, Amdt 3, 24 Sep 60	2, 30 Apr 60

Morton Int	River Grove Int*	Via Radar Vector**		T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Spring Lake Int	River Grove Int*	Via Radar Vector**		S-dn-32L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

**Radar Terminal Area Transitions: All directions, 2500' within 20 mi.
320° - 150° - 2000' within 10 mi.
150° - 320° - 2500' within 10 mi.
All bearings are from radar site with sector azimuths progressing clockwise.

Procedure turn NA.
Minimum altitude over River Grove Int* on final approach crs, 2000'
Crs and distance, River Grove Int* to airport, 318°-4.3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles after passing River Grove Int*, make immediate right turn, climb to 2500' and proceed to OBK-VOR via OBK R-170 or, when directed by ATC, (1) climb to 3500', proceed to Spring Lake Int via ORD R-300; (2) Climb to 2500', proceed to OHA LOM.
NOTES: Arrival radar at O'Hare and departure radar at Midway must be operative. Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound approach course, inbound to River Grove Int.

*River Grove Int: Int R-051 API-VOR & SE crs ORD ILS (Romeo)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	O'Hare Int'l. 667'	ILS I-OHA	ILS-32L, Orig, 1 Oct 60	None

Salinas VOR	LMM	Direct	4000	T-dn	300-1	300-1	300-¾
Davenport Int	LOM	Direct	2000	#S-dn-10	300-¾	300-¾	300-¾
				C-d	700-2	700-2	700-2
				C-n	700-3	700-3	700-3
				A-d	700-2	700-2	700-2
				A-n	700-3	700-3	700-3

Procedure turn South side of W crs, 276° Outbnd, 096° Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum altitude at G. S. int inbnd, 1700'
Altitude of G.S. & distance to approach end of rny at LOM, 1630'-4.1 mi; at MM, 370'-0.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles after passing LMM make immediate left climbing turn and climb to 1800' to LOM.
CAUTION: Circling minimums do not provide standard clearance over terrain south of airport. All maneuvering for circling approaches must be accomplished north of localizer course.
AIR CARRIER NOTE: No reductions in visibility minimums authorized, except for takeoff on Rnwy 28.
Major Change: Deletes transition from NSU RBn.

→ #400-1 required with any component of the ILS inoperative except that 700-1½ required with glide slope
→ inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Monterey, Calif	Monterey Peninsula 220'	ILS I-MRY	ILS-10, Amdt 6, 24 Sep 60	5, 18 Jun 60

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int V55 & SE crs ILS	LOM (Final)	Direct	1900'	T-dn	300-1	300-1	200-½
MKG VOR	LOM	Direct	1900'	C-dn	400-1	500-1	500-1½
MJ LFR	LOM	Direct	1900'	S-dn-32	300-¾	300-¾	300-¾
Bull Frog Int	LOM	Direct	1900'	A-dn	800-2	800-2	800-2

Procedure turn E side of SE crs, 137° Outbnd, 317° Inbnd, 1900' within 10 mi.
Minimum altitude at Glide Slope Int inbnd, 1900'
Altitude of Glide Slope and distance to approach end of runway at OM, 1843'-3.8 mi.; at MM, 811'-.55 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
Climb to 1900' on 317° crs from LOM within 10 mi. or when directed by ATC, make right turn and climb to 1900' and proceed direct to the MKG VORTAC

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Muskegon, Mich.	Muskegon County 628'	ILS I-MKG	ILS-32, Orig, 24 Sep 60	None

SAT-VOR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
SAT RBn	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
				S-dn-12	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045° to 230° 0-20 mi 2200'
230° to 045° 0-10 mi 2200'
230° to 045° 10-15 mi 2500'
230° to 045° 12-20 mi 3000'
Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3 to 5-mile (inclusive) radius of radio tower 2049' msl 19 miles SE of airport.

Procedure turn N side of NW crs, 303° Outbnd, 123° Inbnd, 3000' within 10 mi. Beyond 10 mi NA.
Altitude of Glide Slope & distance to approach end of Rnwy at LOM, 2600'-5.9 mi; at LMM, 1028'-0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
turn right, climb to 3000' on SAT-VOR R-158 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ San Antonio, Tex	International 800'	ILS I-ANT	ILS-12, Orig, 1 Oct 60, or on com. of facility.	None

→ SI-LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Int R-209 SPI-VOR and/or SW crs				S-dn-4	200-½	200-½	200-½
→ SI-LFR & R-312 VLA-VOR (Via				A-dn	600-2	600-2	600-2
crs 015°)	SW crs ILS (Final)	direct	2000				
→ Int R-101 SPI-VOR & 250°-070°							
Brg SPI LOM	LOM	Direct	2600				
Int R-265 SPI VOR & 125°-305°							
Brg SPI LOM	LOM	Direct	2000				

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles
Minimum Altitude at Glide Slope interception inbnd, 2000'
Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . climb to 2000' and proceed to SPI-VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Springfield, Ill	Capital 593'	ILS I-SPI	ILS-4, Amdt 6, 24 Sep 60	5, 30 Jul 60

Billings Int	LOM	Direct	2700	T-dn	300-1	300-1	200-½
Sparta Int*	LOM	Direct	2800	C-dn	400-1	500-1	500-1½
SGF VOR	LOM	Direct	2700	S-dn-1	200-½	200-½	200-½
SF LFR	LOM	Direct	2700	A-dn	600-2	600-2	600-2

Procedure turn E side SW crs, 195° Outbnd, 015° Inbnd, 2700' within 10 mi.
Minimum Altitude of Glide Slope Int Inbnd, 2500'
Altitude of Glide Slope and distance to approach end of Runway at OM, 2440'-3.6 mi; at MM, 1465'-0.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
Climb to 2500' on N crs of ILS. Proceed to the SGF VORTAC.

*Sparta Int: Int R-139 SGF VOR & R-283 Dogwood VOR

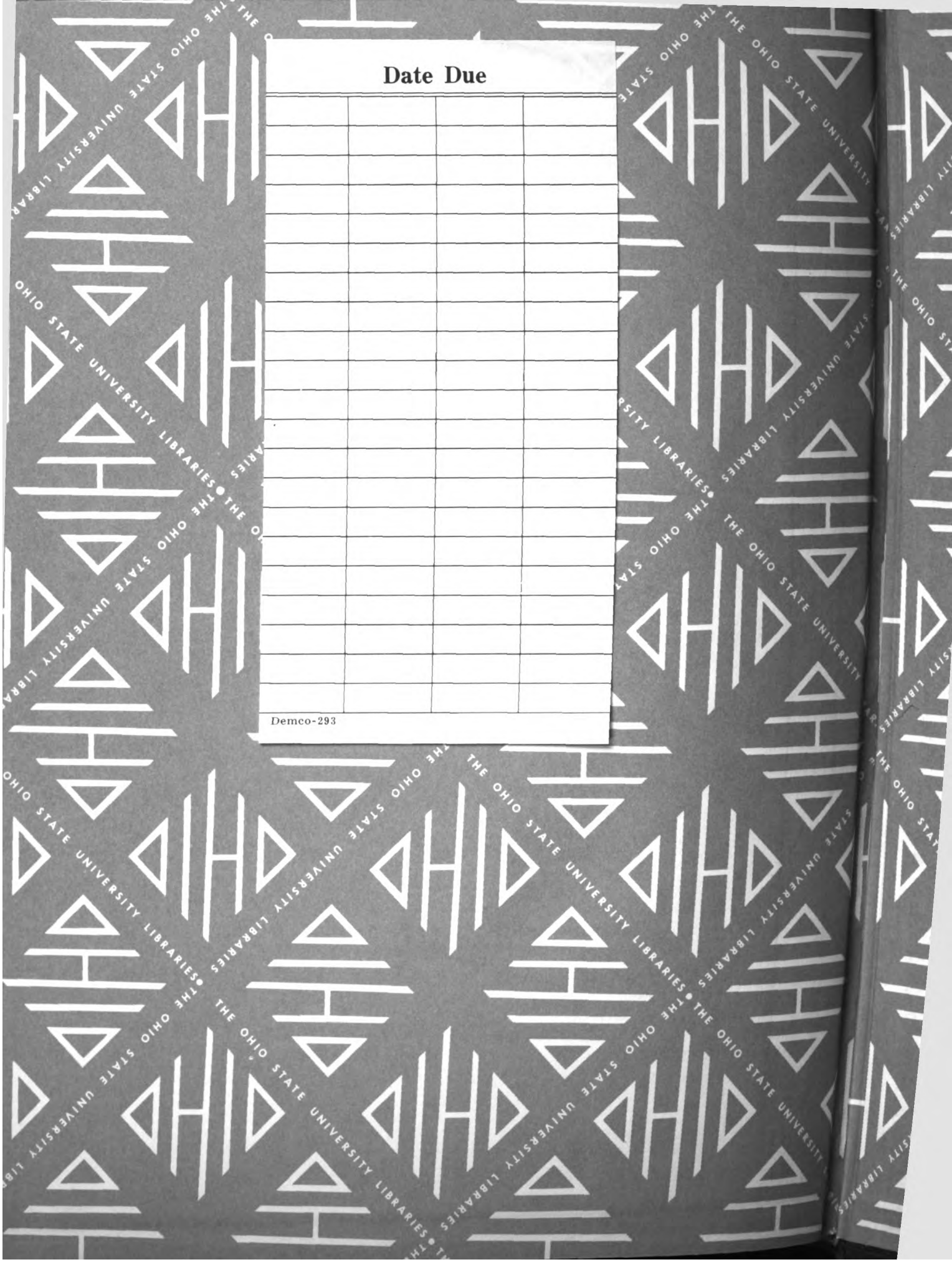
City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Springfield, Mo.	Springfield Municipal 1267'	ILS I-SGF	ILS-1, Orig, 24 Sep 60	None

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